ACC AC/24/TN6 10000/142/3416 PORT
DEC. 19

0000/148/346

PORTS
DEC. 1943 - DEC. 1945

PORTS AND
WARE DIVISION

4

OPENED : 21 DEC. 1943
CLOSED : 22 DEC. 1945

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

(CLOSED

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

10000 4 AR / 3416

THIS FOLDER
CONTAINS PAPERS
FROM DEC. 1943
TO DEC. 1945
CATALOGUE.

TRANSLATION AS/fl

Ref: 6942/P Rome 22 Dec. 1945

Subject : Tax on movement of Goods in the Ports.

To : A.C. Transportation S/C.

1. The port equipment, (tugs, floats, cranes etc), allocated to the Italian Port Authorities, is in use free of charge in order to speed up the unloading of the vessels.

The maintenance and functioning costs of said equipment is paid by the Port Authorities with funds received from the Italian Treasury.

According to Section III, of the Campel Relation, the Italian Government should have recuperated these expenditures through a tax on all commodities, (exept Military Allied), moving though all ports, indipendend of whether such equipment was used or not for the movement.

With this in view the Lieutenancy Legislative Decree N°. 674, of 7 Sept.1945, was issued, giving faculty to leavy, in agreement with the Italian Treasury and the Ministry of Finance, a special tax to be payed by the senders and receiver of the commodities for each ton loaded or unloaded.

2. Having calculated the annual expenses for the a/m service and the quantity of commodities moved in the ports we have reached the conclusion that, a tax of 50 lire must be levied for each ton of goods loaded and discharged.

3. Since the state of war has creased, it seems to me that it would be better to return to the normal functioning of the ports, and avoid too, a new increase in the prices of the commodities and of the cost of living, I would suggest therefore that the use of the a/m equipment be not granted free of charge, as presently, but that a charge for its use be requested each time in accordance to tariffs established by the Port Authorities. I suggest too, that the Lieutenancy Legislative Decree N° 674 of the 7 Sept. 1945, be not enforced but that we return to the commercial custom, and have each pay for the services requested. This is reasonable since the emergency period which rendered necessary the granting of the use of port equipment free of charge in order to

Declassified E.O. 12356 Section 3.3/NND No. 783021

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2. Having calculated the annual expenses for the a/m service and the quantity of commodities moved in the ports we have reached the conclusion that, a tax of 50 lire must be levied for each ton of goods loaded and discharged.

3. Since the state of war has ceased, it seems to me that it would be better to return to the normal functioning of the ports, and avoid too, a new increase in the prices of the commodities and of the cost of living, I would suggest therefore that the use of the a/m equipment be not granted free of charge, as presently, but that a charge for its use be requested each time in accordance to tariffs established by the Port Authorities. I suggest too, that the Lieutenancy Legislative Decree N° 674 of the 7 Sept. 1945, be not enforced but that we return to the commercial custom, and have each pay for the services requested. This is reasonable since the emergency period which rendered necessary the granting of the use of port equipment free of charge in order to quiken the discharge of ships, no longer exists. In this regard the Allied Authorities have stopped night and over time work.

Naturally when a cargo is discharged part on land and part by means of barges, the charge for the use of the barges should bear upon all the cargo so that both the receivers who have used the barges, and those who have had the goods directly unloaded on the quay contribute to the fee.

Before reaching this decision I would appreciate to know the Allied Commission's point of view.

sgd Carlo Matteini
Tenente Generale A. N.
Direttore Generale della Marina Mercantile.

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

Ministero della Marina

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

IL DIRETTORE GENERALE

Roma, 22 DIC. 1945

6942/P

ALLA COMMISSIONE ALLEATA
SOTTOCOMMISSIONE TRASPORTI

ROMA

Tassa sulle merci imbarcate e sbarcate.=

I- Come a codesta Commissione è noto, le Autorità portuali italiane, le quali gestiscono rimorchiatori, galleggianti, gru, ecc., loro affidati dagli Alleati o dal Governo italiano, mettono tali mezzi a disposizione del traffico marittimo commerciale senza esigere alcun compenso, e ciò allo scopo di rendere quanto più è possibile sollecito il disbrigo delle navi.

Le spese relative alla manutenzione e al funzionamento dei mezzi suaccennati sono, pertanto, integralmente sostenute dalle autorità stesse con fondi ad esse forniti dal Ministero del Tesoro italiano.

Secondo i criteri, di cui alla Sez.IIIª, della relazione Campbell, il Governo italiano avrebbe dovuto rivalersi di queste spese, applicando su tutte le merci (ad eccezione, s'intende, di quelle militari alleate) transitanti in tutti i porti una tassa indipendentemente dal fatto che esse richiedessero, o meno, l'impiego dei mezzi suddetti.

A tale scopo venne emanato il decreto legislativo luogotenenziale 7 settembre 1945, n.674, il quale dà facoltà al Ministro della Marina di imporre, di concerto con i Ministri del Tesoro e delle Finanze, u-

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

IL DIRETTORE GENERALE

SOTTOCOMMISSIONE TRASPORTI

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A tale scopo venne emanato il decreto legislativo luogotenenziale 7 settembre 1945, n.674, il quale dà facoltà al Ministro della Marina di imporre, di concerto con i Ministri del Tesoro e delle Finanze, uno speciale contributo a carico degli speditori e dei ricevitori di merci per ogni tonnellata di merce imbarcata e sbarcata.

2- Tenuto conto delle spese annualmente derivanti dai servizi sopra cennati e del quantitativo annuo di merci sbarcate e imbarcate nei porti, si è giunti alla conclusione che ogni tonnellata di merce caricata e scaricata dovrebbe essere assoggettata al pagamento di un con=

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

tributo di lire cinquanta.

3- Poichè, cessato lo stato di guerra, sembrerebbe opportuno il ritorno della normalità nei porti e anche ad evitare un nuovo aumento generico del prezzo delle merci e quindi del costo della vita, sarei d'avviso che l'uso dei mezzi in parola non fosse più gratuito come lo è attualmente, ma che gli utenti ne pagassero di volta in volta le prestazioni in base ad apposite tariffe stabilite dall'Autorità portuale, e, pertanto, riterrei che non fosse data attuazione al decreto legislativo luogotenenziale 7 settembre 1945, n.674, ma che si tornasse alla pratica commerciale, ossia che ognuno pagasse le prestazioni che chiede. Ciò anche perchè i criteri di urgenza, che avevano inspirato il provvedimento di mettere a disposizione chiatte e mezzi per aumentare la velocità di sbarco, sono venuti in gran parte a cessare. Infatti da qualche tempo gli organi alleati hanno fatto normalmente cessare orario notturno e lavoro straordinario.

Naturalmente, nei casi in cui le merci fossero sbarcate parte direttamente a terra e parte a mezzo di chiatte, si potrebbe stabilire, per ragioni di equità, che la spesa relativa all'impiego dei galleggianti fosse ripartita su tutto il carico, in modo da far concorrere nel pagamento di essa non solo i ricevitori che sono ricorsi alle chiatte, ma anche quelli che hanno potuto effettuare lo sbarco diretto su banchina.

Prima, però, di addivenire a tale decisione, gradirei conoscere al riguardo il punto di vista di codesta Commissione.

(Carlo Matteini)
TENENTE GENERALE A.N.
DIRETTORE GENERALE DELLA MARINA MERCANTILE

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

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DIRETTORE GENERALE DELLA MARINA MERCANTILE

G.a.

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

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION
Ports & Warehouse Division

Tel. 290
Ref. AC/24/8/Tn6

RMB:mvm
16 May 1945

SUBJECT: Rimini and Riccione

TO : Col. M. J. Sieff, Chief
Movements Division

1. For your information and retention, we attach reports of surveys made on the ports of Rimini and Riccione.

R. M. RAZZANELLA, Chief
Ports & Warehouse Division

Attachment as stated above.

# R I M I N I (Adriatic coast) May 8th.1945

**GENERAL** RIMINI town and the Porto Canale area have suffered considerable war damage.
Before the port can be used, several wrecks will have to be removed from the canal and dredging operations undertaken to obtain the pre-war depth of 3½ metres, the present depth v rying from 2 to 2½ metres.
The port and sea area are forbidden for anchorages until the place has been swept and cleared of mines.

**WRECKS** These are located in the canal as shown on the attached plan, and consist of a wrecked bucket dredger and three hopper barges each of 200 tons capacity, a wrecked Motor Schooner and other obstructions. Of these, only two hopper barges appear to be in such condition that they could be used again after being raised and repaired. There may be other obstructions submerged in the muddy water of the canal, not visible.

**QUAYS** The quay wall on the South bank of the canal has been damaged in many places but could be used and there are mooring bitts which would hold vessels of small tonnage. A large open wharf on the South side has been damaged in places but would accommodate a considerable quantity of goods in the open.

**MOLES.** The West Mole has been damaged badly for a length of 50 metres (practically demolished), whilst the East mole has been damaged in three places for a length of 40 metres each.

**LIGHTHOUSE** and Semaphor station tower which were located on the South Bank of the canal are almost completely demolished and beyond reconstruction.

**BERTHS** On the South Bank of the Canal are several parts of the quay in good condition which could be utilised for the mooring of a few motor schooners up to 150 tons.
The canal is at present crossed nearly in the middle of its length by an iron bridge, placed there by the Allies for War requirements and used by military vehicles. This bridge prevents the passage of all craft from the external zone of the Porto Canale (the part shown on attached plan) to the internal zone where cargo and fishing vessels used to discharge. Until this bridge is removed, the Eastern or internal length of the canal cannot be used.

**DEPTH OF WATER.** The two moles forming the entrance to the Canal are built in a sandy area, and the canal is subject to silting up and therefore needs periodical dredging.

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

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**DEPTH OF WATER.** The two moles forming the entrance to the Canal are built in a sandy area, and the canal is subject to silting up and therefore needs periodical dredging. Before the Armistice, the Ministry of Public Works sent during each summer a dredger to clear the sand which had silted up the canal, to maintain a regular depth of water of 3½ metres. No dredging has been done for two years with the result that the depth in most places is not more than two to 2½ metres.
Soundings have not yet been taken.

7954 Canal

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

**RAIL FACILITIES** None in the canal area. Previously narrow guage line connected the quays with the local narrow guage railway.
From the Railhead, standard guage rail now operates to Faenza.
The Coast railway to Ravenna is not working. May have been destroyed.

**ROADS.** All road surfaces in bad condition.

**CRANES AND DISCHARGING GEAR/** Nil.

**ITALIAN MARITIME AUTHORITY.** Capitaneria of Port. At present in Via Gambalunga No.22.

**FUTURE DEVELOPMENTS PROPOSED.**

As the Town of Rimini and particularly the Port area have been so badly damaged by War that nearly all the buildings have been damaged or demolished, the Italian authorities are studying a project to reconstruct the new town in the maritime zone with buildings easily seen from the sea.
It includes the construction of a new modern Harbour located to the West of the present one, to cater for commercial, fishing and amusement interests.

F.H.SMITH

Captain R.N.

Attached. Plan of East length of canal

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

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Attached. Plan of East length of canal

Enclos. Town plan of Rimini.

7953

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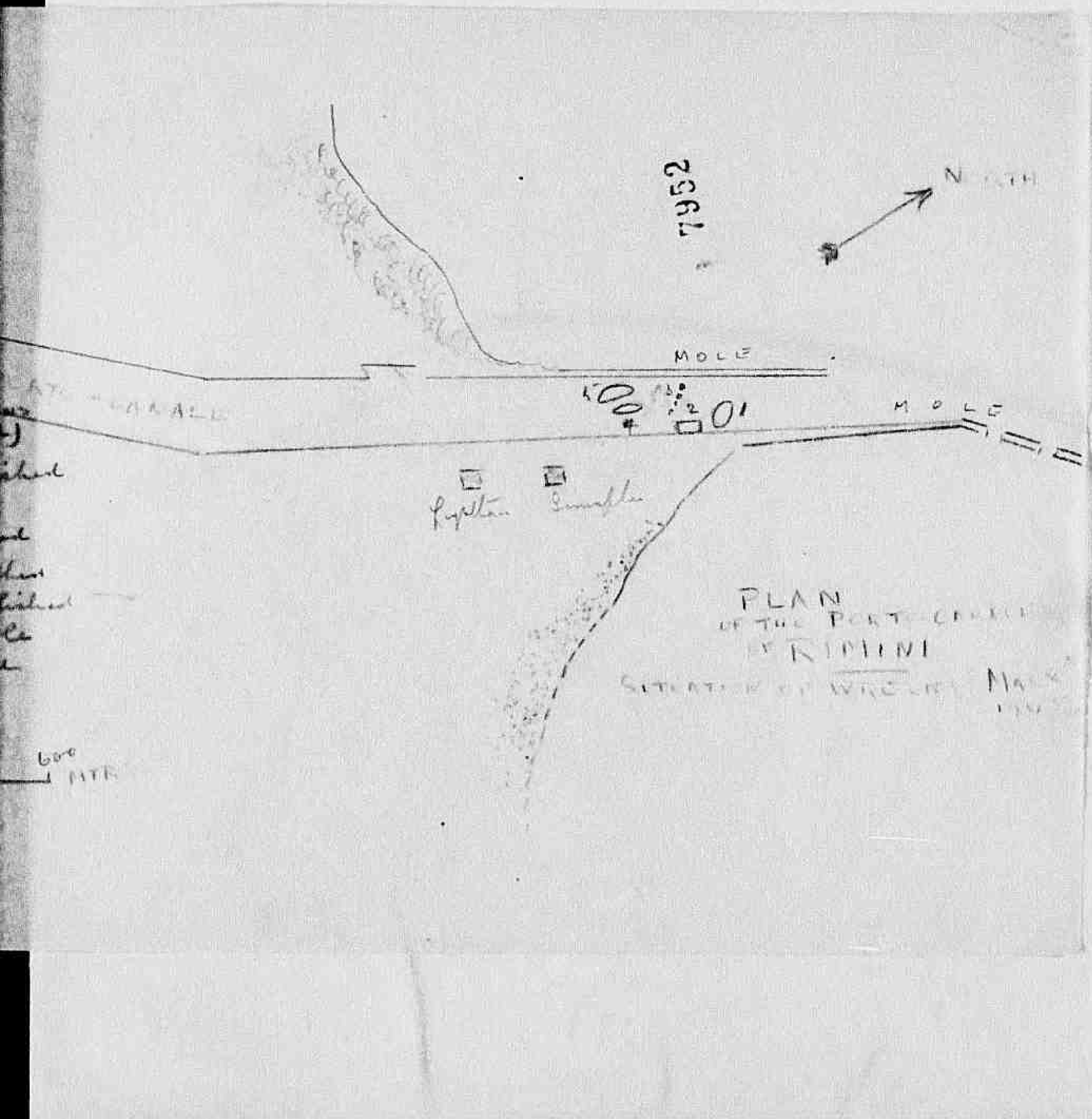
Classified E.O. 12356 Section 3.3/NND No. 785021

← Pontoon, which must be removed before vessels can proceed to internal syne of canal.




1 = HOPPER BARGE - 200 TONS (Could probably be raised)
2 = Bucket Dredger - demolished
3 = BARRAGE - demolished
4 = Hopper Barge - demolished
5 = Hopper PONTOON - demolished
6 = Motor Vessel DORA - demolished
7 = HOPPER Barge - Salvageable
8 = Small craft - demolished

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



# R I C C I O N E

9th May 1945.

RICCIONE, about six miles South of Rimini on the Adriatic Coast, is a seaside Resort and Fishing Harbour for small craft.

Very little damage has been done here and the Hotels are at present in use as Military Transit and Leave Hotels. There is a small but good Fishing Boat Basin, reached through an entrance about half a mile long and about Seventy feet wide.

A considerable number of Fishing Boats are owned here but only the smaller ones can be used now owing to the silting up of the Bar. The present depth of water at high tide is only 3ft6ins and at low water about 18 inches. Fishing boats have therefore to wait outside the bar until high water, which is dangerous in bad weather and boats are damaged entering the fairway.

The silting up affects chiefly about 100 yards at the entrance. It would take only a few days to dredge the entrance to a depth of 8ft.

This would be a boon to the local fishing industry and would help with the food supply.

As the silting becomes worse all the time it is undredged, some degree of priority might be given to this.

1951

Released under E.O. 12356 Section 3.3/NND No. 785021

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951

F.H. Smith

F.H.SMITH

Captain R.E.

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

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION
Ports & Warehouse Division

Tel. 290
Ref. AC/24/7/Tn6

RMB:mvm
16 May 1945

SUBJECT: Ravenna and Corsini

TO : Col. M. J. Sieff, Chief
Movements Division

1. For your information and retention, we attach reports of surveys made on the ports of Ravenna and Corsini.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Attachment as stated above.

7950

# RAVENNA and PORTOCORSINI

May 9th.1945

RAVENNA, ten kilometres inland, and Porto Corsini on the Adriatic coast, are linked by a canal.

The whole port area is badly damaged.

It is possible to navigate a small coaster up to Ravenna.

The British Navy are still using this area.

- - - - - - - - - - - - - -

## PORTO CORSINI

Almost all the buildings have been destroyed and the mole and quays damaged in many places,

Wrecks Many wrecks and obstructions have been cleared, a few still remaining, and a 15 ft channel has been cleared and dredged to this depth from the entrance right up to Ravenna.

Tide A rise and fall of two feet

Fishing boat Basin Available for fishing boats with a draft not exceeding seven feet.

Berths.500 yards up the fairway on the South Bank are three schooner berths, one of them suitable for a small coaster. The adjoining road is in bad condition for a short distance after which there is a good road. The following are details of these berths:

| No. | Length. | Depth water | Suitability. | Remarks. |
|---|---|---|---|---|
| 10 | 210ft | 11ft | Schooners | At root of South Mole between beach and fishing boat basin |
| 11 | 150ft | 15ft | Coasters not more than 200ft long. | Located at site of wreck 200ft N.of Lighthouse. ( coaster 170ft long and drawing 16ft has actually berthed here) |
| 12 | 170ft | 8ft | Lighters and small schooners. | Located on bend of canal, |

Other berths to accommodate two or three small schooners can also be developed, at Porto Corsini

7949

Rail facilities nil

Cranes and discharging gear Nil

Warehouses Nil

Plan of soundings in fathoms and feet is attached to original.

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Rail facilities nil

Cranes and discharging gear Nil

Warehouses Nil

PLAN of Soundings in fathoms and feet is attached to original.

CANAL CONNECTING PORTO CORSINI WITH RAVENNA. (see page 2)

RAVENNA (see page 3)

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

May 9th.1945

## CANAL CONNECTING RAVENNA WITH THE SEA AT PORTO CORSINI

**LENGTH** About 10 Kilometres

**Width** About 200 feet from Bank to Bank

**DEPTH** A channel with minimum depth of fifteen feet has been cleared and dredged, from Ravenna to the Sea.

**LOCKS** Nil. Rise and fall of tide only about two feet.

**CONDITION OF BANKS** Away from P.Corsini and Ravenna, the condition of the South Bank is good and a good road runs the whole length.
The North Bank has been damaged in many places.

**CRAFT ON CANAL** Several small British Naval craft in commission.
Also 28 Minca Barges, apparently loaded with stores.

**DREDGER** The Steam Bucket Hopper Dredger "SAN ALBANO" of Trapani is stationed here, in commission and working in the canal, under N.O.I.C.orders.

One small steam Tug.

7948

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

May 9th.1945

## R A V E N N A

The town of Ravenna has been badly damaged.

Rail connection not yet established.

**PORT** Consists of a Basin, triangular in shape, each side with a length of approximately 700 feet.

The depth of water in the fairway of canal is 15 feet.

**QUAYS** These are damaged but several of them usable

**ROADS** Although the surfaces are bad, the roads are usable

**RAIL** No facilities.

**BUILDINGS** All buildings in vicinity of Basin, partially or totally destroyed.

**BERTHS** Berths Nos 1 and 6 could be used by small coasters with a draft up to 14'6".

Schooners with less draft could be discharged at other berths.

See PLAN of Soundings in fathoms and feet.

**CRANES and GEAR** Nil.

7947

**DREDGERS**

At Berth 6 is a German Ferry Boat of the double Pontoon type, which was sunk but has been raised. The engines were scrapped.
No.41 Port Construction Company used this craft as an improvised Suction Dredger. The suction pipe remains, but the 100 h.p. Diesel Suction Pump which was borrowed from the R.E.s has been returned to them.
Suggest it would be worth while trying to get another Diesel Pump for this improvised Dredger.

ALSO a small STEAM BUCKET DREDGER, not a hopper, which appears to be in working order, laid up at Ravenna.

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

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7947

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Enclosed with original.
Plan of Soundings Porto Corsini
Plan of Soundings Ravenna Basin
Plan of Ravenna Town

F.H.SMITH

Captain R.E.

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

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

9611

TNS 1 C

Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters.
4th May, 1945.

Med.45/219/3/6.
THE NAVY SUB-COMMISSION, ROME.
(Copies to:- The Allied Commission, Rome.
The Campbell Committee, Rome.
The D.Q.M.G. (G-4 Mov. & Tn.) ).

NON-OPERATIONAL ITALIAN PORT AREAS - DESIGNATION OF

With reference to your letter NSC/1798 dated 15th March, 1945 all Ports in Italy, Sicily and Sardinia with the exception of the following may now be considered as non-operational:

| | | | |
|---|---|---|---|
| Genoa ✓ | Bari ✓ | Augusta | Savona |
| Bagnoli | Ancona ✓ | Naples ✓ | Manfredonia. |
| Brindisi | Leghorn ✓ | Taranto | Messina |
| Castellammare | Palermo | Venice ✓ | |

2. This list will be amended as soon as Operational cease and Naval requirements and Army commitments close down in the various areas.

HEADQUARTERS
A. C.

(sgd.) H. A. PACKER

for ADMIRAL

Filed 24/Feb

7946

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

HEADQUARTERS ALLIED COMMISSION

TRANSPORTATION SUB-COMMISSION

April 27, 1945

To: Col. H.J. Sieff
Chief, Movements Division

From: S.P. France
Port Branch, Port & Warehouse Div.

Subject: Port Reports

Herewith reports by the writer covering the following:

Brindisi
Crotone
Gallipoli
Monopoli
Soverato
Taranto
Licata, Sicily

The reports on Soverata, Italy, relative to charcoal loading, and Licata, Sicily, covering harbour silt deposits, are matters of interest to Lt.Col. Balfour.

Berth numbers are marked on the accompanying port plans.

Additional reports will be handed you as soon as completed.

S.P. France

7945

cc: Mr. R.M. Bazzanella
Chief, Port & Warehouse Division.

spf

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 347
Ref. AC/3.2/27/Tn6

JEH/lml
16 April 1945

INTER-OFFICE MEMORANDUM

SUBJECT : Dredging Meeting.

TO : Mr. R. H. Bamzanella
Chief, Port & Whse. Division

On Monday April 9th, a meeting was held at AFHQ by the Mediterranean Shipping Board Dredging Committee and the question of dredging the following ports was raised:

Leghorn: It was decided that this Port would receive No. 1 Priority because of its importance in handling military and civilian supplies - work to begin immediately and estimated completion six weeks.

Civitavecchia: Work will commence at this Port as soon as dredging equipment is released at Leghorn.

Licata: This work will be taken care of by a dredge allocated to North Africa.

Piombino: It was suggested that an inspection by divers be made at this Port, in order to ascertain the condition of the bottom in regards to scrap metal, debris, etc. C. C. MEMO in being requested to supply divers.

Torre Annunziata and Castellammare: Further investigation being made at these Ports to determine the extent of work and time necessary to have dredging equipment on spot. 7944

Stores for Dredges: Decided to request the Italian Government to furnish supplies necessary for dredging equipment.

After the meeting adjourned I asked Captain Robinson if it would be possible to have Lt. Marena attend future meetings of this Committee with a representative from this Division. Captain Robinson suggested that you write a letter to the Chairman of the Mediterranean Shipping Board. I feel that Lt. Marena would be very helpful to the representative of this Division, if its possible for him to attend future meetings of this committee.

Attached herewith you will find copy of minutes of previous meetings and correspondence in connection with dredging.

JAMES B. HURLEY

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

WPS/eh
Phone 489081

107/33/Tn 1

13 April 1945

SUBJECT: Transportation Officers in Italian Government Territory

TO : See Distribution

1. The following is a list of locations, telephone numbers, mailing and cable addresses of Transportation Officers remaining in Southern Italy, from present available information. As more complete information is received it will be forwarded to all concerned.

N A P L E S

| NAME | CABLE ADDRESS | MAILING ADDRESS | TEL. NO. |
|---|---|---|---|
| Maj. V.R. Bowers<br>Sr. Trans. Off. | ALCOM NAPLES FOR BOWERS TRANS OFF | AAF, Naples Command | Naples - 53395 |
| Lt. Irving Strand<br>Rail Tn. Off. | " | " | " 52030 |
| Lt. A. McD. Clark<br>Road Tn. Off. | " | " | " 11835 |
| Maj. W.T. Martin )<br>Capt. T.E. Ramsey)<br>Port & Whse Tn. Off. | " | " | " 11786 |
| Maj. R.C. Marks<br>Port Liaison Off. | " | " | " 53853 |
| Mr. C.C. Crocks<br>Shipping Tn. Off.<br>Schooner Control | " | " | " 53853 |

P A L E R M O

| | | | |
|---|---|---|---|
| Capt. A.H. Irvine-Lynch | AC Representative<br>Ferrovie Stato<br>Palermo | AC Representative<br>Palazzo delle Ferrovie<br>Via Roma, Palermo | Palermo 14115 |

R E G G I O

| | | | |
|---|---|---|---|
| Capt. E.W. Boddy | ALCOM REGGIO | AC Reggio<br>c/o 204 Sub-Area | Reggio 1778 |
| Capt. R.E. Cook | " | " | " 7943 |

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

BARI

| NAME | CABLE ADDRESS | MAILING ADDRESS | TEL. NO. |
|---|---|---|---|
| Maj. C.W.G. Taylor<br>Sr. Trans. Off. | MOVEIT for Taylor | Sr. Trans. Off., AC Bari<br>c/o Movements, East<br>Italy | Bari-12205 |
| Capt. S.C. Hall )<br>Capt. R.J. Woodcock)<br>Rail Trans. Offrs. | MOVEIT for Hall<br>" | "<br>" | Bari-14261<br>" " |
| Lt. I. Friedman<br>Road Trans. Off. | MOVEIT for Taylor | c/c Sr. Trans. Off<br>AC Bari, c/o Movements<br>East Italy | -- -- |

ROME

| | | | |
|---|---|---|---|
| Capt. E.W. Dean | HQ ALCOM CITE ACTIT | c/o Cupo Compartimento<br>67 Via Regina Elena<br>Rome | Rome-478287 &<br>83783 |

CIVITAVECCHIA

| | | | |
|---|---|---|---|
| Capt. J.N. Bowes | ALCOM CIVITAVECCHIA | Port Liaison Officer<br>ALCOM, Civitavecchia<br>Caserma Stegher<br>Civitavecchia | Civitavecchia<br>(Military,<br>9 Ring 2<br>(Civilian,<br>44 Ring 3<br>(Billet)(Military,<br>22 Ring 4 |

CHIETI

| | | | |
|---|---|---|---|
| Capt. F.R. Price | ALCOM TRANS. OFF.<br>CHIETI | ALCOM Trans. Off.<br>c/o ~~Prov Road Center~~<br>Aquila TOWN MAJOR | Chieti-3322<br>(After 6 P.M.-<br>2322)<br>Aquila Truck<br>Pool-Aquila-19 |

By command of Rear Admiral STONE:

WALTER P. SCOGGINS
Lt. Colonel, QMC
Chief, Admin. Div.

DISTRIBUTION:
Hq. Region - 10
Major Bowers - 10
Offrs. I.G.T. - 10
Deputy Director - 10
Hq. Div. Transportation S/C - 15

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

Tel. 259

INFORMATION FOR FILES

CC/lmi

9 April 1945

Movement of S/S Schooners and goods in the Port of Civitavecchia during the month of February 1945:

S/S.....13)
M/S.....13) arrived at Civitavecchia Port.

These S/S and M/S have discharged the following goods:

| | | |
|---|---|---|
| Salt | 500 | Tons |
| Citrus Fruits | 1360 | " |
| Cattle | 140 | " |
| Cheese | 51 | " |
| Wine | 2526 | " |
| Trigonella | 50 | " |
| Vegetable Horse Hair | 16 | " |
| Barley | 3956 | " |
| Soap | 110 | " |
| GRAND TOTAL | 8609 | Tons |

REMARKS:

The discharging operations have proceeded with regularity. Only three M/V's have had to pay demurrage. There are many difficulties-refueling gasoil and lubricating oil-due to the lack of fuel allocated from C.I.F. There is at present no fuel for the schooners and it seems necessary to press the Petroleum Section, Hq. to allocate sufficient gasoil to satisfy all the demands. Many M/S's were obliged to stay in the port during bad weather. The discipline of the crews and of the dockers was pretty good, as they all are working under the Capitaneria di Porto and SOSIMA control.

Movement of M/S and goods in the Port of Anzio during the month of February 1945:

Schooners arriving at Anzio.....56

Only 16 schooners have discharged goods, the others were in transit with coal from Gaeta to Fiumicino, and empty from Fiumicino to Gaeta and Portici. These M/S have discharged the following goods:

| | | |
|---|---|---|
| Salted Fish | 325 | Tons |
| Wine | 85 | " |
| Grape Juice | 134 | " |
| Trigonella | 30 | " |
| Marmelade | 4 | " |
| Dried Fruits | 48 | " |
| GRAND TOTAL | 649 | Tons |

7942

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REMARK:

The discharging operations have proceeded with regularity. Also in this part, it is necessary to allocate a necessary quantity of fuel.

Movement of S/S and goods in the Port of Fiumicino during the month of February 1945:

Schooners arriving at Fiumicino.....18

They have discharged 539 tons of coal at the port.

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

_S_E_C_R_E_T_

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

AMMC/lr

AC/555/3/Tn.3

6 April 1945

SUBJECT : Use of Port of Ravenna.

TO : See distribution.

The following signal dated 4 April 45 has been received from G-4 (Mov & Tn) A.F.H.Q., and is passed to you for information: -

"Port of Ravenna can now take vessels drawing not more than 14 feet. It is not intended to use this port for military purposes. It will probably be used later for civilian traffic under Allied Commission arrangements".

By Command of Rear Admiral STONE :

M.B. THOMAS, Colonel,
Deputy Director

DISTRIBUTION

Economic Section
Agriculture Sub-Commission
Commerce " "
Communications " "
Emilia Region Rear Headquarters
Food Sub-Commission
Industry Sub-Commission
Navy Sub-Commission
Public Health Sub-Commission
Public Works & Utilities Sub-Commission
Shipping Sub-Commission
M.W.T.
W.S.A.

Allied Commission
Transportation Sub Commission
APO 394

Rome I April 1945

To: Mr. R. Bazzanella
Chief of Ports Warehouses Division

Subject: Monthly Report about the movsment of motorschooners in the port af Anzio during the month of March 1945

| | | | | |
|---|---|---|---|---|
| Schoonera empties | I2 | | | |
| Schooners with coal for Fiumicino | 8 | carrying Tons I92 | | |
| Schooners with goods for othere ports | 6 | carrying Tons 29I..... | Wine | 92 |
| | | | Citrus Fr. | 34 |
| | | | grape juice | 43 |
| | | | salt.fish | 76 |
| | | | trigonella | 46 |
| Schoonera discharged at the port of Anzio | 27 | carrying Tons I055..... | Citrus Fr. | 50 |
| | | | Salt. Fish | I9I |
| | | | Wine | 55 |
| | | | Grape Juice | 643 |
| | | | Dried Fr. | I00 |
| | | | Tomato Jui | I2 |
| | | | Various | 4 |

Gianni Cazzaroli
Snr. Ad. Asst.
Porte Warehouses Div.

Declassified E.O. 12356 Section 3.3/NND No. 782021

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 347
Ref. AC/26.2/1/Tn6

JBH/lml
23 March 1945

SUBJECT : Inspection Trip - Naples - 14-20 March 1945

TO : R. M. Buzzanells
Chief, Port & Whse. Division

1. Warehouses: The Consorzio dei Federazione Agrari are gradually assuming more responsibility for the operations of Warehouses 676, 677 and 696 at Naples.

On Monday March 19, 1945, Dr. Leone Borgiami representative of Istituto Nazionale Per Il Commercio Estero (ICE) officially accepted delivery on all miscellaneous supplies (now in Warehouses 676, 677, 696) as outlined in Executive Memorandum Number 2 dated 26 February 1945. Arrangements have been made for ICE representatives to take future deliveries at shipside.

Mr. Bagnasco, Consorzio representative in charge of these warehouses is very anxious to secure the services of Signore Raffale Melchionda, who is presently employed as interpreter andclerk for Major Marks, Port Liaison Officer. In my opinion, Signore Melchionda is well qualified by experience to handle correspondence, reports, signals, shipping orders and all other Administrative duties that are now being handled by Major Martin. (See correspondence attached).

Major Martin is interested in securing from Major Klein specific instructions as to when the entire change over is to be completed.

Warehouses 676, 677 and 696 were inspected and found to be under capable supervision. Special consideration is given to the handling of food supplies. Broken cartons and torn bags are repaired and every effort is made to guard against supplies being ruined. Most of the office personnel hired by Allied Commission have been retained by the Consorzio.

The following items have been in storage for some time and I suggest that they be again called to the attention of the requisitioning Sub-Commission:

TCO 77 - Newsprint Ink - Last shipment against this requisition arrived ex BA-589-MR-803-MDS-59, maintenance period 16-27 November. This last shipment filled requisition MDS-167-QM, submitted by Commerce Sub-Commission.

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



TOO 391 - Tires/Tubes - Last shipment of tires against this requisition (MGS-187-CRD submitted by Transportation Sub-Commission) arrived ex BA-631 (Geo. Davis) UGS-63, maintenance period 27 December - 5 January. Last shipment of tubes arrived ex BA-621, UGS-61, maintenance period 7-16 December.

TOO 80 - Shoes, Canvas - Last shipment against this requisition arrived ex HR-495 (W.M.Cubin) UGS-50, maintenance period 19-28 August 1944.

About 4,500 tons of UNRRA supplies are now in storage and we have been informed by Mr. Abe Hackman that before April 1st they plan to remove about 1,000 tons. I feel that a close liaison should be maintained between UNRRA and this Office for the next few months in order to have necessary space available for supplies.

Some 1,700 bags of peas for UNRRA ruined sprouts are now laying at Warehouse 676 and are causing an unhealthy condition. UNRRA officials at Naples have been notified to have them removed.

2. Lost Cargo: In my opinion this situation could be practically eliminated by having one or more ships each month allocated for Allied Commission cargo. This is a matter which should be taken up with Washington.

If this is not possible than I would suggest that ships from the States be loaded with commercial cargo, e.g., AC, UNRRA, RED CROSS, etc., in this way all organizations would have their liaison men represented at shipside and follow through could be made to the warehouses.

Most shortages are caused by mixing Army and A.C. cargo and in many instances little regard is given to the markings or TOO numbers. Along this line I talked with Major W. W. Jauness (A) Water Division Pier B, and he informed me that their office would be pleased to co-operate with AC representatives in checking lost cargo, providing they were notified within a reasonable length of time; not to exceed three weeks after ship unloads.

Major Klein presented me with a list of cargo discrepancies which I checked . In most instances I found his figures to be wrong. I suggest that he make closer checks with the Accounts Statistics Branch before making reports on shortages. I list below a few examples:

Major Klein's Report

| Ship | Commodity | Manifested | | Received | Remarks |
|---|---|---|---|---|---|
| Pedro Menendez | Flour | 8,383 Tons | | [illegible] Tons | 1,622 T.Sht. |
| Grant Wood | Sugar | 49,301 Bags | QM.PBG. | 1,480,600 lb. | Bal. Lost |
| | | 4,966,728 Bags | In-676 | 12,219 Bags | |
| " " | Milk Powd. | 435 Bls. | | 4,279 Bls. | 1,241 Bl.O. |
| " " | Carbon Paper | 7 Cs. | | 2 Cs. | 5 Cs.sht. |
| | Linotype | 5 Cs. | | 4 Cs. | 1 Cs. sht. |

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



| Ship | Commodity | Manifested | Received | Remarks |
|---|---|---|---|---|
| Henry Coatin | Flour | 8276.8 M/T | 167.1 M/T | (Note: 70.4 M/T lost by broken sacks at 677-696). |
| Frank Vanderlip | Mining Equipment | 452 Pkg. | ---- | 163 pcs. missing |
| Fort Nekeeley | Horse Shoe Nails | 147 cs. | 2 cs. | 145 cs. short |

Warehouse records reveal the following information on the above listed items. (See letters attached).

| | | | | |
|---|---|---|---|---|
| Pedro Menendez | Flour | 8472 Tons | 8452 Tons | 20 Tons short |
| Grant Wood | Sugar | 2245.5 " | 2105.2 " | 140.3 " " |
| " " | Milk Powdered | 4288 Bbls. | 4288 Bbls. | |
| " " | Carbon Paper | 7 Cs. | 7 Cs. | |
| " " | Linotype | 5 Cs. | 5 Cs. | |
| Henry Coatin | Flour | 8272.8 Tons | 8250.8 Tons | 22 Tons Sht. |
| Frank Vanderlip | Mining Equipment - This cargo was trans-shipped to Sardinia by order of Major Klein. (See letter of 7 February 1945). | | | |
| Fort Nekeeley | Horse Shoe Nails | 147 Cs. | 143 Cs. | 4 Cs. Short |

I recommended to Captain Ramsey that a close watch should be made on all markings of incoming cargo and where it is found that any cargo belonging to the Army is received, they immediately take steps to notify Major Jauness and have it delivered to the proper authorities. We feel that this will cause goodwill and a better working arrangement.

3. Port Liaison: Major R. C. Marks, Port Liaison Officer, is anxious that action be taken on his letter of 9 March 1945 in which he requests relief from the extreme pressure of his work. (See copy of letter attached).

In my opinion Captain Ramsey who is now working with Federazione dei Consorzio Agrari and ICE on the transfer of accounts, would be the proper person to do port liaison work because of his vast knowledge of all documentation, his ability to investigate and also his knowledge of the checking systems of the Port Authorities and the Italian Government representatives.

I suggest that closer liaison be maintained between the Port Liaison Officer, War Shipping Administration, and Ministry of War Transport in order that information on ships' berthing, unloading and cargo description could be available in advance of ships' arrivals.

Special study should be given to the co-ordination of all reports, and documents between the Port Liaison Office and this Headquarters and vise-versa.

In cases of lost cargo, I recommend a more diligent investigation be made by the Port Liaison Office.

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

HEADQUARTERS ALLIED COMMISSION MJH/gm
APO 394
Transportation Sub-Commission

Ext. 318 5 March 1943

Our Ref: AC/515/114/Tn.3.

SUBJECT : Port Working

TO : Regional Commissioner, Southern Region (Tn Transportation Officer
" " Sicily Region

1. Mr S.P. France is a representative of the Transportation Sub-Commission, HQ. Allied Commission. He will be visiting ports in your area carring this Authority.

2. He is investigating conditions in the different Italian Ports insofar as the working of civil cargo is concerned, and Allied Military Cargo, where there are no Allied Military representatives, and AC. are responsible for clearance etc. of such Cargo. He will discuss existing problems on the shore side and give such help as is possible in ship working in conjunction with the shipping Authorities representatives.

3. AC. representatives, Allied shipping Authorities representatives and Port Authorities are requested to give him every assistance in completing his task.

4. Agreed M.W.T. Rome, W.S.A. Rome and Italian Merchant Marine.

By Command of Rear Admiral Stone.

Harold M. Taylor
HAROLD M. TAYLOR
DIRECTOR

Copy to : M.W.T. Shipping S/C
W.S.A. " "
Port & Warehouse Div.
S.P. France.

935

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

QUARTIERE GENERALE COMMISSIONE ALLEATA MJB/ES
APO 394
Sotto Commissione Trasporti

Tel. Int. 318 4 Marzo 1945

Our Ref: AC/515/114/Tn.3.

OGGETTO Lavoro Portuale

A 1 Commissario Regionale, Southern Region
" " Sicilia Region
" " Sicilia Region (attenzione Cap. Irvin Lynch)

M.W.T.
W.S.A.

1. Il Sig. S.P. Franco é rappresentante della Sotto-Commissione Trasporti, Q.G. Commissione Alleata.

2. Egli sta investigando sulle condizioni di lavoro nei vari porti italiani per quanto riguarda carichi civili, nonché carichi Militari Alleati dove non vi sono rappresentanti Militari Alleati e AC. responsabili per lo scarico di tali carichi.
Egli discuterà i problemi esistenti dalla parte terra e darà quell'assistenza che sarà possibile nel lavoro marittimo in congiunsione coi Rappresentanti Marittimi Alleati.

3. I Rappresentanti AC., i Rappresentanti Marittimi Alleati e le Autorità Portuali sono richiesti a dargli qualsiasi assistenza nell'espletamento del suo compito.

4. Accordato con M.W.T. Roma, W.S.A. Roma e Marina Mercantile Italiana.

7934

Per il Commissario Capo.

MERRITT H. TAYLOR
Direttore

ALLIED CONTROL

SPT/a

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub Commission

5 March 1945.

Duties of A.C.Port Liaison Officer

I. GENERAL DEFINITION.

The duties of an A.C. Port Liaison Officer must,of necessity, be many and varied. They cover virtually all operations within the port to accomplish the fastest possible turn-around of each vessel, to relay information concerning port activities to H.Q.,A.C. Transportation Sub-Commission and all other interested Sub Commissions and authorities.

II. DUTIES.

The following is a brief summary of the general duties :-

(A) Make physical inspection report of port and /or harbour, indicating present and potential capacities. Specify channel and water depths at quays,berthing space and anchorage accomodations, warehouse space,cargo facilities and appliances, railway sidings, repair facilities,etc. (Plan of harbour should be procured,if available).

(B) Make report on existing damage to,or deterioration of port, facilities and cargo appliances,insofar as these conditions impede cargo discharges,loading and vessel turn-around (sunken vessels,silt deposits,etc.,should be included). Submit recommendations covering minimum repairs,facilities and stevedore equipment necessary to restore efficient operation.

(C) Study cargo workings and institute improvements for acceleration thereof. This should include method of discharging, loading, storage and transit of cargoes to and from quayside and dock area to avoid traffic congestion during peak periods.

(D) Ascertain local port labour supply position,its working conditions, and the source of additional labour. Stevedore contractors should be able to furnish double shifts when necessary. Port and Stevedoring Charges

(E) Attention should be paid to railway sidings where they exist, and close liaison maintained with the R.T.O. or other officia

Declassified E.O. 12356 Section 3.3/NND No. 783021

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The following is a brief summary of the general duties :-

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(D) Ascertain local port labour supply position, its working conditions, and the source of additional labour. Stevedore contractors should be able to furnish double shifts when necessary. Port and Stevedoring charges ...3/3

(E) Attention should be paid to railway sidings where they exist, and close liaison maintained with the R.T.O. or other official in charge. Advance information is usually always required when wagons are required.

(F) Survey port transit sheds and warehousing. The square and cubic footages, floor carging capacities is desirable and useful information. Inspect physical condition of the buildings, ascertain if leakages exist with a view to avoiding water damage by elements, particularly to A.C. and U.N.R.R.A. supplies. Also, the security and protection of these supplies should receive close attention.



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

(G) Particular attention is directed to the security and protection of dock areas and cargoes. Close liaison should be maintained with (and firmness applied when necessary) on either,or all where they exist,the Carabinieri, the Guardia di Finanza and the Port Captain. If Allied military units operate in the area, sometimes very useful cooperation can be secured therefrom.

(H) Maintain liaison with B.M.W.T. and W.S.A. and co-ordinate activities therewith.

(I) Despatch daily shipping sitrep advice covering ports under jurisdiction to Transportation Sub Commission,etc.,in accordance with A.C.Shipping Instruction No.5.

(J) Despatch "VICE" signals,in accordance with A.C.Shipping Instruction No.6.

III. CONCLUSION.

The above outline does not pretend to cover all the duties involved,and details encountered by the Port Liaison Officer. However, it might serve as a base from where to start. Many problems and unforeseen contingencies continually arise around the busier ports, calling for the use of individual gumption,ingenuity and effort.

Stanley P. France

STANLEY P. FRANCE
Port Liaison Officer

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

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

MEMORANDUM FOR FILES

March 1945

SUBJECT : Port Report - S. P. France

GAETA : Suggested that schooners carry badly needed cereals, etc. from Naples to Gaeta, instead of being sent in ballast.

SALERNO : Excellent port, which is used very little. Instituted procurement of stevedore gear for working future phosphate discharge.

AMALFI : Small port, used only by coastal vessels for night shelter.

SORRENTO : Small port, used only by fishing boats.

Castellammare: Labor difficulties abated. Responsible officials of Compagnia Portuale, who control labor removed. Additional labor imported from Torre Annunziata and adjacent areas. Turn around of vessels expedited. Sitrep signal reports instituted.

Torre Annunziata: Sardinia Ferry - "S.S. Abbazia" - Cargo workings expedited and vessel restored to time schedule. Schooners, laying in harbor for some time, dishharged cargoes with "Abbazia" and released for other duties. Discharge of grain ships expedited. Extortionate method of charging consignees for warehouse space by Maggazzine Generali reported for action. Protection of docks area increased. Many civilian and three Army deserters arrested for theft. Stevedore equipment requested. Sitrep signals and Vice signals instituted.

STANLEY P. FRANCE
Port Liaison Officer

March 8-1945

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 347
Ref. AC/3.2/67/Tn6

JBH/lml
15 July 1945

SUBJECT : Meeting with Planning Staff.

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

1. On Monday afternoon July 16 at 5:00 P.M. a meeting was held in Charlie Ryan's office, Room 14 Second Floor. The following persons were present:

Mr. Charlie Ryan - Chairman
Col. Bordoli
Major Richardson
Capt. Tosi
James B. Hurley.

2. This meeting was called by me for the purpose of discussing the progress of the Program for Ports which is now being drafted by the Italian Government.

3. Col. Bordoli reported that progress was very slow, as it was difficult for him to secure information from some of the Port Captains due to communication difficulties. Both Mr. Ryan and myself impressed upon Col. Bordoli the necessity for completing this Program immediately. Col. Bordoli promised to have all of his figures together and would present them to Mr. Ryan's office within a weeks time. The complete justification for these figures in detail would not be completed and turned over to Mr. Ryan's office until the end of August.

4. Mr. Ryan was to notify General Matteini of the agreement reached at this meeting by letter (copy attached) and also to insist upon this agreement being carried out.

James B. Hurley.
JAMES B. HURLEY
Ports & Whse. Division

7930

Ext. 513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

CHR/em

Ref. 240/8/Tn.2

17 July 1945

SUBJECT: Requests for Marine Data.

TO : Ministry of Marine
(Attn. General Matteini).

1. Yesterday, 16 July 1945, a meeting was held in my office to discuss failure of the Ministry of Marine to supply us with the information necessary to substantiate the revisions in the 1945 program of Italian requirements. Present were Col. Berdell, Capt. Toni, Mr. Hurley (of Ports and Warehouses Division) and the undersigned.

2. It was pointed out most emphatically that Transportation Sub-Commission has experienced keen disappointment due to lack of response on the part of Ministry of Marine to requests for information relative to determination of the Italian needs. The original list of items deemed necessary to import in order that Italian ports and shipping might play their part in the national economy has become obsolete due to recent internal developments. It becomes your responsibility to determine the extent to which the program already in Washington should be revised in order that:

a. sufficient harbor installation and equipment exists and that sufficient coastwise and inter-island shipping is afloat to handle civil supplies to an extent consistent with the aims of Italian existence and reconstruction.

b. such industrial production as Italy itself can effect shall not be duplicated by importation to the waste of shipping space and the stagnation of Italian industry. In

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

my office to discuss failure of the Ministry of Marine to supply us with the information necessary to substantiate the revisions in the 1948 program of Italian requirements. Present were Col. Bordeli, Capt. Toni, Mr. Hurley (of Ports and Warehouses Division) and the undersigned.

2. It was pointed out most emphatically that Transportation Sub-Commission has experienced keen disappointment due to lack of response on the part of Ministry of Marine to requests for information relative to determination of the Italian needs. The original list of items deemed necessary to import in order that Italian ports and shipping might play their part in the national economy has become obsolete due to recent internal developments. It becomes your responsibility to determine the extent to which the program already in Washington should be revised in order that:

a. sufficient harbor installation and equipment exists and that sufficient coastwise and inter-island shipping is afloat to handle civil supplies to an extent consistent with the aims of Italian existence and reconstruction.

b. such industrial production as Italy itself can effect shall not be duplicated by importation to the waste of shipping space and the stagnation of Italian industry. In order that the Allied Commission may endorse the program which you submit it is necessary that we have the harbor and shipping statistics upon which you base your demands. This so that we may correlate your findings with our own knowledge of required movement.

3. Colonel Bordeli mentioned several obstacles to the immediate reply to our demands for statistics, viz: lack of transport, shortage of competent manpower and inability to enter certain ports under military supervision. Such objections seem to be wholly inadequate since the Italian Government retains powers of requisition, conscription

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figures show that they are in excess of 80,000 licensed officers of Italian merchant and naval marine who are unemployed or employed in capacities incommensurate with their abilities - certainly a magnificient reservoir of skilled manpower - and information relative to closed ports can be obtained by liaison with military authorities through Allied Commission.

4. Colonel Bordoli has definitely stated that in one week (13 July 1945) he will submit to this office the program of imports decided upon by the Ministry of Marine as the minimum requirements for 1945 covering:

a. Port installations and equipment.

b. Harbor craft.

c. Materials necessary to implement schooner building and repair.

Colonel Bordoli has promised to supply to this office the statistics and available facts upon which the above program is based.

5. We regret the necessity of pointing out that this sudden though belated burst of energy would appear to be the result of our impetus rather than the ambition of the Ministry to conscientiously fulfil its function.

For the Director

CHARLIE RYAN
TRANSPORTATION
Planning Staff

CHARLIE RYAN
Chief, Planning Staff
Transportation Sub-Commission

Copies to:
Ports & Whse Division
(Attn. Mr. Hurley).
Capt. Tozi.

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

TRANSLATION /nc

Rome 12 July 1945

MINISTRY OF MARINE
General Directorate of
Merchant Marine

Division: U.T./2
Ref : N° 2253 Enclosures: 3

To: HEADQUARTERS ALLIED
COMMISSION,
Transportation Sub-Commission
ROME

Subject : Reconstruction of all Italian Ports.

With reference to your verbal request of 7th June and to your letter N° 255.4/1/Tn.2 of 21st June 1945.

(1) As we have already informed you verbally, the archives of this Ministry and those of the Ministry of Public Works are without almost all the data referring to the equipment of the Italian ports, as a part of the files was transferred to the North and almost the whole of the files remaining were handed over to the Allied Authorities in June 1944.

At the date of your request the two Ministries were in possession, in particular with regard to the northern ports, of vague and insufficient data for the compilation of complete reports as required by you.

The port commandants have been requested to send in a detailed report according to the lists put forward by you, but it has not been possible up to date, given the difficulties of the moment and the slowness of communications, to receive all the data that are required.

(2) Therefore, in agreement with the Ministry of Public Works, a list of immediate requirements (1945) has been made and is herewith enclosed. 927

(3) It is pointed out that: -

a) for the fuel depots; taking into consideration the present imports, the existing depots are sufficient and there is enough material in Italy for their rehabilitation.

b) for port craft: the requirements can be met with a naval construction programme already prepared and

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

Subject : Reconstruction of all Italian Ports.

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The port commandants have been requested to send in a detailed report according to the lists put forward by you, but it has not been possible up to date, given the difficulties of the moment and the slowness of communications, to receive all the data that are required.

(2) Therefore, in agreement with the Ministry of Public Works, a list of immediate requirements (1945) has been made and is herewith enclosed. 1927

(3) It is pointed out that: -

a) for the fuel depots; taking into consideration the present imports, the existing depots are sufficient and there is enough material in Italy for their rehabilitation.

b) for port craft: the requirements can be met with a naval construction programme already prepared and approved by this Allied Commission.

(4) Tomorrow will be sent, as an example, the report . on the port of Taranto begging you to tell us if it meets your requirements, so that it can be taken into account when collating the reports on the other ports, which are actually being repaired.

BY ORDER OF THE MINISTER

(signed) Colonel of Naval Engineers,
GIANGUIDO BORDOLI.

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

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

Tel:489081
ext: 513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

FPR/id

Ref: 255.4/1/Tn.2

21 June 1945

Subject : Rehabilitation of Ports and Shipping in the whole of Italy.

To : Col. Bordoli,
Ministry of Merchantile Marine,
Rome.

(1) With reference to our conversations concerning the data required for the compilation of the rehabilitation programme for Ports and Shipping which you have been requested to submit to this Headquarters and of which to date we have received nothing.

(2) When you receive the data from Northern Italy it must be collated with those of the South already in your possession, for it is of the utmost importance that your final rehabilitation programme in its revised form be justified by the data for the whole of Italy, including Sicily and Sardinia.

(3) At a Meeting held at this Headquarters yesterday, the Director of Transportation Sub Commission stated that these programmes must be completed and submitted by July 12th to receive consideration and personal approval by the Director when he returns to Washington at that time. Will you please give this your personal attention.

For the Director:

F. P. RICHARDSON, Major,
Planning Staff,
Transportation Sub Commission.

Copy:- ✓ Port & Warehouse Division (Tn.6)
(attn. Mr. Bazzanella)

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 347
Ref. AC/T/53/Tm5

JTH/lml
23 June 1945

Cover Ltr dated 6/26/45

SUBJECT : Requests for Port Equipment.

TO : Ministero della Marina
Direzione Generale della Marina Mercantile
Attention: C. Matteini

1. Reference is made to your letter Prot. No. 1535/30 dated 22 June 1945 on the above subject.

2. We are in complete agreement with the suggestion outlined in your letter to have all requests for port equipment addressed to l'Ufficio Funzionamento Porti (Attention: Col. Lauricella) for screening and approval before being forwarded to this Sub-Commission.

For the Chief Commissioner:

MERRITT H. TAYLOR
Director

INTER OFFICE MEMO GBG/mdp

Ref. : AC/541/145/Tn 3 21 June 1945

SUBJECT : Ports.

TO : Chief of Movements Division.

1. The following is an appreciation of present conditions existing in Italian ports.

2. Southern Ports

a) West Coast - South

With the exception of Leghorn, port capacities as allocated by A.F.H.Q. are sufficient to meet A.C. requirements against the disease and unrest programme. Leghorn and Naples (with the exception of the Italian port area) are being utilised to a maximum by the Allies as export ports for their redeployment programme. In the case of Leghorn, A.C. tonnages are being met through the maximum use being made of Piombino. This port capacity has lately been raised to 1500 tons per day. The A.C. tonnages through Naples is met to a main degree through the satellite ports, and with the exception of a slight congestion lately at Castellamare, all A.C. tonnage requirements through this group of ports are being met.

b) East Coast - South

The ports of Ancona and Bari are in main being utilised for Air Corps redeployment, and acceptance of A.C. cargoes through these ports is therefore difficult. With the advent however towards the end of the month of a railway connection south of Ancona by the coast, no difficulty is anticipated in meeting A.C. programme, as other east coast ports are capable of accepting cargoes originally intended to arrive consigned to Ancona and

E.O. 12356 Section 3.3/NND No. 782021

conditions existing in Italian ports.

2. Southern Ports

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With the exception of Leghorn, port capacities as allocated by A.F.H.Q. are sufficient to meet A.C. requirements against the disease and unrest programme. Leghorn and Naples (with the exception of the Italian port area) are being utilised to a maximum by the Allies as export ports for their redeployment programme. In the case of Leghorn, A.C. tonnages are being met through the maximum use being made of Piombino. This port capacity has lately been raised to 1500 tons per day. The A.C. tonnages through Naples is met to a main degree through the satellite ports, and with the exception of a slight congestion lately at Castellamare, all A.C. tonnage requirements through this group of ports are being met.

b) East Coast - South

The ports of Ancona and Bari are in main being utilised for Air Corps redeployment, and acceptance of A.C. cargoes through these ports is therefore difficult. With the advent however towards the end of the month of a railway connection south of Ancona by the coast, no difficulty is anticipated in meeting A.C. programme, as other east coast ports are capable of accepting cargoes originally intended to arrive consigned to Ancona and Bari, for forwarding to consumption points by rail.

3. Northern Ports

a) West Coast - North

It is proposed in the main to concentrate the movement of civil supplies for North West Italy through the ports of Genoa and Savona. Owing to mines both ports are at present blocked for alongside discharge of ocean going vessels. The port of Genoa is however accepting coasters for discharge inside the port together with 1 liberty vessel in the outer harbour for discharge to

Mr Turkey (H)
Mr Allman
East Mosley
May Miss
Mr Gilland

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lighters. This, as you will appreciate, is having an effect on ocean going tonnage arriving for acceptance during this month in the north, and A.F.H.Q. are being pressed to accept additional vessels in Genoa as well as vessels in Savona for overside discharge. Considerable damage has been effected both by Allied bombings and demolitions to other west coast ports, and while it is anticipated that schooner traffic will soon be possible, large tonnages will be confined to Genoa and Savona.

b) East Coast - North

Principle ports in North East Italy for A.C. traffic will be the ports of Venice and Trieste. No difficulty is anticipated in acceptance of any tonnages which may be required for acceptance through Venice once the port is declared free of mines. The Allied Authorities have declared that they must retain a ~~firm~~ certain interest in the port of Venice for the acceptance of army cargoes, but again it is not anticipated that this will affect the acceptance of A.C. tonnages. For political reasons all civil supplies through Trieste are being consigned to A.M.G. 8th Army. Only a certain number of berths have been allocated to the Allies in this port, but it is considered that should congestion arise, diversion through Venice is a practical proposition.

4. The following tonnages have been accepted for movement through main ports as shown :-

| | June | July | Aug | Sept |
|---|---|---|---|---|
| Naples Group | 68428 | 65968 | 62214 | 65982 |
| Civitavecchia | 10194 | 28116 | 27696 | 17160 |
| Piombino/Leghorn | 16463 | 31859 | 23968 | 24531 |
| Genoa/Savona (a) | 52803 | 81590 | 82100 | 70543 |
| Toe Group | 11000 | 7700 | 10300 | 12000 |
| Heel Group | 35378 | 27620 | 25912 | 28638 |
| Ancona | 14119 | 22000 | 18453 | 22913 |
| Venice/Trieste | 32000 | 32000 | 32000 | 32000 |

Note :- 1.(a) acceptance based on ports being declared free of mines. Restricted acceptance for June is :-
Genoa/Savona 9000 Venice /Trieste 9200

2. All figures in tons per month.

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~~By Command~~

G.H. GODFREY,
Major I.E.

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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

INTER-OFFICE MEMORANDUM:

Tel. 347
Ref. AC/Sk/19/Tn6

JTE/lml
20 June 1945

SUBJECT : Port Files.

TO : Mr. Bonnacella
Mr. Hurley
Mr. Trance
Mr. Aiken
Mr. Ghilardi
Capt. Farley
Lt. Laurena
Miss Marchese

1. This is to advise all concerned that the following port files are obtainable within our Division.

AC/Sk.1/Tn6 - Adriatic Ports

Ancona
Bari
Barletta
Brindisi
Corsini & Ravenna
Crotone
Gallipoli
Manfredonia
Ortona
Pescara
Rimini & Rimini
Rovereto
Venezia
Trieste
Venice

AC/Sk.2/Tn6 - Ligurian Ports

Genoa
Imperia
La Spezia
Livorno (Leghorn)
San Remo
Savona

AC/16/Tn6 - Port of Naples
AC/17/Tn6 - Port of Piombino

AC/Sk.3/Tn6 - Sardinian Ports

Cagliari
Olbia
San Antioco
Porto Torres

AC/Sk.4/Tn6 - Sicilian Ports

Augusta
Agrigento & Empedocle
Catania
Licata
Marsala
Messina
Milazzo
Palermo
Syracuse
Trapani

AC/Sk.5/Tn6 - Tyrrhenian Ports

Castellammare & Torre Annunziata
Crotello
Reggio Calabria
Salerno
Viareggio
AC/34/Tn6 - Port of Civitavecchia
AC/35/Tn6 - Port of Portoferraio

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Lucy M. Laurena

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/24/13/Tn6

RMB/mvn
26 May 1945

SUBJECT: Reports on Sicilian Ports

TO : Movements Division
(Att. Col. M. J. Sieff)

1. For your information and retention, we transmit to you copies of reports with attached maps and photographs on surveys made by Mr. Stanley P. Franco, of this Division, of the following Sicilian ports:

Augusta
Catania
Marsala
Messina
Palermo
Porto Empedocle
Syracuse
Trapani.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Attachments as stated above.

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 394
Ref. AC/24/3/Tn6

GSTM/lml
28 March 1945

SUBJECT : Attached List of Italian Officers in charge of Ports in Liberated Italy.

TO : Lt. Col. W. P. Scoggins

1. Reference is made to your memorandum dated 9 March 1945, AC/161/13/Tnl and inter-office memo dated 16 March 1945.

2. Attached is a list of reliable Italian officers in charge of Ports in liberated Italy.

R. M. RAZZANELLA
Chief, Port & Whse. Division
Transportation Sub-Commission

Attachment:

As stated in
Para. 2.

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

| Name | Rank | Port |
|---|---|---|
| Guiseppe Mondini | Maggiore | Ravenna |
| Osvaldo Cacioppo | Maggiore | Rimini |
| Francisco Grezisno | Capitano | xxxxxxx Pesaro |
| Carlo Puno | Colonnello | Ancona |
| Carlo Bellen | Tenente Compl. | Ortona |
| Michele Casamno | Capitano | Pescara |
| Tullio Cuccia | Tenente | S. B. del Tronto |
| Fabio Bollo | Colonnello | Bari |
| Luigi Fidanmia | Capitano | Molfetta |
| Aldo Belardini | Capitano | Barletta |
| Davide Bertellotta | Capitano | Manfredonia |
| Giuseppe D'Amato | Capitano Compl. | Monopoli |
| Francesco Venanzi | Ten. Colonnello | Brindisi |
| Manilo Giammarini | Capitano | Gallipoli |
| Vincenzo Bravo | Ten. Colonnello | Taranto |
| G. Battista Vitali | Capitano | Crotone |
| Amedeo Spinella | Ten. Colonnello | Reggio Calabria |
| Giusto Rinaldi | Ten. Colonnello | Salerno |
| Rocco Miodonna | Ten. Colonnello | C/di Stabia |
| Vittorio Marzovilla | Capitano | Torre Annunziata |
| Giovanni Secotto Lovine | Ten. Colonnello | Torre del Greco |
| Ettore Sarti | Colonnello | Napoli |
| Francesco Magno | Capitano | Ischia |
| Riccardo Salvia | Capitano | Pozzuoli |
| Luciano Tucci | Capitano | Bagnoli |
| Mario Buonocore | Tenente | Procida |
| Domenico Pugliese | Ten. Colonnello | Gaeta |
| Luigi Pecora | Capitano | Ponza |
| Sante Romiti | Maggiore | Roma |
| Raffaele De Leva | Capitano | Nettunia |
| Vincenzo Guarino | Maggiore | Civitavecchia |
| Salvatore Mazzella | xxxxxxxx Maggiore | Portoferraio |
| Silvio Sanoilio | Tenente | P. S. Stefano |
| Francesco Pagnius | Capitano | Piombino |
| Baldo Sgherri | Ten. Colonnello | Cagliari |
| Luciano Tottoni | Capitano Compl. | Carloforte |
| Bruno Sassu | Capitano | S. Antioco |
| Ruggero Lay | Maggiore | Olbia |
| Aristide Orru | Maggiore | Portotorres |
| Agostino Battaglia | Capitano Compl. | La Maddalena |
| Ottorino Borghigiani | Capitano | Alghero |
| Achille Jansi | Colonnello | Palermo |
| Sebastiano Fresta | Capitano | Termini Imerese |
| Nicola Barbaro Forleo | Ten. Colonnello | Trapani |
| Giuseppe Tarantino | Tenente Compl. | Marsala |
| Pietro Montaina | S. Tenente Compl. | Mazara del Vallo |
| Attilio Cherubini | Ten. Colonnello | Porto Empedocle |
| Francesco Maresca | Capitano | Licata |

F. 2 19)

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

| Name | Rank | Port |
|---|---|---|
| Riccardo Mereu | Colonnello | Catania |
| Giuseppe Di Maio | Ten. Colonnello | Siracusa |
| Ettore Gulotta | Capitano | Agusta |
| Demetrio Rando | Capitano | Messina |
| Leonardo Vigorita | Ten. Compl. | Milazzo |
| Luigi Borghi | Capitano Freg. | Cagliari |
| Giuseppe Vocaturo | Capitano Freg. | Civitavecchia |
| Attilio Zanelli | Ten. Vasc. | Piombino |
| Fortunato Maggiolo | Ten. Vasc. | S. Antioco |

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S E C R E T

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

WPS/lr

AC/161/13/Tn.1

9 March 1945

MEMORANDUM

TO : Rail Division
Ports and Warehouse Division.

1. Attached hereto is copy of letter passed to this Sub-Commission by the Economic Section for the purpose of obtaining the necessary information required in paraggaph 3 of the covering letter.

2. It is requested that the list of installations coming under your Division together with the list of key, reliable personnel be furnished at the earliest possible date.

For the Director :

WALTER P. HOGGINS
Lt. Colonel, QMC,
Chief, Admin. Div.

1 - Incl.
Copy ltr.fr G-5, AFHQ

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

S E C R E T

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

JB/lask

G-5 : 370.6-1

28 Feb. 45
(stamped 2 Mar 45)

SUBJECT : Emergency Operation of Public Utilities' and other Civilian operated Installations vital to the war effort.

TO : Headquarters Allied Commission, APO 394 (attn. Major Rively).

1. Reference G-5: 463.1-2, 24 Feb 45, draft Admin. Memo, subject "Defense of Public Utilities" attached, and further reference telephone conversation Majors Rively - Byles this date.

2. Enclosed herewith is a copy of a second draft, subject "Defense of Public Utilities" dated 24 Feb. 45, which was the basis of a G-5 conference to day. It was agreed at this conference that the title of the draft should be broadened to include "civilian operated installations vital to the war effort".

3. It is requested that the lists of installations and of key, reliable personnel now being prepared by the Allied Commission include truly vital installations operated by civilians but not coming within the meaning of the word "utility" in the ordinary sense e.g. docks, steel works, electric railway sub-stations are cases in point.

4. As the publication of the attached draft is awaiting the submission of the lists referred to in para 3 it would be appreciated if this matter were treated as urgent.

For Asst. Chief of Staff, G-5

/s/ JULIUS BYLES
Major F.A. 7916

Incl. As mentioned in para 2. COPY SECRET

D R A F T

ALLIED FORCE HEADQUARTERS
APO 512

S E C R E T

24 Feb 45

SUBJECT : Defense of Public Utilities.

TO : Commanding general, 15 Army Group
General Officer Commanding, No? District.
" " " "2 "
" " " "3 "
Commanding General Peninsular Base Section, APO 782
" " Rome Area Allied Command, APO 794

1. The following instructions are in furtherance of those included in AFHQ letter AG 370.6/005 GCT-O, subject: "Local Defense Plans", dated 6 Jan. 45.

2. Certain public utilities in ITALY, Sicily, and Sardinia, such as electric power plants, water works, telephone exchanges, railroads; bridges etc., are of vital importance to the war effort, and their continued operation must be ensured against threats of sabotage strickes or other civil disturbances.

3. Addresses will prepare, as part of their local defense schemes, plans to defend these vital public utilities and to take over and operate them under military supervision should it prove necessary. These plans will be drawn up in coordination with appropriate Italian or AMG authorities.

4. As a guide to the type of installation which should be included in local defense schemes, there is attached hereto at Appendix "A" a list of vital public utilities. Addressees will add such local installations as they consider of particular importance to their Commands. Amendments to the list will be published by this Headquarters from time to time. Since it is recognized that sufficient Allied Personnel are not available completely to operate all or part of these public utilities, the names of senior civil officials who are considered reliable and who may be expected to remain on duty are furnished? Contact will be established with these officials and their assistance in drawing up the plans will be obtained. In this manner, the collaboration of those members of the civilian staffs who are prepared to cooperate may be obtained.

5. Nothing in these instructions will be construed as altering in any way existing responsibilities and channels of command.

6. Within the Army areas, the Commanding General, 15 Army Group, will issue such instructions as are considered necessary to implement the general principles outlined above.

7. All addressees will acknowledge receipt of this order and will

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

1. The following instructions are in furtherance of those included in AFHQ letter AG 370.6/005 GCT-O, subject: "Local Defense Plans", dated 6 Jan. 45.

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3. Addressees will prepare, as part of their local defense schemes, plans to defend these vital public utilities and to take over and operate them under military supervision should it prove necessary. These plans will be drawn up in coordination with appropriate Italian or AMG authorities.

4. As a guide to the type of installation which should be included in local defense schemes, there is attached hereto at Appendix "A" a list of vital public utilities. Addressees will add such local installations as they consider of particular importance to their Commands. Amendments to the list will be published by this Headquarters from time to time. Since it is recognized that sufficient Allied Personnel are not available completely to operate all or part of these public utilities, the names of senior civil officials who are considered reliable and who may be expected to remain on duty are furnished? Contact will be established with these officials and their assistance in drawing up the plans will be obtained. In this manner, the collaboration of those members of the civilian staffs who are prepared to cooperate may be obtained.

5. Nothing in these instructions will be construed as altering in any way existing responsibilities and channels of command.

6. Within the Army areas, the Commanding General, 15 Army Group, will issue such instructions as are considered necessary to implement the general principles outlined above.

7. All addressees will acknowledge receipt of this order and will report completion of plans as outlined above 10 March 1945.

Copies To : Commander Balkan Air Force
Commander Land Force Adriatic
Commander Military Mission to the Italian Army
FOR : Army Sub-Commission
Chief Commissioner, Allied Commission
C.O. Adriatic Depot
C.O. Eastern Base Depot

NOTE : The Appendix referred to in Para 4 is not attached to this draft; it is to be prepared by G-5 for attachment to final copies. 772

S E C R E T

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5. Certain public utilities in vicinity vulnerable, such as electric power plants, water works, telephone exchanges, railroads, bridges etc., are of vital importance to the war effort, and their continued operation must be ensured against threats of sabotage, strikes or other civil disturbances.

3. Addressees will prepare, as part of their local defense scheme, plans to defend these vital public utilities and to take over and operate them under military supervision should it become necessary. These plans will be drawn up in coordination with appropriate Italian or AMG authorities.

4. As a guide to the type of installation which should be included in local defense schemes, there is attached hereto at Appendix "A" a list of vital public utilities. Addressees will add such local installations as they consider of particular importance to their Commands. Amendments to the list will be published by this Headquarters from time to time. Since it is recognized that multitude of local factors are not available completely to operate all or part of these public utilities, the person of senior civil officials who are considered reliable and who may be expected to remain on duty are furnished herewith guidance in drawing up the plans will be established with these officials and their assistance in drawing up the plans will be obtained. In this manner, the collaboration of those competent of the Italian authorities will be secured as fully as possible.

5. Matters in these instructions will be construed as of lasting importance.

6. Within the Army areas, the Commanding Generals, 15 Army Group, in any way extend responsibilities and channels of command.

7. All addressees will acknowledge receipt of this order and will issue such instructions as are considered necessary to implement the general principles outlined above.

Report completion of plans as outlined above 10 March 1945.

Copies to : Commander Balkan Air Force
Commander Land Force Adriatic
Commander NAI Army Liaison to the Italian Army
TOR : Army Sub-Commission
United Commissioner, Allied Commission
G.O. Artistic Depot
G.O. Historic Zone Depot

NOTE : The Appendix referred to in Para 4 is not attached to this draft; it is to be prepared by G-5 for attachment to final copies.

SECRET

7915

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

| | Port | Rank | | Name | |
|---|---|---|---|---|---|
| Compamare | Ravenna | Maggiore porto | SPE. | Giuseppe | MONDINI (Movimento in corso |
| Compamare | Rimini | Maggiore " | " | Osvaldo | CACIOPPO id. |
| Circomare | Pesaro | Capitano " | " | Francesco | GRAZIANO id. |
| Compamare | Ancona | Colonnello" | " | Carlo | FUMO |
| Circomare | Ortona | Tenente Compl.to | | Carlo | BELLEN |
| Circomare | Pescara | Capitano porto | SPE. | Michele | CASSANO |
| Locamare | S.B.del Tronto | Tenente " | " | Tullio | CUCCIA (movimento in corso) |
| Compamare | Bari | Colonnello" | " | Fabio | BOLLO |
| Circomare | Molfetta | Capitano " | " | Luigi | FIDANZIA |
| Circomare | Barletta | Capitano " | " | Aldo | BELARDINI |
| Circomare | Manfredonia | Capitano" | " | Davide | MARTELLOTTA |
| Locamare | Monopoli | Capitano Compl.to | | Giuseppe | ~~BIAGIO~~ DAMATO |
| Compamare | Brindisi | Ten.Colonn.porto | SPE. | Francesco | VENANZI |
| Circomare | Gallipoli | Capitano " | " | Manlio | GIAMMARINI |
| Compamare | Taranto | Ten.Col. " | " | Vincenzo | BRAVO |
| Compamare | Crotone | Capitano " | " | G.Battista | VITALI |
| Compamare | Regg.Cal. | Ten.Colonn. " | " | Amedeo | SPINELLA |
| Compamare | Salerno | Ten.Colonn. " | " | Giusto | RINALDI |
| Compamare | C/di Stabia | Ten.Colonn." | " | Rocco | MIADONNA |
| Circomare | T.Annunziata | Capitano " | " | Vittorio | MARZOVILLA |
| Compamare | T.del Greco | Ten.Colonn." | " | Giovanni | SCOTTO LAVINA |
| Compamare | Napoli | Colonnello " | " | Ettore | SARTI |
| Circomare | Ischia | Capitano " | Compl. | Francesco | MUGNO |
| Circomare | Pozzuoli | Capitano " | SPE. | Riccardo | SALVIA |
| Sez.Stacc. | Bagnoli | Capitano " | " | Luciano | TUCCI |
| Locamare | Procida | Tenente " | Compl. | Mario | BUONODORE |
| Compamare | Gaeta | Ten.Colonn. " | SPE. | Domenico | PUGLIESE |
| Locamare | Ponza | Capitano " | " | Luigi | PECORA |
| Compamare | Roma | Maggiore " | " | Sante | ROMITI |
| Circomare | Nettunia | Capitano " | " | Raffaele | DE LEVA |
| Compamare | C/Vecchia | Maggiore " | " | Vincenzo | GUARINO |
| Compamare | Portoferraio | Magg. " | " | Salvatore | MAZZELLA |
| Circomare | P.S.Stefano | Tenente " | " | Silvio | SANCILIO |

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



| | | | | |
|---|---|---|---|---|
| Circomare | P.V.di Piombino | Capitano porto | SPE. | Francesco BAGNIUS |
| Compamare | Cagliari | Ten.Colonn. | " | Baldo SGHERRI |
| Circomare | Carloforte | Capitano p. | Compl. | Luciano TETTONI |
| Circomare | S.Antioco | Capitano p. | SPE. | Bruno SASSU |
| Compamare | Olbia | Maggiore " | " | Ruggero LAY |
| Circomare | Portotorres | Maggiore " | " | Aristide ORRU' |
| Circomare | La Maddalena | Capitano p. | Compl. | Agostino BATTAGLIA |
| Circomare | Alghero | Capitano p. | SPE. | Ottorino BARGHIGIANI |
| Compamare | Palermo | Colonnello p. | SPE. | Achille JASCI' |
| Circomare | Termini Imerese | Capitano " | " | Sebastiano FRESTA |
| Compamare | Trapani | Ten.Colonn. " | " | Nicola BARBARO FORLEO |
| Circomare | Marsala | Tenente | Complemento | Giuseppe TARANTINO (mov.in corso) |
| Locamare | Mazara del Vallo | S.Tenente p. | Compl. | Pietro MONTAINA(mov.in corso) |
| Compamare | Porto Empedocle | Ten.Colonn.p. | SPE. | Attilio CHERUBINI |
| Circomare | Licata | Capitano " | " | Francesco MARESCA |
| Compamare | Catania | Colonnello " | " | Riccardo MERLU |
| Compamare | Siracusa | Ten.Colonn. | P.A. | Giuseppe DI MAIO |
| Circomare | Augusta | Capitano p. | SPE. | Ettore GULOTTA |
| Compamare | Messina | Capitano p. | SPE. | Demetrio RANDO |
| Circomare | Milazzo | Ten.Compl. | | Leonardo VIGORITA |

7913

5946

2 enclosures

6664

CONFIDENTIAL

Subject : Admission of Italian Civilians to Military Ports for taking delivery of coal.

ALLIED FORCE HEADQUARTERS

G-4(Mov & Tn) 5/86/GDM

15 Jul 45

To : See Distribution.

Tel: Freedom 229

1. CIVIL SUPPLIES EXCLUDING MEDICAL, COAL & POL:

The Italian Government has now appointed agents of the Federazione Consorzi Agrari to handle imports of all food stuffs and the Instituto Commercio Estero to take delivery of all other imports of Civil Supplies except Medical Supplies, coal and petroleum products. Detailed arrangements are set out in AFHQ Circular 5/86/GDM dated 21 Feb 45 and AC Shipping Instruction No.11 of 28 Apr 45.

2. COAL:

All coal and coke imported from overseas is consigned to SACMED. All SARDINIAN coal and coke is exported by the Italian Government but is received by SACMED acting in this instance on behalf of the Allied Commission. SACMED operates through QM (Coal) Section and has delegated the responsibility of receiving and accounting for coal as follows -

(a) Coal for Civilian Consumption (excluding Railways)

This is handed over by QM (Coal) Section to the UFFICIO CENTRALE CARBONI, FERROVIE DELLO STATO (Central Coal Office, State Railways) who have a branch office at each of the ports called an AGENZIA MARITTIMA. The AGENZIA MARITTIMA receives the coal and hands it to the local Union of Coal Importers for distribution in accordance with allocations made by the Allied Commission. The AGENZIA MARITTIMA is responsible for collecting from the Union of Coal Importers the sales value of the coal so that both are interested in arriving at an agreed weight, the totals of which must equal the B/L weight for each vessel discharged. At all military ports at present, weighing cannot be carried out without slowing the rate of discharge and the weight of each wagon (car) is estimated. Such estimates have in the past proved very close provided experienced personnel are employed but surpluses and deficiencies are bound to arise which must be spread over all consignees in proportion to the estimated weight of their wagons (cars).

(b) Railway coal:

7912

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

except Medical Supplies, coal and petroleum products. Detailed arrangements are set out in AFHQ Circular 5/86/GDM dated 21 Feb 45 and AC Shipping Instruction No.11 of 28 Apr 45.

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(b) Railway coal: 7312

This is handed over by QM (Coal) Section to the AGENZIA MARITTIMA who receive it on behalf of the State Railways. They are again concerned with agreeing the estimated weights.

(c) Military coal:

This is received by QM (Coal) Section who obtain estimated weights from the Transportation agency responsible for operating the port. In order that the weight apportioned to military consignees may be fair, it is again desirable that the tonnages should be agreed with the AGENZIA MARITTIMA to avoid subsequent dispute.



/Cont'd.....Para 3.

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3. ADMISSION OF REPS OF AGENZIA MARITTIMA AND LOCAL COAL IMPORTERS UNIONS TO MILITARY PORTS.

(a) With immediate effect agents of (1) AGENZIA MARITTIMA, (2) Local Coal Importers Unions will be authorized to enter the ports in the execution of their responsibilities.

Those agents are not ships' employees. Their identity will be proved by an identity card to be issued by the UFFICIO CENTRALE CARBONI (specimens attached).

(b) The ships' documents will be made available for the AGENZIA MARITTIMA to extract such information as they require. This will be arranged by QM (Coal) Section representatives at such ports as they are stationed at and by the Transportation agency responsible for operating the port at all other military ports.

(c) In the event of discharge at two or more ports, the weight endorsed on the B/L will be the official record of the weight discharged at each port and apportionments made on this basis. Such weights will be agreed by the QM (Coal) Section, if possible, with the AGENZIA MARITTIMA; in the event of dispute, the weight agreed by the QM (Coal) Section representative will be final.

(d) The AGENZIA MARITTIMA will provide checkers to work on the quayside with authority to -

(i) Record coal discharges from sling to truck
(ii) Record coal discharges from sling to shore or from shore to truck.
(iii) Nominate the dump or destination to which the truck load is to be despatched.

4. These arrangements must not be allowed in any way to delay the loading or discharge of ships. The activities of the agents will be so organised that they do not in any way hinder port clearance either in the working of ships or in turn-round of trucks. Every assistance will be given to them but any instance of delay will be reported by you to the appropriate Allied Commission Regional representative and to this HQ.

5. Until further notice the above instructions apply only to ports in Central and Southern Italy, Sicily and Sardinia. At ports north of, but not including, LEGHORN and ANCONA, it is probable that the civilian organisation will be different from that outlined above but further details will be given once this organisation is agreed. In principle, however, it is agreed that the representatives of the approved civilian organisation(s) be permitted to enter military ports in the North.

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

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K.D. McKENZIE, Col. TC
Chief of Transportation

G. ACKERLEY, COL.,
for Brigadier,
DQMG (Mov & Tn).

Distribution: See overleaf.

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

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

Distribution:

C.G., P.B.S.
Tn Offr P.B.S. (3)
HQ, Southern District, P.B.S.
Tn Offr, Southern District, P.B.S. (3)
HQ Allied Commission - Tn Sub-Commission (2)
Industry Sub-Commission
Coal Division (2)

D.M.R.S.
Tn Ino. ROME
HQ Movements N.W. ITALY
HQ Movements N.E. ITALY
Movements, Rear Eighth Army
Movements TRIESTE
Movements VENICE
Movements GENOA
Movements ANCONA
Movements BARI
Movements TARANTO
Movements BRINDISI
Movements Liaison Officer, HQ 3 District

P.S.T.O. Mod
G-2 (20 for distribution, 12 specimen cards)
G-4
G-5
Q(Maint)
QM (Coal Sec) (30) with 6 specimen cards
Tn (A)
Tn (B)
F.A.
D.S.T.
M.W.T.R. Mod
W.S.A.

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

COPY

Subject: Recovery of Charges for the Handling of Civilian Cargoes in Italian Ports

Transportation (Br) Main
C.M.F.
Tel. Firebox Ext. 9350
Outside Line 843126
Ref. Tn.A/F/67/24

14 September 1945

To: Transportation Sub Commission A.C.
Ports and Warehouse Division

Copy to: Accounts Branch(Att: Major Baylis)
Shipping Branch (Att: Major Laraman)

1. Reference your AC/24/68/Tn6 dated 12 Sep 45.

2. The recommendations of the Campbell Committee regarding the recovery by the Italian Government of charges for the handling of civilian cargoes are noted.

3. The reason why "non military" cargo was discussed in our previous letter was in order to explain the knowledge of the purely civilian cargo. The description "non military" refers to such cargoes as NAAFA/EFI, C.V.W.W. etc. which are consigned as military stores and they are NOT civilian. Consequently there is no question of your reclaiming these charges from this Department.

(signed)

(E.R.A. ALLMAN) Capt. RE
for Brigadier
Director of Transportation (Br)

ERAA/as

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AC/24

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

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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/24/68/Tn6

RMB/mvm
12 September 1945

SUBJECT: Recovery of Charges for the Handling of Civilian Cargoes in Italian Ports

TO : Transportation (Br) Main, C.M.F.
(Att: Capt. E.R.A. Allman)

1. Reference your letter Tn.A/F/67/22 of 5 September 1945, on the above subject.

2. The matter of assessing cargo dues was duly discussed by the Campbell Committee and in its report submitted 4 May 1945, it was recommended that the Italian Government be permitted to collect cargo dues on all civilian cargo received at Italian ports. For your ready information, we attach an extract from the Campbell Committee Report explaining Cargo Dues.

3. Regarding recovery of charges which we understand your department has been assessing on all non-military cargo loaded or discharged at British operated ports in Italy, this Division is in no position to reclaim these funds from you. Therefore, we are sending a copy of your letter and this letter for the attention of the Accounts Branch which, no doubt, will communicate with you direct in the matter.

For the Director:

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Copy to:
Accounts Branch (Att: Major Baylis)
Shipping Branch (Att: Major Laraman)

Attachment:
As stated in para 2.

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

EXTRACT from CAMPBELL COMMITTEE REPORT - May 1945

SECTION III - CARGO DUES

1. In order to obtain the quickest despatch of ocean going vessels and coasters, it was clear to the Committee that handling methods would require to be employed which, while achieving the desired result, would be unwarranted from an economic view point. For this reason, and by reason of the fact that harbour craft were being allocated from Allied sources to several of the ports, the Committee are agreed that a revenue should be collected to offset these services. As the receiving or despatching agency is not free to choose the method by which cargo is delivered or despatched, the suggestion that dues should be collected on all civilian cargo passing through all Italian ports, irrespective of whether the cargo involved uses the services for which the dues are collected, has met with the approval of the Committee. The proceeds from these civilian cargo dues would be offset against the cost of the uneconomical service performed, e.g. lighterage, craft towage, craneage etc.

2. The question has been discussed by the Italian Committee members with the appropriate Italian Government departments, and has met with favourable comment.

3. The Committee therefore recommend that sanction is granted to the Italian Government to levy dues on all civilian cargo passing through all Italian ports, the income from which should cover the cost of supply, maintenance and running costs of all tugs, craft, equipment etc. supplied by the Allies or by the Italian Government to the Italian Port Authorities.

N.B. For a definition of "civilian goods" see Executive Memorandum No. 83 (Revised) H.Q., A.C., 23rd January 1945, Para 3: "Duties on Goods Imported", para A, which reads:-

"No duties, taxes, imposts or fees of any kind are chargeable on goods imported for the use of the Allied Forces; Allied Nationals employed by them and Allied Forces' welfare organisations or on goods imported under Allied auspices for distribution free of charge for civilian relief purposes and not for sale. Officers dealing with the latter should give a written certificate to the Customs that the goods are for free distribution for civilian relief."

...08

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

COPY

Subject: Recovery of Charges for the Handling of Civilian Cargoes In Italian Ports

Transportation (Br) Main
C.M.F.
Tel. Firebox Ext. 9350
Outside Line 843126
Ref. Tn.A/F/67/22

5 September 1945

To: Transportation Sub Commission A.C.
(Attention Port and Warehouse Division).

1. This department raises charges for the Quay Handling of all non-military cargoes loaded or discharged at British operated Ports in Italy. For this purpose a copy of each Bill of Lading is sent to this office in order that chargeable items can be extracted.

2. From these bills a number of purely civilian cargoes have been identified and although it is presumed that this is A.C. sponsored traffic it is considered that the civilian organisation should be debited with Quay Handling charges.

3. Will you please say whether these charges are already being recovered by you and if not whether you are agreeable to set up a system whereby they can be recovered. It is though that information regarding these shipments should be readily available to you but if not it can be supplied from this office.

4. If you agree to this proposal the question of rates to be charged to the civilian firms can be discussed.

(signed)

(E.R.A. ALLMAN) Capt. R.E.
for Brigadier,
Director of Transportation (Br).

ERAA/AST.

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

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

Tel. 316

FWT:lrw

Ref. ES/6.04

17 February 1945

SUBJECT: Admission of Italian Officials to Military Ports

TO : Allied Forces Headquarters
Attention: G-4 (Maj and Tn)

1. Reference is made to our letter ES/6.04 dated 3 Feb 45.

2. Sent herewith are

a) 50 specimen identity cards of the design to be issued to authorized agents of the Istituto Commercio Estero. They will each be imprinted with the embossed seal of the Istituto when issued, one specimen of which is enclosed.

b) 50 prints on paper of the lettering of the cloth brassards which will be worn by the agents. Each will carry the number of the corresponding identity card and will bear a rubber stamp impression of the seal of the Istituto.

For the Chief Commissioner:

HARLAN CLEVELAND
Executive Director
Economic Section

cc: Transportation S/C
(Port & Warehouse Div.)
Finance S/C
(Attn. Chief Accountant)
AFHQ, G-5 Section

7906

~~G-2 T/Tn~~
AC/24

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

File

| PORTS | MONTHLY CLEARANCE CAPACITY BY RAIL TONS | BY ROAD (6 MTS) TONS | BULK | FOOD | ITALIAN SHIPS GENERAL | ITALIAN SHIPS TOTAL | COAL ETC. |
|---|---|---|---|---|---|---|---|
| REGGIO CALABRIA | 15000 | 25,500* | 6300 | | - | 8,300 | Included in |
| CROTONE | 9000 | 27,000* | 3500 | | - | 9,500 | Taranto figures |
| ANCONA | 60,000 | 15,000* | 3025 | | 29,669 | 32,694 | 30,000 |
| (BARLETTA | (13,500 | 3,000* | | | | | |
| (BARI | (75,000 | 15,000 | | | | | included in Taran |
| (TARANTO | (18,000 | 7,500* | | | | | ) |
| (BRINDISI | (10,000 | 2,825* | | | | | )10,000 |
| (GALLIPOLI | (10,000 | 900* | | | | | |
| (TOTAL MIDL GP: | (126,500 | 21,225 | (28,212 | | 10,710 | 53,932(1) | |
| NAPLES MAIN | 50,000 | 138,000* | 2,444 | | 35,268 | 37,712 | ) 45,000 |
| (PAGNOLI | (50,000 | | | | | | |
| (CASTELLAMARE | (13,500 | 5,550* | | | | | |
| (SALERNO | (16,000 | 9,000* | | | | | |
| (TORRE ANNUN: | (13,500 | 5,000* | | | | | |
| (TOTAL NAPLES SATELLITES | (93,000 | 19,550 | (93,300 | | 500 | 83,800 | |
| PIOMBINO | 15,000 | 9,000* | 21,000 | | | 21,000(2) | |
| CIVITAVECCHIA | 41,000 | 30,000* | 27,500 | | 16,160 | 43,660 | )35,000 |
| (CATANIA | ( 26,000 | | | | | | 6,000 |
| (MESSINA | ( 30,000 | No figures | | | | | 6,000 |
| (PALERMO | ( 50,000 | available | | | | | |
| (PORTO EMP. | ( 6,000 | for northern | | | | | |
| (SIRACUSA | (30,000 | provinces | | | | | |
| (TRAPANI | (35,000 | under A.M.G. | | | | | |
| (TOTAL SICILY | 197,000 | and for Islands | (50,982 | | 10,550 | 61,332 | |
| (CAGLIARI | (40,000 | | | | | | |
| (OLBIA | (15,000 | | | | | | |
| (TOTAL SARDINIA | (55,000 | | (13,200 | | 1,400 | 14,600 | |
| (GENOA | (250,000 | | (69,900 | | 65,602 | 135,502(3) | |
| (SAVONA | (200,000 | | - | | - | - (4) | |
| (TOTAL GENOA/ SAVONA: | 550,000 | | (70,000 | | 65,602 | 135,502 | 280,000 |
| VENICE | 200,000 | | 42,695 | | 25,000 | 70,695(5) | 130,000(5) |
| TRIESTE | 195,000 | | 4,500 | | 2,530 | (7,030 | 30,000 |
| | | | | | | (16,000(5) | 21,100(5) |

Data obtained from Italian State Mtce.

Figures obtained from ZAC. Those marked * cut by 50%.

7905

(1) Treat as BARI.
(2) Further 216[illegible] to be off-loaded, if Leghorn still being used as military port.
(4) Add 80-90M to Coal
5-10M tons Fr
(5) AMG Maintenance

(3) Add further 65 or 70 thousand tons to transit for Italy:

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AC/24

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

| JANUARY | | | | FEBRUARY | | |
|---|---|---|---|---|---|---|
| BID GENERAL | TOTAL | COAL BIDS | FOOD BULK | BID GENERAL | TOTAL | |
| - | 8,300 | Included in | 8,300 | | 8,300 | In |
| - | 9,500 | Toronto figure | 8,000 | | 8,000 | |
| 29,669 | 32,694 | 30,000 | 8,000 | 33,675 | 41,675 | |
| | | Included in Income | | | | In |
| | | ) | | | | |
| | | )10,000 | | | | |
| 10,710 | 53,922(1) | | | 15,062 | 47,062 | |
| 35,269 | 37,712 | ) 45,000 | 8,444 | 2,440 | 10,884 | |
| 500 | 83,800 | | 56,000 | 36,050 | 92,050 | |
| | 21,000(2) | | 20,000 | 9,300 | 29,300 | |
| 16,160 | 43,660 | )35,000 | 26,800 | 10,000 | 36,800 | |
| | | 6,000 | | | | |
| | | 6,000 | | | | |
| 10,550 | 61,332 | | 40,000 | 31,655(3) | 71,655(3) | |
| 1,400 | 14,600 | | 8,000 | 250 | 8,250 | |
| 65,602 | 135,502(4) | | | | | |
| - | - (4) | | | | | |
| 65,602 | 135,502 | 280,000 | 116,000(8) | 169,595(5) | 265,595 | |
| 25,000 | 70,695(5) | 130,000(5) | 56,000 | 43,250 | 99,250 | |
| 2,530 | (7,030 | 30,000 | | 700 | 8,700 | |
| | (16,000(6) | 21,100(5) | 8,000 | | | |

(1) Trent at BSFI.

(2) Further 21603 to be off-loaded, if Lochern still being used as oiltanker port.

(3) Add Further 60 or 70 thousand tons in transit to Malta:

(4) ~~Sold~~ 80-90M tons Coal ) Swiss: 5-10M tons Potato

(5) AFHQ Maintenance

(6) Includes 50,000 ) Swiss
" 30,000 ) Bal-
" 70,000 ) ance.
" 25,152 British Embassy Export.

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

| | | | FEBRUARY |
|---|---|---|---|
| | BID GENERAL | TOTAL | COAL BIDS |
| | | 8,300 | Included in Toronto-Brindisi |
| | | 8,000 | |
| | 33,675 | 41,675 | 40,000 |
| | | | Included in above |
| | | | ) |
| | | | )20,000 |
| | 15,062 | 47,062 | |
| | 2,440 | 10,004 | ) |
| | | | )35,000 |
| | 36,050 | 92,050 | |
| | 9,300 | 29,050 | ) |
| | 10,000 | 36,000 | )35,000 |
| | | | 10,000 |
| | | | 10,000 |
| | | | 10,000 |
| | 31,655(d) | 71,655(d) | |
| | | | 5,000 |
| | 250 | 8,250 | |
| (a) | 169,595(b) | 285,595 | 312,000(c) |
| | 43,350 | 89,350 | 130,000 |
| | 700 | 8,700 | 35,000 |

(a) Includes 50,000 )Swiss
(b) " 30,000 )Dut-
(c) " 70,000 )ssay.
(d) " 25,153 British Railway Report.

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[redacted]

SC/24

7304

thousand tons to
transit for Swiss:
(4) 80-90,000 tons Coal ) Switzerland.
5 - 10,000 " Petrol )

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

| PORTS | OFFLOADING CAPACITY - 3 DAYS WORK - TONS PER DAY | | | | ESTIMATED CAPACITY OVER ALL ROADS (3 DAYS) | | |
|---|---|---|---|---|---|---|---|
| | GEN. | CARGILL | SPEC. | MOD. TOTAL | TONS | BY ROAD (3 DAYS) TONS | RAIL BULK |
| REGGIO CALABRIA | 1200 | 800 | 350 | 70,500 | 22500 | 15,000 51000 | 8200 |
| CROTONE | 600 | 600 | 300 | 41,500 | 6500 | 9000 24000 | 2500 |
| ANCONA | 1200 | 1200 | 700 | 93,000 | 36000 | 60000 30000 | 3025 |
| (CIVITTA | ( 600 | 600 | 300 | 45,000 | (45000 | 13,500 18000 | |
| (BARI | ( 1800 | 1200 | 1750 | 160,500 | (112000 | 75,000 15000 | |
| (TARANTO | ( 700 | 600 | 300 | 48,000 | ( 22500 | 18,000 15000 | |
| (BRINDISI | ( 1200 | 1200 | 600 | 96,000 | ( 54000 | 18000 7650 | |
| (GALLIPOLI | ( 500 | 500 | 300 | 38,000 | ( 13500 | 16000 1800 | |
| (TOTAL APULIA: | ( 4200 | 4900 | 3250 | 382,500 | (247500 | 57450 | (43212 |
| NAPLES AREA | NO ACCURATE DATA AVAILABLE | | | | 150000 | 50,000 27000 | 2112 |
| (SALERNO | ( | | | | (45000 | 30000 | |
| (CASTELLAMMARE | ( 600 | 300 | 130 | 51,000 | (13500 | 13500 11100 | |
| (SALERNO | ( 600 | - | 400 | 39,000 | (22500 | 16,000 18000 | |
| (OTHER AREAS: | ( 1200 | 600 | 350 | 64500 | (13500 | 13,500 10300 | |
| (TOTAL NAPLES SATELLITES | ( 2400 | 1400 | 1080 | 145,500 | (108000 | 39000 | (83300 |
| PIOMBINO | 600 | 600 | 300 | 42,000 | 54000 | 15,000 18000 | 21000 |
| CIVITAVECCHIA | 1200 | 1200 | 700 | 93,000 | 45000 | 41,000 60000 | 37500 |
| (CATANIA | ( 1500 | 1500 | 1200 | 144,000 | (112500 | 36,000 | |
| (MESSINA | ( 600 | 600 | 300 | 57,000 | (112500 | 30,000 No figures | |
| (PALERMO | ( 1800 | 1800 | 1200 | 144,000 | ( 67500 | 50,000 available | |
| (PORTO EMP- | | | | | ( 27000 | 6,000 for northern | |
| ( EDOLI | | | | | ( 54000 | 30,000 provinces | |
| (SIRACUSA | ( 1200 | 1200 | 700 | 93,000 | ( 54000 | 35,000 under A.M.G. | |
| (TRAPANI | ( 300 | 300 | 250 | 35,500 | (135000 | and for | (50752 |
| (TOTAL SICILY | ( 5700 | 5700 | 4050 | 463,500 | | Islands. | |
| | | | | | (no figures available.) | | |
| (CAGLIARI | ( 600 | 600 | 700 | 54,000 | | 40000 | |
| (OLBIA | ( 600 | - | 250 | 22,500 | | 15000 | |
| (TOTAL SARDINIA | ( 1200 | 600 | 950 | 76,500 | | | (13200 |
| (GENOA | ( 1600 | 1200 | 1200 | 250,000 | (180000 | 350,000 | (69000 |
| (SAVONA | ( 1000 | 1500 | 1200 | 231,000 | 45000 | 200,000 | - |
| (TOTAL GENOA/ SAVONA | ( 2600 | 2700 | 2400 | 481,000 | (225000 | | (69000 |
| VENICE | 2400 | 2400 | 1700 | 222,000 | 60000 | 200,000 | 43000 |
| TRIESTE | | | | | 90000 | 195,000 | 15000 |
| LA SPEZIA | 800 | - | 300 | 33,000 | | | - |

Data obtained from Italian State Elwys. Venice & Trieste From Th. Offrs. (1)

Data obtained from A.M.G. (2)

(3)

(4)

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

| ...YORK - TONS MONTHLY C... TOTAL | BY RAIL TONS | BY ROAD (5 TON) TONS | FOOD BULK | FOOD GENERAL | FOOD TOTAL | J A N U A R Y BID COAL BIDS |
|---|---|---|---|---|---|---|
| ...350 70,500 | 32500 | 15,000 51000 | 8300 | - | 8300 | Included in |
| 300 ..,000 | 9000 | 9000 12000 | 9500 | - | 9500 | Toronto figures. |
| 700 ..,000 | 36000 | 60000 30000 | 3025 | 29669 | 32694 | 30000 |
| 300 ..,000 | (15000 | 13,500 18000 | | | | |
| 3750 ...,500 | (112000 | 75,000 1?000 | | | | Included in Ancona. |
| 300 ..,000 | ( 22500 | 15,000 15000 | | | | ) |
| 600 ..,000 | ( 54000 | 10000 7650 | | | | ) 10000 |
| 300 ..,000 | ( 13500 | 10000 1800 | | | | |
| 3?50 ...,500 | (217500 | 57,50 | (4321? | 10710 | 53922(1) | |
| ...ALERNE | 157000 | 50,000 ?7000 | 2411 | 35268 | 37712 | ) 45000 |
| | (?0500 | 50,000 | | | | ) |
| 300 ..,000 | (13500 | 13500 111?0 | | | | |
| ?00 ..,000 | (?2500 | 16,000 18000 | | | | |
| ?50 ..,500 | (13500 | 13,500 10000 | | | | |
| 1050 ...,500 | (108000 | 39000 | (83300 | 600 | 83900 | |
| 300 ..,000 | ?4000 | 15,000 18000 | 21000 | | 21000(2) | ) |
| 700 ..,000 | ?5000 | ?1,000 (0000 | 27500 | 16160 | ?3660 | ) 35000 |
| 1?50 ...,000 | (11?500 | 36,000 | | | | 6000 |
| 900 ..,000 | (112500 | 30,000 No figures | | | | 6000 |
| 1?50 ...,000 | ( 67500 | 50,000 available | | | | |
| | ( ?7000 | 6,000 for northern | | | | |
| | ( ?4000 | 30,000 provinces | | | | |
| ?00 ..,000 | ( ?4000 | 35,000 under A.M.G. | | | | |
| ?50 ..,000 | (135000 | and for | (?0787 | 10?50 | 61332 | |
| ?050 ...,500 | | Islands. | | | | |
| | (no figures available.) | | | | | |
| ?00 ..,000 | | 40000 | | | | |
| ?50 ..,000 | | 15000 | | | | |
| ?50 ..,000 | | | (13?00 | ?400 | 14600 | |
| 1?00 ...,000 | (180000 | 350,000 | (?0900 | 6?602 | 13?502(3) | |
| 1?00 ...,000 | ?5000 | | | | (4) | |
| 2?00 ...,000 | (225000 | 200,000 | (?0900 | 65602 | 13?502 | 250000 |
| | ?0?50 | 200,000 Ad temporary | ?369? | ?5000 | (6?695 | 130000 |
| 1?00 ...,000 | 0?000 | 195,000 | ?500 | ?530 | (92240(5) | ?6000(5) |
| ?00 ..,000 | | | | | ( 7030 | 30000 |
| | | | | | (16000(5) | 21100(5) |
| | | | - | - | - | |

Data obtained from Italian State Flyer, Venice & Trieste From Th. Offices.

Data obtained from E.C.A.C.

(1) Treat at BARI.
(2) Further 2160? to be off-loaded, if Lecheria still being used as military port.
(3) Add Further ?5 or ?0 thousand tons in transit for Swiss:
(4) ?0-90,000 tons Coal ) Switzerland.
5 - 10,000 " Petrol)
(5) AFHQ Maintenance.

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

Subject : Recovery of charges for the Handling of Civilian Cargoes in Italian Ports.

To : Transportation Sub-Commission, A.C. (Ports and Warehouse Division)

Copy to : Accounts Branch (Att: Major Baylis)
Shipping Branch (Att: Major Laraman)

Transportation (Br) Main, C.M.F.
Tel. Firebox Ext. 9350
Outside Line 843126
Ref : Tn.A/F/67/24

14 September 1945

1. Reference your AC/24/68/Tn6 dated 12 Sep 45.

2. The recommendations of the Campbell Committee regarding the recovery by the Italian Government of charges for the handling of civilian cargoes are noted.

3. The reason why " non military " cargo was discussed in our previous letter was in order to explain the knowledge of the purely civilian cargo. The description " non military " refers to such cargoes as NAAFI/EFI, C.V.W.W. etc. which are consigned as military stores and they are NOT civilian. Consequently there is no question of your reclaiming these charges from this Department,

ERAA/as

(E.R.A. AIMAN) Capt. RE
for Brigadier
Director of Transportation, (Br)

AC/24

7903

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/24/68/Tn6

RHB/mvm
12 September 1945

SUBJECT: Recovery of Charges for the Handling of Civilian Cargoes in Italian Ports

TO : Transportation (Br) Main, C.M.F.
(Att: Capt. E.R.A. Allman)

1. Reference your letter Tn.A/F/67/22 of 5 September 1945, on the above subject.

2. The matter of assessing cargo dues was duly discussed by the Campbell Committee and in its report submitted 4 May 1945, it was recommended that the Italian Government be permitted to collect cargo dues on all civilian cargo received at Italian ports. For your ready information, we attach an extract from the Campbell Committee Report explaining Cargo Dues.

3. Regarding recovery of charges which we understand your department has been assessing on all non-military cargo loaded or discharged at British operated ports in Italy, this Division is in no position to reclaim these funds from you. Therefore, we are sending a copy of your letter and this letter for the attention of the Accounts Branch which, no doubt, will communicate with you direct in the matter.

For the Director:

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Copy to:
Accounts Branch (Att: Major Baylis)
Shipping Branch (Att: Major Lerwman)

Attachment:
As stated in para 2.

Encl 2

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

EXTRACT
from
CAMPBELL COMMITTEE REPORT
submitted
4 MAY 1945

## SECTION III

### CARGO DUES

1. In order to obtain the quickest despatch of ocean going vessels and coasters, it was clear to the Committee that handling methods would require to be employed which, while achieving the desired result, would be unwarranted from an economic view point. For this reason, and by reason of the fact that harbour craft were being allocated from Allied sources to several of the ports, the Committee are agreed that a revenue should be collected to offset these services. As the receiving or despatching agency is not free to choose the method by which cargo is delivered or despatched, the suggestion that dues should be collected on all civilian cargo passing through all Italian ports, irrespective of whether the cargo involved uses the services for which the dues are collected, has met with the approval of the Committee. The proceeds from these civilian cargo dues would be offset against the cost of the uneconomical service performed, e.g. lighterage, craft towage, craneage etc.

2. The question has been discussed by the Italian Committee members with the appropriate Italian Government departments, and has met with favourable comment.

3. The Committee therefore recommend that sanction is granted to the Italian Government to levy dues on all civilian cargo passing through all Italian ports, the income from which should cover the cost of supply, maintenance and running costs of all tugs, craft, equipment etc. supplied by the Allies or by the Italian Government to the Italian Port Authorities.

N.B. For a definition of "civilian goods" see Executive Memorandum No. 83 (Revised) H.Q., A.C., 23rd January 1945, Para 3: "Duties on Goods Imported", para A, which reads:-

"No duties, taxes, imposts or fees of any kind are chargeable on goods imported for the use of the Allied Forces; Allied Nationals employed by them and Allied Forces' welfare organisations or on goods imported under Allied auspices for distribution free of charge for civilian relief purposes and not for sale. Officers dealing with the latter should give a written certificate to the Customs that the goods are for free distribution for civilian relief."

...1

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



Subject. :- Recovery of Charges for the Handling of Civilian Cargoes in Italian Ports.

Transportation (Br) Main,
C. M. F.
Tel. Firebox Ext. 9350.
Outside Line 843126.
Ref. Tn.A/F/67/22.

5 September 1945.

To. :- Transportation Sub-Commission, A.C.
(Attention Port and Warehouse Division).

1. This department raises charges for the Quay Handling of all non-military cargoes loaded or discharged at British operated Ports in Italy. For this purpose a copy of each Bill of Lading is sent to this office in order that chargeable items can be extracted.

2. From these bills a number of purely civilian cargoes have been identified and although it is presumed that this is A.C. sponsored traffic it is considered that the civilian organisation should be debited with Quay Handling charges.

3. Will you please say whether these charges are already being recovered by you and if not whether you are agreeable to set up a system whereby they can be recovered. It is thought that information regarding these shipments should be readily available to you but if not it can supplied from this office.

4. If you agree to this proposal the question of rates to be charged to the civilian firms can be discussed.

(E.R.A. ALLMAN) Capt. R.E.
for Brigadier,
Director of Transportation (Br).

ERAA/AST.

7500

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

Ports Sec. O

INTER OFFICE MEMO

Tel. 290
Ref. AC/24/16/Tn6

RKB/mvm
7 June 1945

SUBJECT: Supply Security-Your ref. W/5/1052/Tn6

TO : Warehouse Branch
(Att. Major R. H. Klein)

1. We are returning herewith file of correspondence on the above mentioned subject.

2. The Finance Sub Commission, together with Accounts and Statistics Branch are now giving this matter immediate attention under direct instructions from Washington and London. They are making arrangements with the "Sorveglianza" to handle the checking and supervision of military cargoes at all military ports. The "Sorveglianza" employ men who are sworn police agents and are in position to deal directly with cases of theft without having to enlist the aid of the regular police force.

3. We are informed that these arrangements will be completed in the near future and it is proposed to start this plan on or about July 1.

4. Notwithstanding the above, we have taken this matter up with the Ministry of Merchant Marine through our liaison officer and have been assured that an investigation of conditions at Bari will be conducted immediately.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Attachment as stated in para 1.

7819

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

INTER OFFICE MEMO RHK/rf

Tel. 478700 6 June 1945

Ref. W/5/1052/Dn6

SUBJECT : Supply Security

TO : Chief, Port and Warehouse Division

1. Attached hereto is a complete file of correspondence on the above mentioned subject.

2. Lt. O'Leary's letter, ref. BA/PL/1/10 of 2 June 1945, in paragraph 3 makes certain concrete suggestions.

3. Due to the extremely bad experience with reference to losses between shipside and warehouse (as well as between warehouse and shipside on outlandings), it is recommended that some stringent action be taken similar to that recommended by Lt. O'Leary.

4. May I be advised what is being done so that I, in turn, may advise Lt. O'Leary.

For the Director:

1 Encl.
Correspondence file as per para 1.

ROBERT H. KLEIN
Major Med. Adm. C.
Port & Whse. Div.

7538

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

Italy

TRANSLATION

MINISTRY OF MARINE
Direzione Generale della Marina Mercantile
Ispettorato Funzionamento Porti

No. 7006/51 Rome 6 November 1945

AC Transportation S/C
Ports & Warehouse Division, Rome

Subject: Italian Jurisdiction in Category "A" Ports

At the various meetings of the Campbell Committee, it was agreed that for the ports transferred to Category "A" complete jurisdiction would be transferred to the local Italian Authorities and consequently, the Port Commandant would have assumed the entire responsibility of the functioning of the port.

It was then explicitly stated that on such an understanding the existence in these ports of the Port Control Committees would be incompatible as also would be that of certain functions on the part of Allied Officers such as Port Commandant, Dock Superintendent, etc.

It has, instead, been noted that in many of the ports in question, the organizations established and existing prior to transfer to Category "A" were still functioning practically unaltered, including Port Control Committees precluded over by Allied Officers.

To enable this Ministry effectively to hold responsible the Italian Port Commandants, also in relation to the commitments entered upon with the Allied Commission, for the entire functioning of port activities, it would be necessary that the latter not only legally, but also de facto, be given complete and autonomous direction in the mooring of vessels, organization of the work, warehousing and movement of goods, etc. without having to submit to those continual interferences which evidently are not helpful in the good functioning of operations and in any case, limit the actual maintenance of the responsibilities in question.

It would be appreciated, under the circumstances, if the question of employing, in Category "A" ports, all the Allied Authorities considered incompatible with the concepts above mentioned, were examined in the understanding that the Italian Port Commandants will not fail to contact the various Allied offices on all those matters in which the latter are directly interested.

For the Minister
(signed)
GEN. BATTISTI

AC/24

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

MINISTERO DELLA MARINA
ISPETTORATO FUNZIONAMENTO PORTI

20 Novembre 1945

Prot. 7224/LVIII

Al : [illegible].n.Q.A.C.
Transportation S/C
attn: Maj Laraman, A.S.
ROMA

OGGETTO: Autoveicoli per le Capitanerie di Porto.

Riferimento alle lettere AC/24/72/Tn6 del 18 Ott.
e AC/7/97/Tn6 del 9 Ott. c.a.

Le pratiche svolte da questo Ministero per l'assegnazione di autoveicoli ad uso delle Capitanerie di Porto non hanno finora avuto esito a causa delle difficolta' di vario genere sorte, per le quali si e' tratti anche a dubitare che la richiesta avanzata possa essere in fine favorevolmente accolta.Comunque occorrera' certamente ancora parecchio tempo.

Poiche' invece perdurano le cause di effettiva ed immediata necessita' che motivarono la richiesta degli automezzi ad uso dei porti, come anche codesta C.A. ha segnalato con la corrispondenza sopra indicata, si prega di voler esaminare la possibilita' di far assegnare direttamente una ventina di autoveicoli (jeeps), con le stesse modalita' usate per la cessione degli attrezzi, macchine e galleggianti per l'uso nei porti riconsegnati alle Autorita' Italiane.

per il IL MINISTRO
F.to MATTEINI

Mr. Franklin phoned Dr. Falchi Sec. to Minister of Transport and pressed for a first assignment of 4/5 jeeps for the Ministry of Merchant Marine.- Dr. Falchi promised to see the Minister to-morrow.- Roads Division will continue freezing until the full complement of 20 jeeps is obtained for the Ministry of Marine.- Mr Franklin considers no possible result would be obtained by writing the Ministry of Transport.
29/11/45

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

TRANSLATION

MINISTRY OF MARINE

Ref. No. 7224/D VIII 20 November 1945

SUBJECT: Vehicles for Port Captains

TO : HQ Allied Commission
T ransportation Sub Commission

Reference your letters AC/24/72/Tn6 of 18 September and AC7/97/Tn6 of 9 October. The steps taken by the Ministry for the allocation of vehicles for use by port captains have not been successful so far owing to difficulties of various nature; under the circumstances we are compelled to doubt whether the request put forth some time ago may be given favorable consideration. In any case, the delay undoubtedly will be considerable.

As however, the need of efficient and immediate dispositions still exist warranting a supply of vehicles for use at the ports as also the AC has reported in the correspondence mentioned above, it is requested that the possibility be examined of making direct assignment of about 20 vehicles (jeeps) under the same procedure used for the assignment of port equipment, cranes, harbor craft, etc. for use at the ports which have been handed over to the Italian Authorities.

(signed)

For the Minister

General Matteini

Ministero della Marina

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

ISPETTORATO FUNZIONAMENTO PORTI

Divisione Sez.
Prot. N. 7224/D.VIII Allegati

Roma, 20 novembre 19 45

Al H.Q.A.C.
TRANSPORTATION SUB-COMMISSION
Att.ne: Maj. M.F. LARAMAN, R.E.
ROMA

Risposta al Foglio del
Div. Sez. N.

OGGETTO Autoveicoli per le Capitanerie di Porto.

Riferimento alle lettere AC/24/72/Tn6, del 18 settembre e AC/7/97/Tn6 del 9 ottobre c.a.

Le pratiche svolte da questo Ministero per l'assegnazione di autoveicoli ad uso delle Capitanerie di Porto non hanno finora avuto esito a causa delle difficoltà di vario genere sorte, per le quali si è tratti anche a dubitare che la richiesta avanzata possa essere infine favorevolmente accolta. Comunque occorrerà certamente ancora parecchio tempo.

Poiché invece perdurano le cause di effettiva ed immediata necessità che motivarono la richiesta degli automezzi ad uso dei porti, come anche codesta C.A. ha segnalato con la corrispondenza sopra indicata, si prega di voler esaminare la possibilità di far assegnare direttamente una ventina di autoveicoli ( jeeps), con le stesse modalità usate per la cessione degli attrezzi, macchine e galleggianti

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

Divisione
Prot. N. 7224/ Sez. D.VIII Illegali

R O M A

Risposta al Foglio del
Div. Sez. N.

OGGETTO Autoveicoli per le Capitanerie di Porto.

Riferimento alle lettere AC/24/72/Tn6.del 18 settembre e AC/7/97/Tn6 del 9 ottobre c.a.

Le pratiche svolte da questo Ministero per l'assegnazione di autoveicoli ad uso delle Capitanerie di Porto non hanno finora avuto esito a causa delle difficoltà di vario genere sorte,per le quali si è tratti anche a dubitare che la richiesta avanzata possa essere infine favorevolmente accolta. Comunque occorrerà certamente ancora parecchio tempo.

Poiché invece perdurano le cause di effettiva ed immediata necessità che motivarono la richiesta degli automezzi ad uso dei porti,come anche codesta C.A. ha segnalato con la corrispondenza sopra indicata,si prega di voler esaminare la possibilità di far assegnare direttamente una ventina di autoveicoli ( jeeps),con le stesse modalità usate per la cessione degli attrezzi,macchine e galleggianti per l'uso nei porti riconsegnati alle Autorità italiane.

p IL MINISTRO

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

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

TRANSLATION of letter, dated 13 Sept. 1945 addressed by Ministry of Marine, Directorate General of Merchant Marine, to MSoC, ports & Warehouse Division.

Subject: Delivery of ports.

1. We acknowledge receipt of letter of 4 Sept., AC/24/61/Tn6 regarding the above subjectm and assure that, should the Medbo approve the proposals contained in para. 2 of the above mentioned letter, this Ministry will send out the proper instructions to port Authorities in regard to the functioning of the ports and the news necessary to meet the requests of AC, Transportation Sub-Commission.

2. We assure you that the Port Authorities will be instructed to the effect that, before assigning to private persons any space available in the warehouse at present managed by your Sub-Commissionm they are to ask the local Allied Authorities if such space is, or is not, necessary to AC.

AC/24

Ministero della Marina

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

Roma, 13 SET 1945 19 .

Divisione IV^ Sez. Allegati
Sect. N.° 3853/P

Risposta al Foglio del
Div. Sez. N.°

Al LA COMMISSIONE ALLEATA
Sotto Commissione Trasporti

ROMA

OGGETTO Consegna dei porti.=

I- Si accusa ricevuta della lettera 4 settembre u.s., n.AC/24/61/Tn6 relativa all'argomento in oggetto, assicurando che, qualora il Medbo approverà le proposte, di cui al n.2 della lettera precitata, sarà provveduto, da parte di questo Ministero, ad impartire le opportune istruzioni ai Comandanti di porti ai fini del funzionamento dei porti e delle notizie necessarie per far fronte alle richieste della A.C., Sotto Commissione Trasporti.

2- Si assicura che i Comandanti di porto verranno frattanto interessati affinche, prima di assegnare ad ~~interessi~~ privati spazi disponibili nei magazzini attualmente gestiti da codesta Sotto Commissione, interpellino le locali Autorità alleate per conoscere se tali spazi siano, o meno, necessari per l'attività di codesta amministrazione.

Matteucci

Ten.Generale R.M.I.

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

Divisione IV^ Sez. Prot. N.° 3853/P Allegati

Risposta al Foglio del Div. Sez. N.°

OGGETTO Consegna dei porti.=

I- Si accusa ricevuta della lettera 4 settembre u.s., n.AC/24/6I/Tn6 relativa all'argomento in oggetto, assicurando che, qualora il Medbo approverà le proposte, di cui al n.2 della lettera precitata, sarà provveduto, da parte di questo Ministero, ad impartire le opportune istruzioni ai Comandanti di porti ai fini del funzionamento dei porti e delle notizie necessarie per far fronte alle richieste della A.C., Sotto Commissione Trasporti.

2- Si assicura che i Comandanti di porto verranno frattanto interessati affinchè, prima di assegnare ad ~~interessati~~ privati spazi disponibili nei magazzini attualmente gestiti da codesta Sotto Commissione, interpellino le locali Autorità alleate per conoscere se tali spazi siano, o meno, necessari per l'attività di codesta amministrazione.

Ten.Generale R.M.I.
DIRETTORE GENERALE DELLA
MARINA MERCANTILE

G.A.

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

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/24/72/Tn6

RbB/mvm
18 September 1945

SUBJECT: Handover of Ports

TO : Ministry of Marine
(Att. Gen. Matteini)

1. We wish to call your attention to activities of port captains who will be stationed at Italian ports when same are turned over to your Ministry.

2. It is suggested that arrangements be made so that the port captain at each port be given transportation means to enable him to move around within the port area speedily without loss of time. It is important that each port captain be assigned an automobile or some other similar means of transportation.

For the Director:

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

785021

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/24/69/Tn6

RMB/mvm
14 September 1945

SUBJECT: Handover of Ports

TO : General C. Matteini
Directorate General of the Merchant Marine
Ministry of Marine

1. Confirming letter AC/24/61/Tn6 of 4 September 1945, it is further requested that the Transportation Sub Commission (Ports & Warehouse Division) be given copies of instructions issued by your Ministry to all Port Captains in connection with port operations and any other matters under Allied Commission supervision.

2. An acknowledgment of letter of 4 September 1945 and this letter would be appreciated.

For the Director:

R. M. HAZZANELLA, Chief
Ports & Warehouse Division

7891

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

HEADQUARTERS ALLIED COMMISSION
AFO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/24/61/Tn6

RMB/mvm
4 September 1945

SUBJECT: Handover of Ports

TO : General C. Matteini
Directorate General of the Merchant Marine
Ministry of Marine

1. Please refer to meeting of the Campbell Committee held in Rome on 3 September 1945.

2. At this meeting, recommendations were made to have all the ports in Italy immediately classified as Category "A" ports with the exception of Leghorn, Naples and Trieste. Palermo is to remain a Category "C" port and Brindisi, Ancona and Venice will become Category "A" ports effective 1 October 1945. These recommendations will be submitted to MEDBO for approval.

3. In the event that these recommendations are approved by MEDBO, your attention is called to the necessity of sending full instructions to the Port Captains in connection with port operations and reports to meet the requirements of Allied Commission, Transportation Sub Commission. It is very important that each Port Captain be fully conversant with these instructions in order that the proper liaison be established between them and this Headquarters.

4. Regarding warehouse facilities at Italian ports, your attention is called to the fact that whatever warehouses are now under operation by this Sub Commission will remain in the same status. Should the Port Captain find it necessary to allocate warehouse space available at the port to private interests, it is requested that we be given an opportunity to advise whether or not such space is needed for our operations.

5. Please let us have your acknowledgment of this letter.

FRANK UPMAN, JR.
Director
Transportation Sub Commission

Copy to:
Shipping Branch

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

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1082
24 November 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Economic Section, Allied Commission.

Subject: Repair Work at Major Italian Ports.

1. The Commander-in-Chief, Mediterranean Station has informed the Flag Officer Italy and Liaison that no further refits and repairs to Royal Navy ships and vessels is contemplated at Naples and Taranto, and it is intended to withdraw the technical staffs at these ports by the end of November and December, 1945, respectively.

2. Repair work at Leghorn is being reduced to a minimum and a small technical staff will remain to supervise essential repairs only. At Messina it is intended to continue to carry out repairs to small minesweepers and coastal craft in reserve, but no further refits of fleet minesweepers will be undertaken. The British Naval Authority will remain with a reduced technical staff and no immediate change in the status of the port of Messina is contemplated.

3. The above data is forwarded for information.

H. St. J. BUTLER,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
Transportation S/C, AC.
Commerce S/C, AC.
Industry S/C, AC.

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AC/24

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

AC/24

TRANSLATION

MINISTRY OF MARINE
Direzione Generale della Marina Mercantile
Ispettorato Funzionamento Porti

No. 7006/31 Rome 6 November 1945

AG Transportation C/C
Ports & Warehouse Division, Rome

Subject: Italian Jurisdiction in Category "A" ports

At the various meetings of the Caldwell Committee, it was agreed that for the ports transferred to Category "A" complete jurisdiction would be transferred to the local Italian Authorities and consequently the Port Commandant would have assumed the entire responsibility of the functioning of the port.

It was then explicitly stated that on such an understanding the existence in these ports of the Port Control Committees would be incompatible as also would be that of certain functions on the part of Allied officers such as Port Commandant, Dock Superintendent, etc.

It has, instead, been noted that in many of the ports in question, the organizations established and existing prior to transfer to Category "A" were still functioning practically unaltered, including Port Control Committees presided over by Allied Officers.

To enable this Ministry effectively to hold responsible the Italian Port Commandants, also in relation to the commitments entered upon with the Allied Commission, for the entire functioning of port activities, it would be necessary that the latter not only legally, but also de facto, be given complete and autonomous direction in the mooring of vessels, organization of the work, warehousing and movement of goods, etc. without having to submit to those continual interferences which evidently are not helpful in the good functioning of operations and in any case, limit the actual maintenance of the responsibilities in question.

It would be appreciated, under the circumstances, if the question of suppressing, in Category "A" ports, all the Allied Authorities considered incompatible with the concepts above mentioned, were examined on the understanding that the Italian Port Commandants will not fail to contact the various Allied Officers on all those matters in which the latter are directly interested.

For the Minister
(signed)
Gen. Antonini

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Classified E.O. 12356 Section 3.3/NND No. 183021

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

| PORTI | Potenzialità sbarco in 8 ore | | | DEPOSITI | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | Coperti | | | | Sc | |
| | Carbone Tonn. | Cereali Tonn. | M.V. Tonn. | Carbone Tonn. | M.V. Tonn. | Grano Tonn. | Sale Tonn. | Carbone Tonn. | M.V. Tonn. |
| [illegible] | | | | | | | | | |
| PORTO EMPEDOCLE | | | | - | - | - | - | 20.000 | |
| Piombino | 500 | 600 | 300 | - | 1.000<br>2.000 in galleggianti<br>2.000 in città | | | 5.000<br>2.000 in gall. | - |
| REGGIO CALABRIA | 1.500 | 800 | 500 | - | - | - | - | | |
| SALERNO | 600 | 800 | 500 | | 3.000 | | - | | |
| SAVONA | 1.000 | 2.400 | 1.900 | - | - | 2.000 rinfusa<br>500 sacchi | - | 100.000<br>14.000 | 6.000 |
| SIRACUSA | 1.600 | 2.800 | 1.600 (1) | - | 3.000 | 3.000 | - | 20.000 | a |
| | | 2.500 (2) | | | | | | | |
| TARANTO | 1.100 | 270 | 900 | - | - | - | 1.000 | - | - |
| TORRE ANNUNZIATA | | | | | 30.000 | | - | 20.000 | |
| TRAPANI | 300 | 300 | 250 | - | - | - | - | 4.000 | 1.00 |
| VENEZIA | 3.000 | 900 | 2.000 | 100.000 | 30.000 | 25.000 | - | - | - |

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

| D E P O S I T I | | | | | | | |
|---|---|---|---|---|---|---|---|
| ...rti | | | Scoperti | | | | |
| ... | Grano Tonn. | Sale Tonn. | Carbone Tonn. | M.V. Tonn. | Grano Tonn. | Sale Tonn. | NOTE |
| | - | - | 20.000 | | - | - | |
| 1.000<br>2.000 in galleggianti<br>2.000 in città | | | 5.000<br>2.000 in gall. | - | - | - | |
| | - | - | | 61.000 | | | In corso di costruzione depositi coperti prossimità approdi tonn. 2.500 per cereali e merci varie. |
| 3.000 | - | | | 6.000 | | | |
| 2.000 rinfusa<br>500 sacchi | - | | 100.000<br>14.000 | 6.000 m2 | - | - | Il deposito scoperto di tonn. 100.000 è a S. Giuseppe Cairo. |
| 00 3.000 | - | | 20.000 | ó | 20.000 | | La Compagnia ha copertoni per 4.000 tonn.<br>(1) Sbarco solo carbone, solo cereali, solo merci varie<br>(2) Sbarco contemporaneo. |
| - | 1.000 | | - | - | - | - | |
| 30.000 | - | | 20.000 | | | | Appena gli Alleati lasceranno libera la zona alla radice del molo di ponente, saranno disponibili altre aree per depositi scoperti di carbone per 20.000 tonn. |
| - | - | | 4.000 | 1.000 | - | - | |
| 000 25.000 | - | | - | - | - | - | I dati di cui contro si riferiscono a depositi coperti e scoperti. |

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| PORTI | Potenzialità di sbarco in 8 ore | | | DEPOSITI | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | Coperti | | | | Sc |
| | Carbone Tonn. | Cereali Tonn. | M.V. Tonn. | Carbone Tonn. | M.V. Tonn. | Cereali Tonn. | Sale Tonn. | Carbone Tonn. | M. Ton |
| GALLIPOLI | 500 | 400 sacchi | 300 | - | - | - | - | 2.000 | |
| GENOVA | 4.600 | 1.200 | 1.200 | - | 370.000 parte p. grano | - | - | 62.000 m2 | |
| IMPERIA | 400 | 500 | 500 | - | 2.700 | 1.000 sacchi | - | 3.000 | |
| LA SPEZIA | 500 | 300 sacchi<br>300 rinfusa | 200 | - | - | - | - | 12.000 | 5 |
| MESSINA | 1.200 | 550/880 | 770 | - | - | - | - | 50.000 | |
| NAPOLI | 4.200<br>1.800 | 4.000<br>1.500 | 2.600(1)<br>650(2) | | 3.600 | | | | |

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



| DEPOSITI | | | | | | | NOTE |
|---|---|---|---|---|---|---|---|
| Coperti | | | Scoperti | | | | |
| M.V. Tonn. | Cereali Tonn. | Sale Tonn. | Carbone Tonn. | M.V. Tonn. | Cereali Tonn. | Sale Tonn. | |
| - | - | - | 2.000 | 600 | 800 | - | |
| 370.000 parte p. grano | - | - | 62.000 m2 | - | - | - | Parte delle aree e dei depositi situati in zona attualmente non accessibile dal mare. |
| 2.700 | 1.000 sacchi | - | 3.000 | - | - | - | Silos pastificio Agnesi tonn. 20.000 grano purchè unica qualità. |
| - | - | - | 12.000 | 5.000 | 12.000 | - | Il deposito di una merce esclude quello di un'altra. |
| - | - | - | 50.000 | - | - | - | Fuori del porto, depositi coperti per grano tonn. 20.000.- |
| 3.600 | | | 4.000 | | | | (1) Sbarco solo carbone, solo cereali, solo merci varie.<br>(2) Sbarco contemporaneo.<br>Autorità alleate vietano deposito merci aree portuali senza preventiva autorizzazione caso per caso (zona Viglieno) - Rese subordinate disponibilità automezzi - Moli |

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| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| MESSINA | 1.200 | 550/880 | 770 | - | - | - | - | 50.000 |
| NAPOLI | 4.200 | 4.000 | 2.600(1) | | 3.600 | | | |
| | 1.800 | 1.500 | 650(2) | | | | | |
| OLBIA | 500 | 500 | 250 | - | - | - | | |
| PALERMO | 4.000 | 3.000 | 2.000(2) | - | - | - | - | 100.000 |
| | 2.000 | 1.500 | 300 (3) | | | | | |

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

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| - | - | 50.000 | - | - | - | | fuori del porto, depositi coperti per grano tonn. 20.000.- |
| 3.600 | | | 4.000 | | | | (1) Sbarco solo carbone, solo cereali, solo merci varie.<br>(2) Sbarco contemporaneo.<br>Autorità alleate vietano deposito merci aree portuali senza preventiva autorizzazione caso per caso (zona Vigliena) - Resa subordinata disponibilità automezzi - Moli Carmine e Cesario Console non adatti allo sbarco del carbone; quindi sbarco carbone non consigliabile nelle presenti condizioni. Tuttavia nella zona del Vigliena possono essere sbarcate giornalmente 1.200 tonn. avvertendo che su due dei tre ormeggi esiste l'obbligo di precedenza per le navi cisterna alleate. |
| - | | | 205 m2 | | | | |
| - | - | 100.000 | (1) | 60.000 | | | (1) Variabile secondo il peso e il volume della marce.<br>(2) Sbarco solo carbone, solo cereali, solo m.v.<br>(3) Sbarco contemporaneo. |

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

MINISTERO DELLA MARINA
Direzione Generale della Marina Mercan
Divisione IV - Porti, Demanio e Pesc

DATI SUI PORTI

| PORTI | Potenzialità di sbarco in 8 ore | | | DEPOSITI | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | Coperti | | | | Sc |
| | Carbone Tonn. | Cereali Tonn. | M.V. Tonn. | Carbone Tonn. | M.V. Tonn. | Cereali Tonn. | Sale Tonn. | Carbone Tonn. |
| ANCONA | 800 | 1500 rinf. 2100 sacchi | 1000 (1) | - | 14.000 | - | - | 10.000 |
| BARLETTA | 3.500 | 3.500 | 1.500 | 700 | 100 | 500 | - | 30.000 |
| BARI | 1.200 | 7.000 | 900(1) | | | | | |
| | 2.160 | 1.200 rinf. 1.400 sacc. | 1.620(2) | | | | | |
| BRINDISI | 1.200 | 1.200 | 800 | - | - | - | - | 3.000 |
| CAGLIARI | 750 | 500 | 750 | - | 200 | - | - | 4.000 |
| CASTELLAMMARE STAB. | 150 | 80 rinf. 140 sacchi | 80 (1) | - | 3.600 | 18.000 | 5.000 | - |
| | 120 | 60 rinf. 100 sacchi | 50 (2) | | | | | |

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

MINISTERO DELLA MARINA
Direzione Generale della Marina Mercantile
Divisione IV - Porti, Demanio e Pesca

DATI SUI PORTI

| DEPOSITI | | | | | | | |
|---|---|---|---|---|---|---|---|
| Coperti | | | Scoperti | | | | NOTE |
| M.V. Tonn. | Cereali Tonn. | Sale Tonn. | Carbone Tonn. | M.V. Tonn. | Cereali Tonn. | Sale Tonn. | |
| 4.000 | - | - | 10.000 | - | - | - | (1) Con rampa 5 ruote |
| 100 | 500 | - | 30.000 | 4.000 | 20.000 | - | |
| - | - | - | 3.000 | 1.500 | 3.000 | - | (1) Sbarco solo nella zona del traffico civile.<br>(2) Sbarco su tutte le banchine del porto |
| 200 | - | - | 4.000 | 4.000 | 4.000 | 10.000 | |
| 500 | 18.000 | 5.000 | - | 4.100 | - | - | (1) Per boccaporto - Sbarco solo carbone, solo cereali, solo merci varie.<br>(2) Per boccaporto - Sbarco contemporaneo. |

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| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRINDISI | 1.200 | 1.200 | 800 | - | - | - | - | 3.000 |
| CAGLIARI | 750 | 500 | 750 | - | 200 | - | - | 4.000 |
| CASTELLAMMARE STAB. | 150 | 80 rinf.<br>140 sacchi | 80 (1) | - | 3.600 | 18.000 | 5.000 | - |
| | 120 | 60 rinf.<br>100 sacchi | 50 (2) | | | | | |
| CATANIA | 5.000 | 5.000 | 2.500(1) | - | - | - | - | 40.000 |
| | 2.000 | 1.000 | 1.000(2) | | | | | |
| CIVITAVECCHIA | 1.100 | - | 1.050 | - | 2.300 | 2.500 sacchi | 2.000 | 15.000 |
| | 1.100 | 1.050 rinf. | | | | | | |
| | 1.100 | 1.500 sacc. | | | | | | |
| CROTONE | 1.920 | 1.600 (1)<br>1.200 (2) | | | | | | |

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

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| - | - | - | 3.000 | 1.500 | 3.000 | - | |
| 200 | - | - | 4.000 | 4.000 | 4.000 | 10.000 | |
| 3.600 | 18.000 | 5.000 | - | 4.100 | - | - | (1) Per boccaporto - Sbarco solo carbone, solo cereali, solo merci varie.<br>(2) Per boccaporto - Sbarco contemporaneo. |
| - | - | - | 40.000 | 70.000 (3) | | | (1) Solo carbone, solo cereali, solo merci varie.<br>(2) Sbarco contemporaneo.<br>(3) Copertoni per tonn. 30.000. |
| 2.300 | 2.500 sacchi | 2.000 | 15.000 | - | - | - | (1) Sacchi da 100 Kg.<br>(2) Sacchi di peso inferiore a 100 Kg. |

SENIOR TRANSPORTATION OFFICER
TRANSPORTATION SUB COMMISSION
HEADQUARTERS
AMG NAPLES COMMUNE
APO 394

20 Sept. 1945

SUBJECT: Port Operations.

TO : Colonel Sarti
Port Commandant, Naples
Ministry of Marine.

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

a) Armed escort guards had not been provided for trucks were awaiting dispatch at area dispatch point for several hours in some cases. Much confusion existed.

b) A proper check of persons and vehicles was not being made at Gate.

c) About 15 guards of the Guardia Finanza were idle at their station in backpile 42.

d) Some Chilean Nitrate remained in Backpile 42 from SS Charles Glover that discharged 2 months ago.

e) Nothing had been done about securing platforms for discharging SS George Leonard in Berth 59, although stevedore contractor had requested this 4 days before.

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

3. Following suggestion are made for improvement of conditions.

a) Now that an increasing proportion of civil supplies are being discharged in Italian Port Area it is belived that responsibility should be fixed definitely for the performance of tasks; that is, one officer should be appointed for control of di[illegible] one officer for loading operations.

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for several hours in some cases. Much confusion existed.

b) A proper check of persons and vehicles was not being made at Gate.

c) About 15 guards of the Guardia Finanza were idle at their station in backpile 42.

d) Some Chilean Nitrate remained in backpile 42 from SS Charles Glover that discharged 2 months ago.

e) Nothing had been done about securing platforms for discharging SS George Leonard in berth 59, although stevedore contractor had requested this 4 days before.

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

3. Following suggestion are made for improvement of conditions.

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

AC/24

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

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

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

For the Commissioner:

(Sgd) T.E. RAMSAY
Captain, Spec-Aes
Port Liaison Officer

Distr.
Tn S/C, Shipping Div.
Tn S/C P& T Div.
Adjut. File
PLO File

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

Tel.534 HEADQUARTERS ALLIED COMMISSION MFL/gs
APO 394
Transportation and Shipping Sub-Commission

Our Ref :- AC/576/1/Tn.3. 16 November 1943

SUBJECT :- Use of port of Manfredonia.

TO :- WSA Naples.

1. Food Sub-Commission have enquired whether a lightened liberty with bagged or bulk grain could be discharged in Manfredonia.

2. The reason for this request is to save rail haul from Bari as the proportion of the cargo discharged in Manfredonia would be for distribution to Foggia and the immediate surroundings.

3. It is requested that you examine this request and advise this HQ. From information available in this HQ, it is understood the Molo di Ponente is 750 ft long and the maximum draught is 19 ft. There are 45 permanent stevedores plus casuals, but there is no Italian controlled tug in the port.

4. Your reply is awaited.

For the Director :-

M.F.LARAMAN
Major R.E.

Copy to :- Food and Agriculture S/C
Mov. Div. (Rail Branch)
Ports & Warehouse Div.

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

# Ministero della Marina

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

Roma, 30 OTT. 1945 19

M.C. ALLIED COMMISSION
NAVY SUB-COMMISSION
ROMA

Divisione IV Sez.
Prot. N. 3360/P Allegati 1

Risposta al Foglio del
Div. Sez. N.

OGGETTO: Servizio di polizia nei porti

e per conoscenza:

- MINISTRY OF WAR TRANSPORT -
- WAR SHIPPING ADMINISTRATION -
- M.C. ALLIED COMMISSION LABOUR SUB-COMMISSION -
- M.C. ALLIED COMMISSION- PORTS and WAREHOUSES DIVISION
- M.C. ALLIED COMMISSION - TRANSPORTATION SUB-COMMISSION

ROMA

1.- Con riferimento al telegramma in data 2 corrente trasmetto, per opportuna conoscenza, copia della circolare 15 ottobre 1945, n.44397, da questo Ministero diramata alle dipendenti autorità periferiche in merito all'argomento in oggetto.

2.- Detta circolare precisa le responsabilità dei Comandanti di porto

ROMA

Divisione IV Sez. Prot. N. 5360 P Allegati 1

Risposta al Foglio del Div. Sez. N.°

OGGETTO: Servizio di polizia nei porti

a per conoscenza:

- MINISTRY OF WAR TRANSPORT -
- WAR SHIPPING ADMINISTRATION -
- H.Q. ALLIED COMMISSION LABOUR SUB-COMMISSION -
- H.Q. ALLIED COMMISSION- PORTS and WAREHOUSES DIVISION
- H.Q. ALLIED COMMISSION - TRANSPORTATION SUB-COMMISSION

ROMA

1.- Con riferimento al telegramma in data 2 corrente trasmetto, per opportuna conoscenza, copia della circolare 15 ottobre 1945, n.44193, da questo Ministero diramata alle dipendenti autorità periferiche in merito all'argomento in oggetto.

2.- Detta circolare precisa le responsabilità dei Comandanti di porto per quanto riguarda i servizi di polizia e di sicurezza nell'ambito portuale.

Gen. Cadorna
Gen. Generale R.M.I.
Direttore Generale della Marina Mercantile

S.E.

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

Translation Elsner /js

MINISTRY OF MARINE
General Direction
of Merchant Marine

Div.IV - 5360/P

LSC/1012
Rome, 30 Oct. 1945

ALLIED COMMISSION
Navy Sub-Commission

SUBJECT: Police Service
in the Harbours

and for information

MINISTRY OF WAR TRANSPORT
WAR SHIPPING ADMINISTRATION
HQ ALLIED COMMISSION LABOUR
SUBCOMMISSION
HQ ALLIED COMMISSION
PORTS and WAREHOUSES DIVISION
HQ ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
Rome

1. With reference to the cable of 2nd inst., I beg to enclose, for your information, copy of the circular-letter of 15th October 1945, n.4439/P, which was issued by this Ministry to its dependent local authorities in regard to the above subject.

2. Said circular letter lays down the responsabilities of the Port commanders as regards police and safety services in port areas.

(sgd) MATTEINI
Lieut.Gen.Royal Marine Italian
Director General of Merchant Marine

7880

Roma, 15 ottobre 1945

MINISTERO DELLA MARINA
Direzione Generale della Marina Mercantile
Divisione IV

Prot. n.4439/P.M.A

OGGETTO: Servizi di polizia nei porti.

A ALLE RR. CAPITANERIE DI PORTO

Il Ministero dell'Interno venne a suo tempo interessato affinchè, conformemente alla proposta, di cui alla Sezione VI, par. 3, della relazione Campbell, un Ufficiale dell'Arma dei RR.CC., fosse posto a disposizione del Comandante del porto, per la sola parte esecutiva, del servizio, ai fini del mantenimento dell'ordine e della sicurezza nell'ambito portuale, e ciò allo scopo di far sì che di ogni servizio svolgentesi nel porto fosse direttamente e esclusivamente responsabile il suddetto Comandante, secondo gli intendimenti delle Autorità Alleate.

Il succennato Ministero, però, ha comunicato di ritenere una siffatta soluzione in contrasto con la legislazione vigente in materia, la quale assegna a ciascuno delle Autorità, che hanno ingerenze nelle complesse attività portuali, attribuzioni ben definite.

Secondo lo stesso Ministero, alle Capitanerie di porto, mentre sono conferite attribuzioni amministrative, giurisdizionali, fiscali e militari, non compete, invece, la tutela dell'ordine e della sicurezza pubblica, salvo, per quest'ultima, una funzione surrogatoria in caso di urgenza e quando manchi l'organo normale di polizia giudiziaria in quanto delle funzioni di polizia è esclusivamente investito l'Ufficio di P.S. del porto. Il che, per altro, non esclude la cordiale collaborazione che, nell'interesse precipuo del servizio, le diverse Autorità operanti nell'ambito portuale come in ogni altro campo,

Declassified E.O. 12356 Section 3.3/NND No. 782021

relazione Campbell, un ufficiale del [illegible]
disposizione del Comandante del porto, per la sola parte esecutiva, del servizio, ai fini del mantenimento dell'ordine e della sicurezza nell'ambito portuale, e ciò allo scopo di far sì che di ogni servizio svolgentesi nel porto fosse direttamente e esclusivamente responsabile il suddetto Comandante, secondo gli intendimenti delle Autorità Alleate.

Il suaccennato Ministero, però, ha comunicato di ritenere una siffatta soluzione in contrasto con la legislazione vigente in materia, la quale assegna a ciascuno delle Autorità, che hanno ingerenze nelle complesse attività portuali, attribuzioni ben definite.

Secondo lo stesso Ministero, alla Capitaneria di porto, mentre sono conferite attribuzioni amministrative, giurisdizionali, fiscali e militari, non compete, invece, la tutela dell'ordine e della sicurezza pubblica, salvo, per quest'ultima, una funzione surrogatoria in caso di urgenza e quando manchi l'organo normale di polizia giudiziaria in quanto delle funzioni di polizia è esclusivamente investito l'Ufficio di P.S. del porto. Il che, per altro, non esclude la cordiale collaborazione che, nell'interesse precipuo del servizio, le diverse Autorità operanti nell'ambito portuale come in ogni altro campo, debbono reciprocamente prestarsi.

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7859

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

Tali concetti sono stati in sostanza ribaditi anche nello schema recentemente predisposto dal succennato Dicastero ai fini del riordinamento dei servizi di polizia portuale. Detto schema, infatti, dichiara esplicitamente che agli Uffici di P.S. del porto, i quali sono alle dirette dipendenze del Ministero dell'Interno, "compete la "responsabilità dell'ordine e della sicurezza pubblica nell'ambito "portuale, fino al limite delle banchine" e inoltre aggiunge che gli Uffici stessi, fra l'altro, "vigilano sulle attrezzature, sui magaz- "zini e sulla attività in generale del porto con piantoni o pattuglie "fissi e provvisori".

Da ciò inequivocabilmente si desume che il Ministero dell'Interno ha inteso avocare a sè la responsabilità dei servizi di polizia nell'ambito portuale e che, perciò, tale responsabilità spetta esclusivamente a detto Ministero e ai suoi organi periferici.

Fermo restando quanto è disposto dagli articoli 81, 82 e 1235 del Codice della Navigazione, le Capitanerie di porto si limiteranno, quindi, a fissare, con proprie ordinanze, le norme per le esigenze della sicurezza e della polizia del porto, demandandone l'esecuzione al competente Commissariato di P.S. e prendendo al riguardo i necessari accordi con la locale Questura.

Si accusi ricevuta

p. IL MINISTRO
F.to) Matteini

per copia conforme
IL CAPO DIVISIONE

declassified E.O. 12356 section 3.3/NND No. 782021

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Si accusi ricevute

p. IL MINISTRO
F.to) Matteini

per copia conforme
IL CAPO DIVISIONE

MINISTERO MARINA - GIABL GEN.

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

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

Subject:- Handover of Port Operation to Italian Authorities.

D.D.Tn. (Docks)
Transportation (Br) Main
C.M.F.

Tele. Rome 843480
Firebox 9375.

Ref. D.D.5/2277

14 Aug 45.

To:- H.Q. A.C. Tn. Sub-Commission
Financial Advisor A.F.H.Q.
Dep. Paymaster in Chief A.F.H.Q.
No. 8 Command Pay Office.
D. Labour A.F.H.Q.
Tn.1.
Tn.F.

---

Further to my letter of even reference dated 4 Aug 45, herewith copy of Signal 859/D.D.5 to 7 Port Op Group.

G. R. T. Schultz
Major. R.E.
for Colonel.
D.D.Tn. (Docks).
(G.R.T. SCHULTZ).

7877

AC/24

MESSAGE FORM — In lieu of A.F. C.2136

141555 B

FROM : DEPDOCKS ROME

TO : ACTION : HQ ▼ PORT GP GROUP

INFO : DOCKS SUPT ANCONA

FREEDOM cite FHGDM

Originator's No. 8▼9DD5

UNCLASSIFIED (.) MY D.D.5/2277 OF 4 AUG REFERS (.)

FIRST (.) ITALIAN MINISTRY OF MARINE NOW STATE COMPANIA PORTUALE ANCONA UNABLE TO FUNCTION BY 16 AUG AND THAT LABOUR TROUBLE IS LIKELY TO ARISE IN CONNECTION WITH DISPUTE OVER RATES OF PAY (.)

SECOND (.) THEREFORE PLEASE ARRANGE INDEFINITE POSTPONEMENT OF HANDOVER OF RESPONSIBILITY FOR PAYMENT AND ADMINISTRATION CIVILIAN QUAY LABOUR (.)

THIRD (.) WILL KEEP YOU ADVISED DEVELOPMENTS BUT YOU KEEP ME ADVISED OF LOCAL SITUATION (.)

FOURTH (.) COPY THIS SIGNAL BEING SENT BY LETTER TO OTHER ADDRESSEES CONCERNED IN MY D.D.5/2277 OF 4 AUG

---

This message may be sent as written — Priority THI

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

FROM : DEPDOCKS BOME 141655 B

TO : ACTION : HQ ▼ PORT OF GROUP

INFO : LOCKS SUPT ANCONA

FREEDOM ~~cito~~ FHGLM

Originator's No. 8~~3~~DD5

UNCLASSIFIED (.) MY D.D.5/2277 OF 4 AUG REFERS (.)

FIRST (.) ITALIAN MINISTRY OF MARINE NOW STATE COMPANIA PORTUALE ANCONA UNABLE TO FUNCTION BY 16 AUG AND THAT LABOUR TROUBLE IS LIKELY TO ARISE IN CONNECTION WITH DISPUTE OVER RATES OF PAY (.)

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---

This message may be sent as written by any means including wireless.

G Lothian Sidney Major

Priority THI

Immediate

7876

File D.D.5/2277

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

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

COPY

f1

Subject:- Handover of Port Operation to Italian Authorities.

D.D.Tn. (Docks)
Transportation (Br) Main
C.M.F.

Tele. Rome 843480
Firebox 9375.

Ref. D.D. 5/2277

19 Aug 45.

To:- H.Q.A.C. Tn. Sub-Commissd on
Financial Advisor A.F.H.Q.
Dep. Paymaster in Chief A.F.H.Q.
No. 8 Command Pay Office.
D. Labour A.F.H.Q.
Tn.1.
Tn.F.

---

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Major. R. E.
for Colonel.
D.D.Tn. (Docks).
(C.R.T. SCHULTZ).

COPY

f1

MESSAGE FORM in lieu of A.F. C.2136.

FROM : DEPDOCKS ROME
TO : ACTION :HQ PORT OP GROUP
INFO :DOCKS SUPT ANCONA
FREEDOM cito FHGIM

Originator's No. 8s9DD5
UNCLASSIFIED (.) MY D.D.5/2277 OF 4 AUG REFERS (.)
FIRST (.) ITALIAN MINISTRY OF MARINE NOW STATE COMPANIA PORTUALE ANCONA UNABLE TO FUNCTION BY 16 AUG AND THAT LABOUR TROUBLE IS LIKELY TO ARISE IN CONNECTION WITH DISPUTE OVER RATES OF PAY (.)
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This message may be sent as written by any means including wireless.

Priority THI

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File D.D.5/2277

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

FIRST (.) ITALIAN [illegible]
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TROUBLE IS LIKELY TO ARISE IN CONNECTION WITH DISPUTE
OVER RATES OF PAY (.)

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CIVILIAN QUAY LABOUR (.)

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ADVISED OF LOCAL SITUATION (.)

FOURTH (.) COPY THIS SIGNAL BEING SENT BY LETTER TO OTHER ADDRESSEES
CONCERNED IN MY D.D.6/2277 OF 4 AUG

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This message may be sent as written
by any means including wireless.

Priority THI

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File D.D.6/2277

7874

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

[redacted] Classified E.O. 12356 Section 3.3/NND No. 785021

COPY

f1

Subject:- Handover of Port Operation to Italian Authorities.

D.D.Tn. (Docks)
Transportation (Br) Main
C.M.F.

Tele. Rome 843480
Firebox 9375.

Ref. D.D. 5/2277

19 Aug 45.

To:- H.Q.A.C. Tn. Sub-Commission
Financial Advisor A.F.H.Q.
Dep. Paymaster in Chief A.F.H.Q.
No. 8 Command Pay Office.
D. Labour A.F.H.Q.
Tn.1.
Tn.F.

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Major. R. E.
for Colonel.
D.D.Tn. (Docks).
(G.R.T. SCHULTZ).

7873

COPY

f1

MESSAGE FORM in lieu of A.F. C.2136.

FROM : DEPDOCKS ROME
TO : ACTION :HQ PORT OP GROUP
INFO :DOCKS SUPT ANCONA
FREEDOM cito PHGIM

Originator's No. SG9DD5
UNCLASSIFIED (.) MY D.D.5/2277 OF 4 AUG REFERS (.)
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Priority THI

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File D.D.5/2277

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

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This message may be sent as written by any means including wireless.

Priority THI

.....

.....

File D.D.S/2277

TEXT

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

COPY

/lmr

D.D. Tn.(Docks).
Transportation (Br) Main.
C.M.F.

Subject : Handover of Port Operation
to Italian Authorities.

Tel. Firebox 9356
Outside Line
843428

Ref. DD5/2277
14th Aug. 45

To : HQ No.1 Port Op Gp., R.E.
HQ No.5 Port Op Gp., R.E.
HQ No.7 Port Op Gp., R.E.
HQ No.6 I.W.T. Gp., R.E.

1. Further to this office letter DD5/2277 dated 2 Aug. 45 para. 6, regarding payment for Civil Quay Labour, and charges in respect of the use and maintenance of Mechanical Equipment, the following instructions are issued :-

2. Civil Quay Labour:

(a) Arrangements have been made with the Italian Ministry of Marine (Merchant Marine Section) for the payment by the Italian Port Authorities, of all civil quay labour, including crane drivers and checkers employed in the handling of military cargoes in Category "B" and "C" ports, and all cargoes in Category "D" ports.

(b) Docks Superintendents will be responsible for giving the necessary certification in the form requested by the Italian Port Authority, in respect of labour so employed, to enable the Italian Authorities to pass bills for payment through Italian channels.

(c) The Ministry of Marine state that their respective Port Authorities will be in a position to undertake these payments w.e.f. 16 August 45 at all British controlled ports (excluding Trieste) i.e. Taranto, Brindisi, Ancona, Venice and Genoa. So far as Bari is concerned, the need for giving notice to terminate the existing Quay Labour Contract precludes the arrangement operating until 16 September45. The Docks Supt., Bari,

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

HQ No.7 Port Op Gp., R.E.
HQ No.6 I.W.T. Gp., R.E.

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(d) Please ensure that Docks Superintendents immediately contact their local Italian Port Authority (along with the local British Service Labour representative at ports where labour at present is directly employed), to confirm with them that they are in a position to implement the directions they have presumably received on this matter through Italian Government channels. You

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

should then let this HQ know, whether or not, the Docks Superintendents are satisfied that the changeover can be shootly effected, or whether they visualise any difficulties in connection with the scheme, since it is proposed to extend its scope as soon as possible to cover other classes of civil labour, i.e.

(c) As time is short, you should signal your views amplifyng them by letter if necessary.

3. Maintenence Charges for Port Mechanical Equipment and Gear:

(a) Payment of charges for maintenance and repair of craft, mechanical equipment, and cargo handling gear, in Category "B" ports, and the civilian operated areas of Category "C" ports, supplied either from Italian Government sources, or allocated from Allied sources to the Italian Port Authorities, will be the responsibility of these Authorities through Italian channels.

(b) As stated in para. 5 of this office letter under reference, a directive is being prepared and will be issued shortly, giving the procedure to be adopted for allocating equipment from Allied sources.

Colonel
D.D.Tn (Docks)
(H.G. POTTLE)

Copy to: Docks Supt., Genoa
" " Taranto
" " Brindisi
" " Bari
" " Ancona
" " Venice
" " Trieste
Rear HQ No.6 I.W.T. Gp., R.E.
G-4 (Mov & Tn)., A.F.H.Q.
HQ A.C., Tn. Sub-Commission
Financial Adviser, A.F.H.Q.
No. 8 Command Pay Office, S.M.F.

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

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(H.G. POTTLE)

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" " Taranto
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" " Ancona
" " Venice
" " Trieste
Rear HQ No.6 I.W.T. Gp., R.E.
G-4 (Mov & Tn)., A.F.H.Q.
HQ A.C., Tn. Sub-Commission
Financial Adviser, A.F.H.Q.
No. 8 Command Pay Office, C.M.F.
Dep. Paymaster-in-Chief, A.F.H.Q.
D. Labour, A.F.H.Q.
Tn.1
Tn.2
Tn. (F)
D.D.Tn., Trieste.

780

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

D.D.Tn.(Docks).,
Transportation (E)
Main. C.M.F.

Tel : Firebox 9356
Outside Line
843428
Ref : DD5/2277

27th Aug. 45

Subject : Handover of Port Operation
to Italian Authorities

To : HQ No.1 Port Op Gp., R.E.
(your DG1/200 of 22 Jul 45 refers)
HQ No.3 Port Op Gp., R.E.
HQ No.7 Port Op GP., R.E.
HQ No.6 I.W.T. Gp., R.E.

1. Further to this HQ DD5/2277 of 19 Jul 45, as a result of certain queries raised by No.1 Port Op Gp on this subject, it is thought that the following information will be of use to you.

2. You should refer to this HQ Tn.5/2203/M of 18 Oct 44 on the subject of 'Italian Port Organisation'. You will see that provided Italian Port Authorities are fully constituted they are normally capable of carrying out the functions of port working. The Italian Ministry of Marine has already taken steps to draft additional officers to certain ports with a view to the eventual acceptance of the responsibility of port working.

3. Working arrangements at Category "B" and "C" ports as envisaged by the Campbell Committee (see G-4 (Mov & Tn) 5/120-GDM of 13 Jul 45, para. 1) and approved by A.F.H.Q. are :

Category "B" Ports:

"The Committee consider that the Capitano di Porto should resume full responsibility and control for the port working, but should have the added responsibility of carrying out the requirements of the Senior Allied Movements or Transportation Officer as a first priority.
In this respect the Allied Military Authorities' requirements should be passed to the Capitano di Porto only through the office of the Senior Allied Movements or Transportation Officer.
All aspects of port operation, including control of labour, tugs, harbour craft, equipment, etc., should be the province of the Captain of the Port".

The following points should be noted :-

(i) The actual handling of military stores will be carried

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

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2. You should refer to this HQ Tn.5/2203/M of 18 Oct 44 on the subject of 'Italian Port Organisation'. You will see that provided Italian Port Authorities are fully constituted they are normally capable of carrying out the functions of port working. The Italian Ministry of Marine has already taken steps to draft additional officers to certain ports with a view to the eventual acceptance of the responsibility of port working.

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All aspects of port operation, including control of labour, tugs, harbour craft, equipment, etc., should be the province of the Captain of the Port".

The following points should be noted :-

(i) The actual handling of military stores will be carried out by the Italian Authorities to W.D. requirements.

(ii) The function of Tn.(Docks) in a Category "B" Port will be to provide such personnel as will be able to see that the Italian Port Authority correctly handles and disposes 7869
British W.D. stores as required.

(iii) In other respects military cargo handled in "B" ports will be dealt with exactly as cargo handled in military ports, e.g., all normal documentation will be carried out, nightly signals will be sent to this HQ followed by written sitreps etc.

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

(iv) It is clear that the above arrangements can only be implemented by a gradual transfer of responsibility to the Italian Authorities.
This, however, should be pressed ahead in conjunction with the Port Commandant as quickly as the various port authorities are found to be capable of accepting responsibility. (See para 4 of A.F.H.Q. G-4 (Mov & Tn) 5/120 of 13 Jul 45.)

Category "C" Ports:

"In the case of ports coming within Category "C" it will be necessary for the Italian Government to appoint a Capitano di Porto and organisation to administer the civilian operated are, and take over further berths or areas as they are released from Allied control. As the overriding authority in the port will remain with the Allied Naval Officer in Charge and/or Port Commandant, and all ship movements within the port will continue to be governed by the Allied Authority, the Committee recommend that the Capitano di Porto should bear the same relation ship to the Port Commandant as a Port Sur Area Commander. Clearance by road, rail or lighter can thus continue to be governed through existing military channels. It is recommended that the Captain of the Port should attend the Port Committee meetings, for that part at least which would effect the working of the civilian section of the port".

The following points should be noted :-

(i) Port Sub Area Commander is an American appointment and similar to a Docks Superintendent.

(ii) In a Category "C" port, the intention is that the Italian Port Authority will deal entirely with civilian cargoes.

(iii) The above information should be read in conjunction with para. 3(c) of A.F.H.Q. letter G-4 (Mov & Tn) 5/120 of 13 Jul 45.

(iv) Existing documentation and returns will continue for work performed by the military in "C" ports and for military stores dealt with by the Italian Authorities in the case of mixed cargoes (see para 3.(c) of above A.F.H.Q. letter).

4. So far as the control of harbour craft, plant and gear are

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

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4. So far as the control of harbour craft, plant and gear are concerned in Italian operated ports or areas of ports, the Campbell Report states :-

"The Italian members have advised that there is no organisational difficulty in assigning the control and maintenance of any Allied equipment which may be allocated to the Captain of the Port. The Captain of the Port would supervise through the formations under his control the use and allocation of tugs, barges, lighters and craft of other descriptions. For this purpose the Compagnia Portuale could be the agency employed to carry out the ordinary day to day working, until such time as normal commercial enterprise can be employed. In a similar manner any land

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

equipment, including stevedores gear supplied by the Allies, would be administered by the Compagnia Portuale under the direct jurisdiction of the Captain of the Port, who would remain responsible for servicing, repairing and maintaining all craft and gear allocated to him".

The Committee recommended in this connection :-

"That all craft, equipment, gear etc., in Category "A" and "B" ports and civilian operated areas of Category "C" ports supplied either from Allied or Italian Government sources should be the direct responsibility of the Captain of the Port, who should be held accountable through the Ministry of Marine".

5. This HQ is preparing a Directive dealing with the use of Tn. (Docks) equipment by Italian Port Authorities in amplification of this HQ DDS/2211 of 3 Jun 45.

6. It was also been agreed in principle that the Italian Port Authorities will undertake payment of civil quay labour and charges in respect of the use and maintenance of civilian owned equipment. An Instruction on this subject will be issued shortly.

Colonel
D.D. Tn(Docks)
(H.G. POTTLE)

Copy to : Docks Supt., Genoa
" " Taranto
" " Brindisi
" " Bari
" " Ancona
" " Trieste
G-4 (Mov & Tn) A.F.H.Q.
HQ A.C. Tn Sub-Commission
Rear HQ No.6 I.W.T. Gp R.E
Tn. (F)
Tn.2

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

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" " Ancona
" " Trieste
G-4 (Mov & Tn) A.F.H.Q.
HQ A.C. Tn Sub-Commission
Rear HQ No.6 I.W.T. Gp R.E
Tn. (F)
Tn.2
Tn.1
D.D.Tn., Trieste.

7867

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

D.D.Tn.(Docks).,
Transportation (E)
Main. C.M.F.

Tel : Firebox 9356
Outside Line
843428
Ref : DD5/2277

2nd Aug. 45

Subject : Handover of Port Operation
to Italian Authorities

To : HQ No.1 Port Op Gp., R.E.
(your D41/200 of 22 Jul 45 refers)
HQ No.5 Port Op Gp., R.E.
HQ No.7 Port Op GP., R.E.
HQ No.6 I.W.T. Gp., R.E.

1. Further to this HQ DD5/2277 of 19 Jul 45, as a result of certain queries raised by No.1 Port Op Gp on this subject, it is thought that the following information will be of use to you.

2. You should refer to this HQ Tn.5/2203/E of 18 Oct 44 on the subject of 'Italian Port Organisation'. You will see that provided Italian Port Authorities are fully constituted they are normally capable of carrying out the functions of port working. The Italian Ministry of Marine has already taken steps to draft additional officers to certain ports with a view to the eventual acceptance of the responsibility of port working.

3. Working arrangements at Category "B" and "C" ports as envisaged by the Campbell Committee (see G-4 (Mov & Tn) 5/120-GDK of 13 Jul 45, para. 1) and approved by A.F.H.Q. are :

Category "B" Ports:

"The Committee consider that the Capitano di Porto should resume full responsibility and control for the port working, but should have the added responsibility of carrying out the requirements of the Senior Allied Movements or Transportation Officer as a first priority.
In this respect the Allied Military Authorities' requirements should be passed to the Capitano di Porto only through the office of the Senior Allied Movements or Transportation Officer.
All aspects of port operation, including control of labour, tugs, harbour craft, equipment, etc., should be the province of the Captain of the Port".

The following points should be noted :-

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2. You should refer to this HQ Tn.5/2203/M of 18 Oct 44 on the subject of 'Italian Port Organisation'. You will see that provided Italian Port Authorities are fully constituted they are normally capable of carrying out the functions of port working. The Italian Ministry of Marine has already taken steps to draft additional officers to certain ports with a view to the eventual acceptance of the responsibility of port working.

3. Working arrangements at Category "B" and "C" ports as envisaged by the Campbell Committee (see G-4 (Mov & Tn) 5/120-CDN of 13 Jul 45, para. 1) and approved by A.F.H.Q. are :

Category "B" Ports:

"The Committee consider that the Capitano di Porto should resume full responsibility and control for the port working, but should have the added responsibility of carrying out the requirements of the Senior Allied Movements or Transportation Officer as a first priority.
In this respect the Allied Military Authorities' requirements should be passed to the Capitano di Porto only through the office of the Senior Allied Movements or Transportation Officer.
All aspects of port operation, including control of labour, tugs, harbour craft, equipment, etc., should be the province of the Captain of the Port".

The following points should be noted :-

(i) The actual handling of military stores will be carried out by the Italian Authorities to W.D. requirements.

(ii) The function of Tn.(Docks) in a Category "B" Port will be to provide such personnel as will be able to ~~assist~~ 7866 that the Italian Port Authority correctly handles and disposes of British W.D. stores as required.

(iii) In other respects military cargo handled in "B" ports will be dealt with exactly as cargo handled in military ports, e.g., all normal documentation will be carried out, nightly signals will be sent to this HQ followed by written sitreps etc.

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(iv) It is clear that the above arrangements can only be implemented by a gradual transfer of responsibility to the Italian Authorities.
This, however, should be pressed ahead in conjunction with the Port Commandant as quickly as the various port authorities are found to be capable of accepting responsibility. (See para 4 of A.F.H.Q. G-4 (Mov & Tn) 5/120 of 13 Jul 45.)

Category "C" Ports:

"In the case of portd coming within Category "C" it will be necessary for the Italian Government to appoint a Capitano di Porto and organisation to administer the civilian operated are, and take over further berths or areas as they are released from Allied control. As the overriding authority in the port will remain with the Allied Naval Officer in Charge and/or Port Commandant, and all ship movements within the port will continue to be governed by the Allied Authority, the Committee recommend that the Capitano di Porto should bear the same relation ship to the Port Commandant as a Port Sur Area Commander. Clearance by road, rail or lighter can thus continue to be governed through existing military channels. It is recommended that the Captain of the Port should attend the Port Committee meetings, for that part at least whuch would effect the working of the civilian section of the port".

The following points should be noted :-

(i) Port Sub Area Commander is an American appointment and is similar to a Docks Superintendent.

(ii) In a Category "C" port, the intention is that the Italian Port Authority will deal entirely with civilian cargoes.

(iii) The above information should be read in conjunction with para. 3(c) of A.F.H.Q. letter G-4 (Mov & Tn) 5/120 of 13 Jul 45.

(iv) Existing documentation and returns will continue for work performed by the military in "C" ports and for military stores dealt with by the Italian Authorities in the case of mixed cargoes (see para 3.(c) of above A.F.H.Q. letter).

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areas as they are released from Allied control. As the overriding authority in the port will remain with the Allied Naval Officer in Charge and/or Port Commandant, and all ship movements within the port will continue to be governed by the Allied Authority, the Committee recommend that the Capitano di Porto should bear the same relation ship to the Port Commandant as a Port Sur Area Commander. Clearance by road, rail or lighter can thus continue to be governed through existing military channels. It is recommended that the Captain of the Port should attend the Port Committee meetings, for that part at least which would effect the working of the civilian section of the port".

The following points should be noted :-

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(iii) The above information should be read in conjunction with para. 3(c) of A.F.H.Q. letter G-4 (Mov & Tn) 5/120 of 13 Jul 45.

(iv) Existing documentation and returns will continue for work performed by the military in "C" ports and for military stores dealt with by the Italian Authorities in the case of mixed cargoes (see para 3.(c) of above A.F.H.Q. letter).

4. So far as the control of harbour craft, plant and gear are concerned in Italian operated ports or areas of ports, the Campbell Report states :-

"The Italian members have advised that there is no organisational difficulty in assigning the control and maintenance of any Allied equipment which may be allocated to the Captain of the Port. The Captain of the Port would supervise through the formations under his control the use and allocation of tugs, barges, lighters and craft of other descriptions. For this purpose the Compagnia Portuale could be the agency employed to carry out the ordinary day to day working, until such time as normal commercial enterprise can be employed. In a similar manner any land

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equipment, including stevedores gear supplied by the Allies, would be administered by the Compagnia Portuale under the direct jurisdiction of the Captain of the Port, who would remain responsible for servicing, repairing and maintaining all craft and gear allocated to him".

The Committee recommended in this connection :-

"That all craft, equipment, gear etc., in Category "A" and "B" ports and civilian operated areas of Category "C" ports supplied either from Allied or Italian Government sources should be the direct responsibility of the Captain of the Port, who should be held accountable through the Ministry of Marine".

5. This HQ is preparing a Directive dealing with the use of Tn. (Docks) equipment by Italian Port Authorities in amplification of this HQ DD5/2211 of 3 Jun 45.

6. It was also been agreed in principle that the Italian Port Authorities will undertake payment of civil quay labour and charges in respect of the use and maintenance of civilian owned equipment. An Instruction on this subject will be issued shortly.

Colonel
D.D. Tn(Docks)
(H.C. POTTLE)

Copy to : Docks Supt., Genoa
" " Taranto
" " Brindisi
" " Bari
" " Ancona
" " Trieste
G-4 (Mov & Tn) A.F.H.Q.
MG A.C. Tn Sub-Commission
Rear HQ No.6 I.W.T. Gp R.E
Tn. (F)
Tn.2
Tn.1
D.D.Tn., Trieste.

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CONFIDENTIAL

ALLIED FORCE HEADQUARTERS

G-4(Mov & Tn) 5/120-GDM

13 Jul 45

Tel: FREEDOM 229

Subject:- Future Classification of Italian Ports.

Ref G-4(Mov & Tn) 5/120-GDM of 26 June para. fifth.

1. A Sub-Committee of the Mediterranean Shipping Board, short title the "Campbell Committee", was recently formed to investigate the handing back of Italian Ports to Italian Government control. This Committee recommended a classification of all Italian Ports in relation to the degree of responsibility which the Italian Government could now, or in the future, assume. The classifications recommended were as follows :-

"A" A Port handed back to the Italian Authorities in its entirety.

"B" A Port classified as civilian but with an Allied naval or military commitment.

"C" An Allied naval or military port containing a civilian operated area.

"D" A Port under purely Allied Naval or Military control. but with a civilian commitment.

2. It will be realised that all ports in ITALY, SICILY and SARDINIA fall under one or other of the above classifications and the Mediterranean Shipping Board has now approved the following :-

| Port or Group of Ports | Classification. |
|---|---|
| All Ports from the Italian/French frontier to GENOA but excluding GENOA. | "A" |
| GENOA | "B" |
| SPEZIA | "A" |
| LEGHORN | "D" |
| Via REGGIO, CIVITAVECCHIA and subsidiary ports to NAPLES (excl. BAGNOLI) | "A" |
| NAPLES (incl. BAGNOLI) | "B" |

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

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"A" A Port handed back to the Italian Authorities in its entirety.

"B" A Port classified as civilian but with an Allied naval or military commitment.

"C" An Allied naval or military port containing a civilian operated area.

"D" A Port under purely Allied Naval or Military control. but with a civilian commitment.

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| Port or Group of Ports | Classification. |
|---|---|
| All Ports from the Italian/French frontier to GENOA but excluding GENOA. | "A" |
| GENOA | "B" |
| SPEZIA | "A" |
| LEGHORN | "D" |
| Via REGGIO, CIVITAVECCHIA and subsidiary ports to NAPLES (excl. BAGNOLI) | "A" |
| NAPLES (incl. BAGNOLI) | "C" |
| TORRE ANNUNZIATA | "B" |
| CASTELLAMMARE | "B" |
| SALERNO | "A" |
| REGGIO | "A" |
| CROTONE | "B" |
| TARANTO - Mercantile Port. | "C" as from 1 Aug 1945 but with civil area undefined. |
| TARANTO - Arsenal | "D" |

/Contd... GALLIPOLI .....

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| Port or Group of Ports. | Classification. |
|---|---|
| GALLIPOLI | 'A' |
| MONOPOLI | 'A' |
| BRINDISI | 'D' until 1st Sept 1945 when it should be considered 'C' with civil area undefined. |
| BARI | 'D' |
| MOLFETTA | 'A' |
| BARLETTA | 'A' |
| MANFREDONIA | 'B' |
| ORTONA, and all ports up to but excluding ANCONA | 'A' |
| ANCONA | 'D' until 1st Sept 1945 when it should be considered 'C' with civil area undefined. |
| All ports North of ANCONA up to but excluding VENICE. | 'A' |
| VENICE | 'C', with civil area undefined, until 1 Aug 1945 when it should be considered 'B'. |
| TRIESTE and ports to the East. | Owing to the peculiar circumstances prevailing it is not possible to classify these ports under any of the categories detailed in para first. The operation of these ports will be the subject of a separate instruction to be issued shortly. |
| All other Italian Ports not quoted above. | 'A' |
| SARDINIA, all ports | 'A' |
| SICILY | |
| MESSINA | 'B' |

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| | |
|---|---|
| MANFREDONIA | 'B' |
| ORTONA, and all ports up to but excluding ANCONA | 'A' |
| ANCONA | 'D' until 1st Sept 1945 when it should be considered 'C' with civil area undefined. |
| All ports North of ANCONA up to but excluding VENICE. | 'A' |
| VENICE | 'C', with civil area undefined, until 1 Aug 1945 when it should be considered 'B'. |
| TRIESTE and ports to the East. | Owing to the peculiar circumstances prevailing it is not possible to classify these ports under any of the categories detailed in para first. The operation of these ports will be the subject of a separate instruction to be issued shortly. |
| All other Italian Ports not quoted above. | 'A' |
| SARDINIA, all ports | 'A' |
| SICILY | |
| MESSINA | 'B' |
| AUGUSTA | 'B' |
| All other SICILIAN Ports | 'A' |

/Cont'd .....3.

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3. DEFINITION OF MILITARY RESPONSIBILITIES.

(a) Category 'A' Ports.

There is no military responsibility in Category 'A' Ports.

(b) Category 'B' Ports.

Military responsibility will be limited to the reception on quay and clearance, or delivery to shipside for loading, of all military cargoes. The loading and discharge of ships will be in accordance with normal civil practice. The Movements Staff at such ports will ensure that the necessary priority is given to the berthing of all vessels nominated to discharge or load military cargoes and that an adequate supply of port working equipment and clearance facilities are always available for this purpose.

(c) Category 'C' Ports.

Such ports will be operated as military controlled ports with a civilian area. The allocation of berths to the civilian area will be made by the Port Control Committee and will be subject to review from time to time as military or civil demands may require.

Within the civilian area military responsibility will be limited to co-operation with all civilian agencies concerned to ensure, subject to military priorities, an adequate supply of clearance facilities, railway wagons, cargo handling gear, tugs, lighters and floating equipment, to enable ships working in that area to be handled efficiently.

Vessels carrying full cargoes of military equipment and supplies will be treated as military ships and handled in accordance with normal military practice. (N.B. Vessels carrying A.M.G. supplies for AUSTRIA and VENEZIA GIULIA are to be regarded, until further notice, as military ships).

Vessels carrying all other types of cargo including coal, U.N.R.R.A. cargoes and supplies for JUGOSLAVIA, will be treated as civil ships and will be worked in the civilian area of the port in accordance with normal civil practice.

Vessels carrying mixed cargoes of military and civil supplies (other than A.M.G. supplies for AUSTRIA and VENEZIA GIULIA) may be treated as either military or civil ships at the discretion of the Port Commandant. If treated as

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Military responsibility will be limited to the reception on quay and clearance, or delivery to shipside for loading, of all military cargoes. The loading and discharge of ships will be in accordance with normal civil practice. The Movements Staff at such ports will ensure that the necessary priority is given to the berthing of all vessels nominated to discharge or load military cargoes and that an adequate supply of port working equipment and clearance facilities are always available for this purpose.

(c) Category 'C' Ports.

Such ports will be operated as military controlled ports with a civilian area. The allocation of berths to the civilian area will be made by the Port Control Committee and will be subject to review from time to time as military or civil demands may require.

Within the civilian area military responsibility will be limited to co-operation with all civilian agencies concerned to ensure, subject to military priorities, an adequate supply of clearance facilities, railway wagons, cargo handling gear, tugs, lighters and floating equipment, to enable ships working in that area to be handled efficiently.

Vessels carrying full cargoes of military equipment and supplies will be treated as military ships and handled in accordance with normal military practice. (N.B. Vessels carrying A.M.G. supplies for AUSTRIA and VENEZIA GIULIA are to be regarded, until further notice, as military ships).

Vessels carrying all other types of cargo including coal, U.N.R.R.A. cargoes and supplies for JUGOSLAVIA, will be treated as civil ships and will be worked in the civilian area of the port in accordance with normal civil practice.

Vessels carrying mixed cargoes of military and civil supplies (other than A.M.G. supplies for AUSTRIA and VENEZIA GIULIA) may be treated as either military or civil ships at the discretion of the Port Commandant. If treated as civil they will be worked in the civilian area of the port and the military authorities will be responsible for taking delivery of military cargo from "under hook".

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(d) Category 'D' Ports.

The handling of all cargoes, whether military or civil, is a military responsibility at all Category 'D' Ports.

Cont'd .....4.

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4. Except as indicated otherwise all ports are to be regarded forthwith as classified in accordance with para 2. above and all Port Commandants will ensure that any administrative adjustments necessary for compliance with such classification are made as early as possible.

For A.T. de Rhe PHILIPE, Brig
D.Q.M.G.(Mov & Tn).

CFR/tcl

Distribution:

C-in-C Med
PSTO Med (20)
D.Tn, ROME (6)
Tn(Br)
MWTR
WSA

Movements, N.E. ITALY
" N.W. ITALY
" Rear Eighth Army
" VENICE
" TRIESTE
" GENOA
" BARI
" NAPLES
" TARANTO
" BRINDISI
Tn Sub-Commission, Allied Commission.
Movements Liaison Officer, 3 District.

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

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SUBJECT : Future classification of Italian Ports.

ALLIED FORCE HEADQUARTERS

G-4 (MOV & TN)5/120/GDM

7 Sep 45

Tel : FREEDOM 289

Ref. G-4 (MOV & TN) 5/120/GEM of 13 July.

1. As a result of further recommendations by the Campbell Committee the classification of ports in Italy, Sicily and Sardinia has been reviewed by the Mediterranean Shipping Board which has now approved the following:

| Port or Group of Ports. | Classification. |
|---|---|
| All ports from the Italian/French frontier to GENOA but excl GENOA. | "A" |
| GENOA | "A" |
| SPEZIA | "A" |
| LEGHORN | "D" |
| Via REGGIO, CIVITAVECCHIA and subsidiary ports to NAPLES (excl BAGNOLI) | "A" |
| NAPLES (incl BAGNOLI) | "C" |
| TORRE ANNUNZIATA | "A" |
| CASTELLAMMARE | "A" |
| SALERNO | "A" |
| REGGIO | "A" |
| CROTONE | "A" |
| TARANTO - Mercantile Port | "C" reverting to "A" on 1st Oct. |
| TARANTO - ARSENALE | "D" |
| GALLIPOLI | "A" |
| MONOPOLI | "A" |
| BRINDISI | "C" reverting to "A" on 1st Oct. |
| BARI | "D" reverting to "C" on |

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Shipping Board [illegible]

| Port or Group of Ports. | Classification. |
|---|---|
| All ports from the Italian/French frontier to GENOA but excl GENOA. | "A" |
| GENOA | "A" |
| SPEZIA | "A" |
| LEGHORN | "D" |
| Via REGGIO, CIVITAVECCHIA and subsidiary ports to NAPLES (excl BAGNOLI) | "A" |
| NAPLES (incl BAGNOLI) | "C" |
| TORRE ANNUNZIATA | "A" |
| CASTELLAMMARE | "A" |
| SALERNO | "A" |
| REGGIO | "A" |
| CROTONE | "A" |
| TARANTO - Mercantile Port | "C" reverting to "A" on 1st Oct. |
| TARANTO - ARSENALE | "D" |
| GALLIPOLI | "A" |
| MONOPOLI | "A" |
| BRINDISI | "C" reverting to "A" on 1st Oct. |
| BARI | "D" reverting to "C" on 1st Oct. |
| MOLFETTA | "A" |
| BARLETTA | "A" |
| MANFREDONIA | "A" |

/contd.sheet 2.....

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| Port of Group of Ports. | Classification |
|---|---|
| ORTONA and all ports up to but excluding ANCONA. | "A" |
| ANCONA | "C" reverting to "A" on 1st Oct. |
| All ports north of ANCONA up to but excluding VENICE. | "A" |
| VENICE | "C" reverting to "A" on 1st Oct. Unchanged. |
| TRIESTE and Ports to the East | |
| All other Italian Ports not quoted above. | "A" |
| SARDINIA, all ports | "A" |
| SICILY - MESSINA | "A" |
| AUGUSTA | "A" |
| PALERMO | "C" |

2. To comply with the wishes of the Italian Ministry of Marine the use of the category "B" has been discontinued and all ports which are civilian operated, irrespective of whether a military commitment exists, have now been classified as "A" It is however a condition that in all "A" ports, where a military commitment does exist it shall be given the necessary priority to ensure that programmed dates are met. In such cases the military responsibility will be exactly as defined for a Category "B" port in G-4 (MOV & TN)5/120-GDM of 13 July, para 3 (b) but Movements Liaison Officers appointed to such ports must ensure that full details of Military commitments are advised to the Civil Authorities as early as possible.

3. Arrangements have been made for representatives of the Italian Ministry of Marine to visit the ports of Bari, Brindisi and Taranto to discuss with the local civilian Authorities any problems arising as a result of the re-classification of those ports. In the case of Bari every endeavour should be made for the re-classification to take effect prior to 1st Oct. and in this connection Port Commandant, Bari, should agree forthwith, with the Capitano di Porto, the actual area which can be handed over for civilian operation.

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4. Following upon the reduction in military commitments resulting from the classifications enumerated in para 1st. Port Commandants, in conjunction with Docks Superintendents and O.Cs. Port Operating

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not quoted above. "A"

SARDINIA, all ports "A"

SICILY - MESSINA "A"

AUGUSTA "A"

PALERMO "C"

2. To comply with the wishes of the Italian Ministry of Marine the use of the category "B" has been discontinued and all ports which are civilian operated, irrespective of whether a military commitment exists, have now been classified as "A" It is however a condition that in all "A" ports, where a military commitment does exist it shall be given the necessary priority to ensure that programmed dates are met. In such cases the military responsibility will be exactly as defined for a Category "B" port in G-4 (MOV & TN)5/120-GDM of 13 July, para 3 (b) but movements Liaison Officers appointed to such ports must ensure that full details of Military commitments are advised to the Civil Authorities as early as possible.

3. Arrangements have been made for representatives of the Italian Ministry of Marine to visit the ports of Bari, Brindisi and Taranto to discuss with the local civilian Authorities any problems arising as a result of the re-classification of those ports. In the case of Bari every endeavour should be made for the re-classification to take effect prior to 1st Oct. and in this connection Port Commandant, Bari, should agree forthwith, with the Capitano di Porto, the actual area which can be handed over for civilian operation.

4. Following upon the reduction in military commitments resulting from the classifications enumerated in para 1st. Port Commandants, in conjunction with Docks Superintendants and O.Cs. Port Operating Groups are requested to forward to this H.Q. (with copy to D.D.Tn(Docks) Tn. Inc. ROME) details of the reductions which can now be made in the port Movements and Transportation Staffs. These proposals are to be forwarded as a matter of urgency. 7860

5. To assist in planning reductions of staffs an estimate of the future British Military commitments at all Italian ports, based on the latest information available to this H.Q., is given in the schedule attached at Appendix "A".

Signed C.F.RUSSELL, Lt. Col.,
for Brigadier,
D.A.M.G. (MOV & Tn).

Declassified E.O. 12356 Section 3.3/NND No. 787021

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

TRANSLATION of letter dated 13 September 1945, addressed by Directorate General of Merchant Marine to Ports and Warehouse Div.

Subject: HANDING OVER OF PORTS:

1. We acknowledge receipt of letter of 4 Sept. AC/24/61/tn6 regarding the above subject, and assure you that, should the Medbo approve the proposals, set out in para. 2 of above-mentioned letter, this Ministry would then issue the necessary instructions to the Port Commanders in regard to the working of the ports and the news necessary to meet the requests of the Allied Commission Transportation Sub-Commission.

2. We assure you that the Port Commanders will be requested to see that, before giving available space to private individuals in the warehouses at present managed by your Sub-Commission, the local Allied Authorities be approached to learn whether such space is or or not necessary to you.

(sd) Matteini
Director General, etc.

7859

AC/24

*Ministero della Marina*

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

*Roma*, 13 SETTEMBRE 19 45

Alla COMMISSIONE ALLEATA
Sottocommissione Trasporti
ROMA

*Direzione* IV^ *Sez.*
*Prot. N.°* 9859/P *Allegati*

*Risposta al Foglio del*
*Dir.* *Sez.* *N.°*

OGGETTO Consegna dei porti.=

I- Si accusa ricevuta della lettera 4 settembre u.s. n?AC/24/6I/Tn relativa all'argomento in oggetto, assicurando che, qualora il Governo approverà la proposta, di cui al n.2 della lettera precitata, sarà provveduto, da parte di questo Ministero, ad impartire le opportune istruzioni ai Comandanti di porto ai fini del funzionamento dei porti e delle notizie necessarie per far fronte alle richieste della A.C. Sottocommissione Trasporti.

2- Si assicura che i Comandanti di porto verranno frattanto interessati affinchè, prima di consegnare a privati spazi disponibili nei magazzini attualmente gestiti da codesta Sottocommissione, interpellino le locali Autorità Alleate per conoscere se tali spazi siano, o meno, necessari per l'attività di codesta Amministrazione.

F/to Matteini
Ten.Generale R.M.I.
DIRETTORE GENERALE DELLA
MARINA MERCANTILE

PER COPIA CONFORME
IL CAPO DIVISIONE

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

DELLA MARINA MERCANTILE

Sottocommissione Trasporti

ROMA

Divisione IV^ Sez.
Prot. N.° 5853/P Allegati

Risposta al Foglio del
Div. Sez. N.°

OGGETTO Consegna dei porti.=

I- Si accusa ricevuta della lettera 4 settembre u.s. n.7AC/24/6I/Tn relativa all'argomento in oggetto, assicurando che, qualora il Medes approverà le proposte, di cui al n.2 della lettera precitata, sarà provveduto, da parte di questo Ministero, ad impartire le opportune istruzioni ai Comandanti di porto ai fini del funzionamento dei porti e delle notizie necessarie per far fronte alle richieste della A.C. Sottocommissione Trasporti.

2- Si assicura che i Comandanti di porto verranno frattanto interessati affinchè, prima di consegnare a privati spazi disponibili nei magazzini attualmente gestiti da codesta Sottocommissione, interpellino le locali Autorità Alleate per conoscere se tali spazi siano, o meno, necessari per l'attività di codesta Amministrazione.

F/to Martelini
Ten.Generale R.M.I.
DIRETTORE GENERALE DELLA
MARINA MERCANTILE

PER COPIA CONFORME
IL CAPO DIVISIONE

7858

G.A.

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

TRANSLATION OF LETTER, dated ?, (Div. IV, No.4053/P) addressed BY DIRECTOR[illegible] GENERAL OF MERCHANT MARI[illegible] to PORTS & WARE-HOUSE DIVISION.

Subject: Delivery of ports

1. To your letter AC/24/61/Tno of 4 Sept. 1945, we replied by note of 13th. N.3853/P, of which we attach copy.

2. Herewith we attached, also in copy, the following instructions issued to our Port Authorities regarding the working of ports

(a) telegram N.3139/P of 25 June 1945 regarding the effecting of operations of loading and discharging goods by the Port Labor Companies;

(b) telegram No.2168/P of 30 June 1945 on the same subject;

(c) Circular 2285/P of 3 July on same subject;

(d) Letter 2285/P of 3 July 1945, addressed to the It. Port Authorities of Naples, Bari, Taranto and Leghorn on same subject;

(e) Circular 2397/P of 20 July 1945, regarding the Campbell Committee Report on the functions of the Italian Authorities in the Ports handling civilian merchant marine traffic and on the relations between them and the Allied Authorities;

(f) Circular 2641/P of 25 July, regarding the classification of Italian ports according to the criterion of the Campbell C. Report.

(g) Circular 2901/P of 7 August, regarding disorders in the ports;

(h) circular 3865/P of 13 Sept. regarding warehouses in the ports and at present managed by the Allied Authorities.

Besides sending the above circulars, we also instructed from time to time the Commanders of the ports of Civitavecchia, Piombino, Genoa, Venice and Ancona, most especially regarding the management and employment of tugs, craft, cranes and

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

(b) telegram No.2186/P of 30 June 1945 on the same subject;

(c) Circular 2285/P of 3 July on same subject;

(d) Letter 2285/P of 3 July 1945, addressed to the It. Port authorities of Naples, Bari, Taranto and Leghorn on same subject;

(e) Circular 2397/P of 20 Jul, 1945, regarding the Campbell Committee Report on the functions of the Italian Authorities in the Ports handling civilian merchant marine traffic and on the relations between them and the Allied Authorities;

(f) Circular 2641/P of 25 July, regarding the classification of Italian ports according to the criterion of the Campbell C. Report.

(g)Circular 2901/P of 7 August, regarding disorders in the ports;

(h) circular 3055/P of 13 Sept. regarding warehouses in the ports and at present managed by the Allied Authorities.

Besides sending the above circulars, we also instructed from time to time the Commanders of the ports of Civitavecchia, Piombino, Genoa, Venice and Ancona, most especially regarding the management and employment of tugs, craft, cranes and material in general allotted by the Italian Government or by the Allies to the Italian Port Authorities, bearing in mind the criterion expressed in Section III of the Campbell Committee report.

1857

In view of the near transference to the Italian maritime authorities of the various port services at present carried out by the Allies, this Ministry has furthermore sent expressly to Ancona, Bari, Brindisi and Taranto the Inspector of Port Working with athority to give personally to the respective Port Commanders all instructions necessary in order to better organise these services.

AC/24

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Declassified E.O. 12356 Section 3.3/NND No. 782021

Ministero della Marina

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

Roma, 19 .

Divisione IV^ Sez.
Prot. N.° 4055/P Allegati 1 foglio

Al A.M. M.E. Bazzanella
Capo della Divisione Porti e Magazzini
Commissione Alleata-Sottocommissione Trasporti-
ROMA

Risposta al Foglio del
Div. Sez. N.°

OGGETTO Consegna dei porti.=

I- Alla lettera AG/24/6I/In.6 del 4 settembre I945 è stato risposto con la nota I5 settembre I945, n.3855/P,che, ad ogni buon fine, si accluse in copia.

2- Alla presente si uniscono, altresì, in copia,le seguenti istruzioni a suo tempo impartite alle Capitanerie in merito al funzionamento dei porti:

(a) Telegramma n.2I39/P del 25 giugno I945 circa l'esecuzione delle operazioni di carico e scarico delle merci da parte delle Compagnie portuali;

(b) Telegramma n.2I88/P del 30 giugno I945 sul medesimo argomento di cui alla lettera (a);

(c) Circolare n.2285/P del 5 luglio I945 sul medesimo argomento di cui alla lettera(a);

(d) Lettera n.2285/P del 5 luglio I945 ,diretta alle Capitanerie di porto di Napoli, Bari, Taranto e Livorno, sul medesimo argomento di cui alla lettera (c).

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

DELLA MARINA MERCANTILE

Divisione IV^ Sez.
Prot. N.^ 4059/P Allegati nove

zini
Commissione Alleata-Sottocommissione Trasporti-
R O M A

Risposta al Foglio del
Div. Sez. N.^

OGGETTO Consegna dei porti.=

I- Alla lettera AC/24/61/Im.6 del 4 settembre 1945 è stato risposto con la nota 15 settembre 1945, n.3859/P,che, ad ogni buon fine, si accluse in copia.

2- Alla presente si uniscono, altresì, in copia, le seguenti istruzioni a suo tempo impartite alle Capitanerie in merito al funzionamento dei porti:

(a) Telegramma n.3159/P del 25 giugno 1945 circa l'esecuzione delle operazioni di carico e scarico delle merci da parte delle Compagnie portuali;

(b) Telegramma n.2188/P del 30 giugno 1945 sul medesimo argomento di cui alla lettera (a);

(c) Circolare n.2285/P del 5 luglio 1945 sul medesimo argomento di cui alla lettera(a);

(d) Lettera n.2285/P del 5 luglio 1945 diretta alle Capitanerie di porto di Napoli, Bari, Taranto e Livorno, sul medesimo argomento di cui alla lettera (a);

(e) Circolare n.2397/P del 20 luglio 1945, in merito alla relazione del Comitato Campbell sulle funzioni delle Autorità italiane preposte nei porti alla direzione del traffico marittimo mercantile e sui rapporti fra le predette Autorità e gli organi alleati;

(f) Circolare n.2641/P del 25 luglio 1945 circa la classifica=

7856

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

ZIONE DEI porti italiani secondo i criteri di cui alla relazione del Comitato Campbell;

(g) Circolare n.2901/P del 7 agosto 1945, circa disgraini nei porti.

(h) Circolare n.3855/P.del 13 settembre 1945,circa magazzini esistenti nei porti e attualmente gestiti dalle Autorità Alleate.

3- Oltre all'invio delle suddette circolari si è anche provveduto ad impartire via via ai singoli Comandanti di porto di Civitavecchia, Portovecchio di Piombino, Genova, Venezia e Ancona particolari istruzioni circa la gestione e l'impiego dei rimorchiatori, dei galleggianti, delle gru e dei materiali in genere concessi dal Governo italiano o dagli Alleati alle Autorità portuali italiane, tenendo presenti i criteri espressi nella Sezione III della relazione del Comitato Campbell.

4- In vista del prossimo trasferimento alle Autorità marittime italiane dei vari servizi portuali attualmente disimpegnati dagli Alleati, questo Ministero ha inoltre espressamente inviato ad Ancona, Bari, Brindisi e Taranto l'Ispettore Funzionamento porti con l'autorizzazione di dare personalmente ai rispettivi comandanti di porti tutte le istruzioni necessarie ai fini della migliore organizzazione dei predetti servizi.

Ten.Generale R.M.I.
Direttore Generale della Marina Mercantile

G.A.

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

TRANSLATION of telegram of 30 June 1945 addressed by It. Ministry of Marine to Port Authorities at:

CIVITAVECCHIA. ROME. GAETA. TORRE DEL GRECO, CASTELLAMMARE DI STABIA. SALERNO. VIBO VALENTIA. REGGIO CALABRIA. BRINDISI. ANCONA. CAGLIARI. OLBIA. MESSINA. CATANIA. SIRACUSA. PORTO EMPEDOCLE. TRAPANI. PALERMO. CROTONE. IMPERIA. LA SPEZIA. VIAREGGIO. SAVONA. RAVENNA. RIMINI. CHIOGGIA. PORTOFERRAIO. VENICE. PORTO VECCHIO DI PIOMBINO. PORTO SANTO STEFANO. GENOA.

2139/P. By instructions of Allied Commission, as fro; 1st. July only port companies may carriy out operations loading and discharging for Allied account, even if this not stipulated in contracts between Allied Authorities and private firms. Tariffs must be approved by Ministry in agreement Allied Commission. Letter follows.

Director General.

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TRANSLATION of telegram of 26 June 1945 addressed by Ministry of Marine to Port Authorities at:

IMPERIA. SAVONA. LA SPEZIA. VIAREGGIO. PORTOFERRAIO. CIVITAVECCHIA. ROME. GAETA. TORRE DEL GRECO. CASTELLAMMARE STABIA. SALERNO. VIBO VALENTIA. CROTONE. REGGIO Calabria. BRINDISI. ANCONA. RIMINI. RAVENNA. CHIOGGIA. VENICE. CAGLIARI. OLBIA. MESSINA. CATANIA. SIRACUSA. PORTO EMPEDOCLE. TRAPANI. PALERMO. PIOMBINO. PORTO SANTO STEFANO.

2188/P. To render cleared our preceding telegram 2139/P June 26, we point out that as from 1st. July Italian legislation in force regarding port labor will return to full force for loading and discharging for a/c Allies only where there existed Port companies.

Director General.

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TRANSLATION of circular, dated 3 July, of MINISTRY OF MARINE, n.2285/P/QC, addressed to It. Port Authorities at: IMPERIA. SAVONA. LA SPEZIA. VIAREGGIO. PORTOFERRAIO. CIVITAVECCHIA. ROME. TORRE DEL GRECO. CASTELLAMMARE DI STABIA. SALERNO. VIBO VALENTIA. REGGIO CALABRIA. BRINDISI. ANCONA. RIMINI. RAVENNA. CHIOGGIA. VENICE. CAGLIARI. OLBIA. MESSINA. CATANIA. SIRACUSA. PORTO EMPEDOCLE. TRAPANI. PALERMO. GENOA. REGGIO CALABRIA. VENICE. CAGLIARI. CATANIA. PALERMO.

Subject: Port labor.

In confirming telegrams of 26 June No. 2139/P and 30 June No, 2188/P, we transmit copy of circular no. 14, issued by Allied Commission - Transportation Sub-Commission - in relation to labor in ports, and we ask you ti communicate contents to the Offices and Companies included in your respective jurisdictions.

Please acknowleage receipt.

Director General

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

TRANSLATION of telegram of 26 June 1945 addressed by Ministry of Marine to Port Authorities at:

IMPERIA. SAVONA. LA SPEZIA. VIAREGGIO. PORTOFERRAIO. CIVITA-VECCHIA. ROME. GAETA. TORRE DEL GRECO. CASTELLAMMARE STABIA. SALERNO. VIBO VALENTIA. CROTONE. REGGIO CALABRIA. BRINDISI. ANCONA. RIMINI. RAVENNA. CHIOGGIA. VENICE. CAGLIARI. OLBIA. MESSINA. CATANIA. SIRACUSA. PORTO EMPEDOCLE. TRAPANI. PALERMO. PIOMBINO. PORTO SANTO STEFANO.

2188/P. To render cleared our preceding telegram 2139/P June 26, we point out that as from 1st. July Italian legislation in force regarding port labor will return to full force for loading and discharging for a/c Allies only where there existed Port companies.

Director General.

---

TRANSLATION of circular, dated 3 July, of MINISTRY OF MARINE, n.2285/P/AC, addressed to It. Port Authorities at: IMPERIA. SAVONA LA SPEZIA. VIAREGGIO. PORTOFERRAIO. CIVITAVECCHIA. ROME. TORRE DEL GRECO. CASTELLAMMARE DI STABIA. SALERNO. VIBO VALENTIA. REGGIO CALABRIA. BRINDISI. ANCONA. RIMINI. RAVENNA. CHIOGGIA. VENICE. CAGLIARI. OLBIA. MESSINA. CATANIA. SIRACUSA. PORTO EMPEDOCLE. TRAPANI. PALERMO. GENOA. REGGIO CALABRIA. VENICE. CAGLIARI. CATANIA. PALERMO.

Subject: Port labor.

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Please acknowledge receipt.

Director General

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AC/24

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

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

(a)

DIVISIONE IV -PORTI, DEMANIO E BOSCA

Telegramma del 30 giugno 1945

COMPAMARE

CIVITAVECCHIA=ROMA=GAETA=TORRE DEL GRECO=CASTELLAMMARE DI STABIA=SALERNO=VIBO VALENTIA=REGGIO CALABRIA=BRINDISI=ANCONA=CAGLIARI=OLBIA=MESSINA=CATANIA=SIRACUSA=PORTO EMPEDOCLE=TRAPANI=PALERMO=CROTONE=IMPERIA=LA SPEZIA=VIAREGGIO=SAVONA=RAVENNA=RIMINICHIOGGIA=PORTO FERRAIO=VENEZIA=CIRCOMARE=PORTO VECCHIO DI PIOMBINO=PORTO STEFANO=CONSORZIO=PORTO GENOVA

2139/P Per disposizione commissione Alleata dal I° luglio soltanto Compagnie portuali potranno espletare operazioni carico e scarico per conto Alleati anche se ciò non disposto da contratti stipulati da Autorità Alleate con privati punto Tariffe dovranno essere approvato da Ministero d'accordo Commissione Alleata punto segue lettera

PER COPIA CONFORME
IL CAPO DIVISIONE

DIRETTORE GENERALE
Matteini

7854

(E)

M A R I N A
A ==========

Direzione Generale Marina Mercantile
Div.IV^

Telegramma del 26 giugno 1945

COMPAMARE

IMPERIA=SAVONA=LA SPEZIA=VIAREGGIO=PORTOFERRAIO=CIVITAVECCHIA=
ROMA=GAETA=TORRE GRECO=CASTELLAMARE STABIA=SALERNO=VIBO VALENTIA=CRO=
TONE=REGGIO CALABRIA=BRINDISI=ANCONA=RIMINI=RAVENNA=CHIOGGIA=VENEZIA=
CAGLIARI=OLBIA=MESSINA=CATANIA=SIRACUSA=PORTO EMPEDOCLE=TRAPANI=PALER=
MO

CIRCOMARE

PORTOVECCHIO PIOMBINO=PORTO SANTO STEFANO

2168/P A chiarimento precedente telegramma 2139/P giugno 26 si pre=
cisa che a decorrere primo luglio legislazione italiana vigente in materia
ordinamento lavoro portuale tornera ad avere pieno vigore anche per opera=
zioni carico scarico compiute per conto Alleati limitatamente si intende
localita in cui esistevano Compagnie portuali.

DIRETTORE GENERALE
Matteini

PER COPIA CONFORME
IL CAPO DIVISIONE

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

IMPERIA=SAVONA=LA SPEZIA=VIAREGGIO=PORTOFERRAIO=CIVITAVECCHIA=
ROMA=GAETA=TORRE GRECO=CASTELLAMARE STABIA=SALERNO=VIBO VALENTIA=CRO=
TONE=REGGIO CALABRIA=BRINDISI=ANCONA=RIMINI=RAVENNA=CHIOGGIA=VENEZIA=
CAGLIARI=OLBIA=MESSINA=CATANIA=SIRACUSA=PORTO EMPEDOCLE=TRAPANI=PALER=
MO

CIRCOMARE

PORTOVECCHIO PIOMBINO=PORTO SANTO STEFANO

2I68/P A chiarimento precedente telegramma 2I59/P giugno 26 si pre=
cisa che a decorrere primo luglio legislazione italiana vigente in materia
ordinamento lavoro portuale tornerà ad avere pieno vigore anche per opera=
zioni carico scarico compiute per conto Alleati limitatamente si intende
località in cui esistevano compagnie portuali.

DIRETTORE GENERALE
Matteini

PER COPIA CONFORME
IL CAPO DIVISIONE

7853

G.A.

12356 Section 3.3/NND No. 785021

Roma, 3 luglio 1945 (c)

MINISTERO DELLA MARINA
Direzione Generale della Marina Mercantile

Div. IV

Prot: 2285/P/Q.C

OGGETTO: Lavoro portuale

Alle RR. CAPITANERIE DI PORTO DI

IMPERIA = SAVONA = LA SPEZIA = VIAREGGIO = PORTOFERRAIO = CIVITAVECCHIA= ROMA = TORRE DEL GRECO = CASTELLAMMARE DI STABIA = SALERNO = VIBO VALENTIA = REGGIO CALABRIA = BRINDISI = ANCONA = RIMINI = RAVENNA = CHIOGGIA = VENEZIA= CAGLIARI = OLBIA = MESSINA = CATANIA = SIRACUSA = PORTO EMPEDOCLE = TRAPANI = PALERMO

p. per conoscenza :

ALLE RR. DIREZIONI MARITTIME di

GENOVA = ROMA = REGGIO CALABRIA = VENEZIA = CAGLIARI = CATANIA = PALERMO

Nel confermare i telegrammi 26 giugno u.s., n. 2139 P, e 30 giugno u.s., n. 2182 P, si trasmette una copia della circolare n. 14, diramata dalla Commissione Alleata - Sottocommissione per i trasporti - in merito al lavoro nei porti, con preghiera di darne comunicazione agli Uffici e alle Compagnie compresi nella circoscrizione del rispettivo Compartimento Marittimo.

Si accusi ricevuta

p. IL MINISTRO
f.to Mattaini

PER COPIA CONFORME
Il Capo Divisione
G. Gambioli

7852

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

RIMINI = RAVENNA = CHIOGGIA = VENEZIA=
CAGLIARI = OLBIA = MESSINA = CATANIA =
SIRACUSA = PORTO EMPEDOCLE = TRAPANI =
PALERMO

per conoscenza :

ALLE DD. DIREZIONI MARITTIME di

GENOVA = ROMA = REGGIO CALABRIA =
VENEZIA = CAGLIARI = CATANIA = PALER-
MO

Nel confermare i telegrammi 25 giugno u.s., n. 2130 P, e 30 giugno u.s., n. 2180 P, si trasmette una copia della circolare n. 14, diramata dalla Commissione Alleata - Sottocommissione per i trasporti - in merito al lavoro nei porti, con preghiera di darne comunicazione agli Uffici e alle Compagnie compresi nella circoscrizione del rispettivo Compartimento Marittimo.

Si accusi ricevuta

p. IL MINISTRO
f.to: Matteini

PER COPIA CONFORME
Il Capo Divisione
G. Gabrielli

7852

F.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Ref. : AC/501/56/Tn 3

21 June 1945

## Shipping Instruction N° 14

## Stevedoring Costs and Control

1. **Provision of Stevedore Labour**

a) With effect from the 1st July the Compagnia Portuale will, in accordance with previous practice, be the responsible authority for all stevedore labour in all Italian ports, with the exception of those ports listed in paragraph 3 (a) below, where the existing system will continue unless modified by the Military Authorities.

b) The Allied Shipping and Military Authorities have agreed that with effect from the 1st July whether they employ stevedore labour direct or through agents, this labour will be obtained through the sole agency of the Compagnia Portuale. Any contract concluded for the discharge or loading of ships will stipulate that stevedore labour must be obtained through the Compagnia Portuale.

2. **Rates of Pay**

a) The Ministry of Marine in collaboration with the Allied Commission, will agree with the Italian Port Labour Offices, the appropriate rates of pay for stevedores' labour.

b) The Allied Shipping and Military Authorities will pay the appropriate rates as agreed with the Italian Port Labour Offices as in (a) above.

3. a) Ports which are excepted from the provedure due to military necessity, are as follows :

| | |
|---|---|
| Naples | Taranto |
| Leghorn | Trieste |
| Bari | |

b) These ports will come into line with the above procedure as soon as the Compagnia Portuale are in a position to take over and function to the satisfaction of all concerned.

7851

4. This Instruction has been agreed with P.S.T.C. (MED), Tn (American), Tn (British), M.W.T. and W.S.A. A.F.H.Q.

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

ports listed in paragraph 3 (a) below, [illegible] continue unless modified by the Military Authorities.

b) The Allied Shipping and Military Authorities have agreed that with effect from the 1st July whether they employ stevedore labour direct or through agents, this labour will be obtained through the sole agency of the Compagnia Portuale. Any contract concluded for the discharge or loading of ships will stipulate that stevedore labour must be obtained through the Compagnia Portuale.

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| | |
|---|---|
| Naples | Taranto |
| Leghorn | Trieste |
| Bari | |

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7851

4. This Instruction has been agreed with P.S.T.C. (MED), Tn (American), Tn (British), M.W.T. and W.S.A. A.F.H.Q.

For the Chief Commissioner:

M.H.TAYLOR,
Director,
Transportation S/C.

S.C.

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

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

T R A N S L A T I O N

THE MINISTER OF PUBLIC WORKS ROME, 3 October 1945.

ALLIED COMMISSION HQ
TRANSPORTATION SUB-COMMISSION
PORTS & WAREHOUSE DIVISION
Via Vittorio Veneto
R O M E.

I have to offer to the Commission the thanks of the Administration of Public Works, and my personal thanks, for the work done and the material supplied in the period of starting work and in the rehabilitation of Italian ports, seriousl, damaged by war action.

I am also pleased to assure that specially appreciated has been the activity, during the above period, of the Chief of the Division, Mr. Bazzanella.

(sd) G. ROMITA

7850

AC/24

TRANSLATION of letter of 3rd. July 1945 addressed by Ministry of Marine, Directorate General of Merchant Marine, to Porto authorities at NAPLES, BARI, TARANTO, LEGHORN, and copy to central port district authorities of NAPLES, BARI, LEGHORN.

Subject: PORT LABOR.

From 1st. July next, by agreement with the Allied Commission, labor for the carrying out of loading and discharging, including that for a/c of the Allies, must in all ports, except for the present Naples, Legnorn Bari, Taranto and Trieste, be supplied only by the port Companies.

The A.C., Transportation Sub-Commission, in this regard has issued circular No,14 of 21 June 1945, of which we attach copy, and we ask you to inform the Offices and Port Companies included in your district of it's contents.

Please acknowledge receipt.

for THE MINISTER
(sd) Matteini

---

TRANSLATION circular No,2397/P of 20 July 1945, addressed by Directorate General of Merchant Marine to the Italian Port Authorities:

SUBJECT: Report of the Campbell Committee on the functions of the Italian Authorities who in the ports direct civilian merchant marine traffic and on the relations between them and the Allies Authorities.

An Italian-Ally mixed Committee, created to propose the criterion to be followed in the transfer of our ports to the Italian Administration, has held several meetings in Rome and has determined the functions of the Italian Authorities in regard to the mercantile marine and port labor and has, at the same time, fixed the relations between them and the Allied organisations.

That Committee, under the name of " Campbell Committee ", has issued a report on the work done in these meetings, report which we attach herewith translated, and we mention that it has been approved by the C.in C. of the Mediterranean and by the Allied Supreme Commander.

We will later advise you of the classification of the Italian ports, according to the four classes mentioned in Section I, sub-section (iii) of above report.

Please acknowledge receipt.

for the MINISTER
(sd) Matteini

7849

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

for The MINISTER
(sd) Matteini

---

TRANSLATION circular No.2397/P of 20 July 1945, addressed by Directorate General of Merchant Marine to the Italian Port Authorities:

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Please acknowledge receipt.

for the MINISTER
(sd) Matteini

7849

AC/24

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

(d)

*Ministero della Marina*

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

*Roma*, 5 Luglio 19 45

*Divisione* IV^a *Sez.*
*Prot. N.°* 2285/P *Allegati* I

*Risposta al Foglio del*
*Div.* *Sez.* *N.°*

Alle RR. CAPITANERIE DI PORTO DI
NAPOLI=BARI=TARANTO=LIVORNO
e, per conoscenza:
ALLE RR.DIREZIONI MARITTIME DI
NAPOLI=BARI=LIVORNO

OGGETTO Lavoro portuale.=

Dal I° luglio p.v. per disposizione della Commissione Alleata, la mano d'opera per l'esecuzione delle operazioni di carico e scarico anche per conto degli Alleati dovrà, in tutti i porti, eccettuati, per ora, Napoli,Livorno,Bari, Brindisi e Trieste, essere fornita soltanto dalle Compagnie portuali.

La Commissione Alleata - Sottocommissione per i Trasporti- ha diramato, al riguardo, la circolare n.14 in data 21 giugno 1945, che si acclude alla presente, con preghiera di darne comunicazione agli Uffici e alle Compagnie portuali comprese nella circoscrizione del rispettivo Compartimento marittimo.

Si accusi ricevuta.

p. IL MINISTRO
F/to:Matteini

PER COPIA CONFORME
IL CAPO DIVISIONE

7818

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

Divisione IV^ Sez.
Prot. N.^ 2285/P Allegati I

ALLE RR.DIREZIONI MARITTIME DI
NAPOLI=BARI=LIVORNO

Risposta al Foglio del
Div. Sez. N.°

OGGETTO Lavoro portuale.=

Dal I° luglio p.v. per disposizione della Commissione Alleata, la mano d'opera per l'esecuzione delle operazioni di carico e scarico anche per conto degli Alleati dovrà, in tutti i porti, eccettuati, per ora, Napoli,Livorno,Bari, Brindisi e Trieste; essere fornita soltanto dalle Compagnie portuali.

La Commissione Alleata - Sottocommissione per i Trasporti- ha diramato, al riguardo, la circolare n.14 in data 21 giugno 1945, che si acclude alla presente, con preghiera di darne comunicazione agli Uffici e alle Compagnie portuali comprese nella circoscrizione del rispettivo Compartimento marittimo.

Si accusi ricevuta.

p. IL MINISTRO
F/to:Matteini

PER COPIA CONFORME
IL CAPO DIVISIONE

7818

G.A.

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

(e)

Roma, 20 luglio 1945

MINISTERO DELLA MARINA
Direzione Generale della Marina Mercantile
Divisione IV

Prot. N. 2397/P/M.A. Allegati 1

ALLE RR. CAPITANERIE DI PORTO

OGGETTO: Relazione del Comitato Campbell sulle funzioni delle Autorità italiane preposte nei porti alla direzione del traffico marittimo mercantile e sui rapporti fra le predette Autorità e gli organi alleati.

Un Comitato misto italo-alleato, creato per proporre i criteri da seguire ai fini del trasferimento dei nostri porti all'Amministrazione italiana, in diverse riunioni tenute a Roma ha determinato le funzioni delle Autorità italiane preposte nei porti alla direzione del traffico marittimo mercantile e al lavoro portuale ed ha, in pari tempo, stabilito i rapporti tra le predette Autorità e gli organi alleati.

Detto Comitato, noto sotto il nome di "Comitato Campbell"; ha redatto una relazione sui lavori compiuti in dette riunioni, relazione di cui si trasmette, qui accluso, il testo tradotto, accennando che esso è stato approvato dal Comandante in Capo del Mediterraneo e dal Comandante Supremo Alleato.

Si fa riserva di comunicare la classificazione dei porti italiani secondo le quattro categorie di cui alla Sezione I, sottosezione (iii), della suaccennata relazione.

Si accusi ricevuta.

p. IL MINISTRO
F.to) Matteini

per copia conforme
IL CAPO DIVISIONE
Vde Marchese Arnaldi

7847

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

tà italiane preposte nei porti alla direzione del traffico marittimo mercantile e sui rapporti fra le predette Autorità e gli organi alleati.

Un Comitato misto italo-alleato, creato per proporre i criteri da seguire ai fini del trasferimento dei nostri porti all'Amministrazione italiana, in diverse riunioni tenute a Roma ha determinato le funzioni delle Autorità italiane preposte nei porti alla direzione del traffico marittimo mercantile e al lavoro portuale ed ha, in pari tempo, stabilito i rapporti tra le predette Autorità e gli organi alleati.

Detto Comitato, noto sotto il nome di "Comitato Campbell", ha redatto una relazione sui lavori compiuti in dette riunioni, relazione di cui si trasmette, qui accluso, il testo tradotto, accennando che esso è stato approvato dal Comandante in Capo del Mediterraneo e dal Comandante Supremo Alleato.

Si fa riserva di comunicare la classificazione dei porti italiani secondo le quattro categorie di cui alla Sezione I, sottosezione (iii), della suaccennata relazione.

Si accusi ricevuta.

p. IL MINISTRO
F.to) Matteini

per copia conforme
IL CAPO DIVISIONE
V.de Martino Rosselli

7847

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

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

COPY

AMG LIGURIA REGION

12 SEPTEMBER 1945 ROUTINE

UNCLASSIFIED PD

PARA ONE PD REFERENCE YOUR CABLE NUMBER EIGHT EIGHT SEVEN OF TENTH SEPTEMBER ONE NINE FOUR FIVE PD

PASS TO AMG LIGURIA REGION FROM ALCOM HEADQUARTERS CITE ACLAB PASS

PARA TWO PD ITALIAN GOVERNMENT CONFIRM THAT MILAN AGREEMENT DOES NOT COVER PORT WORKERS PD

PARA THREE PD POSITION IS AS STATED IN FINANCE CABLE NUMBER FOUR SEVEN SIX NINE OF FOURTH SEPTEMBER AND PREVIDENZA SHOULD CONTINUE SUSPENSION OF PAYMENTS FOR TIME BEING PD

PARA FOUR PD MEANWHILE MISTER FRANK PROCTOR LABOUR SUBCOMMISSION THIS HEADQUARTERS WILL VISIT GENOA WITHIN NEXT TWO DAYS TO INVESTIGATE AND MAKE RECOMMENDATIONS AS TO WHETHER SIMILAR SCHEME OUGHT TO BE WORKED OUT FOR PORT WORKERS IN THE LIGHT OF BACKGROUND AND PECULIAR WORKING CONDITIONS PD ARRANGE TO HAVE INTERESTED PARTIES AVAILABLE PD DISCUSSIONS ALSO TAKING PLACE WITH ITALIAN GOVERNMENT PD

PARA FIVE PD PORT WORKERS SHOULD BE ASSURED THAT EVERY EFFORT WILL BE EARNESTLY MADE TO AFFORD THEM SUCH RELIEF AS THEY MAY BE EQUITABLY ENTITLED TO AND THAT THE EXCLUSION OF THIS GROUP FROM TERMS OF MILAN AGREEMENT DOES NOT CONSTITUTE BAR TO PARALLEL ARRANGEMENT FOR THEM PD

7816

LABOUR SUBCOMMISSION

NICHOLAS PIOMBINO
CWO USA
ADJT ASSISTANT

AC/24.

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

TRANSPORTATION SUB COMMISSION

INTER OFFICE MEMO

Tel. 290
Ref. AC/24/62/Tn6

RMB/mvm
4 September 1945

SUBJECT: Port Laborers

TO : Shipping Branch
(Att. Major Laraman)

1. For your information and handling, attached is letter received from the Ministry of Marine with corresponding translation with reference to possibilities of sending steamers to Licata, Scincca and Porto Empedocle.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Attachment
as stated above

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 347
Ref. AC/24/67/Tn6

UAC/mvz
11 September 1945

SUBJECT: Financing of Labor etc. Charges in Italian Ports

TO : AFHQ G-5 Section
APO 512, U. S. Army

1. Reference your letter G-5:091.4-1 of 6 August 1945, continuation ours AC/24/45/Tn6 of 16 August 1945.

2. We attach, herewith, for your guidance, translations of two letters dated 28 August and 9 September 1945, received from the Director General Merchant Marine, Rome on the above subject and which are self-explanatory.

3. Should you require any further information, please advise us.

For the Chief Commissioner:

FRANK UPHAM, Jr.
Director
Transportation Sub Commission

Attachments:
As stated in para 2.

Copy to:
Finance Sub Commission (Att: Major Timmons)
Labor Sub Commission (Att: Mr. Proctor)
Shipping Branch, Tn S/C (Att: Major Laraman)
Accounts Branch, Tn S/C

7844

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

TRANSLATION

TRANSLATION

MINISTRY OF MARINE

ROME

9 September 1945

Ref. No. 3803/P

SUBJECT: Payment of Labor Handling British Military Goods

TO : Allied Commission, Transportation Sub Commission

1. In continuation of our letter of 28 August 1945, No. 3503/P, relative to the above subject.

2. Following on the inspection recently made at Ancona by the Inspector of Port Operations, the Italian Port Authorities at that port have as from 1 September 1945, taken over the duties transferred to them by the local Allied Authorities.

3. I have now arranged that the above Inspector goes immediately to Bari and later to Brindisi and Taranto, with a view to giving verbally to the respective Italian port authorities the necessary instructions so that there be quickly created an organization capable of carrying out efficiently all services which the local Allied Authorities are about to hand over to the Italian Authorities when the former pull out.

4. I believe, therefore, that the above Italian Port Authorities will be in a position to take over the responsibilities of their new duties as from 1 October 1945.

(signed)

GEN. MATTEI

785021

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

TRANSLATION

TRANSLATION

MINISTRY OF MARINE

ROME

Ref. No. 3503/A 28 August 1945

SUBJECT: Payment of Labor Handling British Military Goods

TO : Allied Commission, Transportation Sub Commission

1. In reply to letter AC/24/46/Tn6 of 16 August 1945, I inform you that the Italian Government has already allotted the funds necessary for the payment, by the Italian Maritime Authorities, of labor handling British military goods ashore.

2. I believe that at Genoa and at Venice the new service started working as from 16 August 1945, since no news to the contrary has come in from the respective port authorities.

3. Regarding Bari, Brindisi and Taranto, as arranged by mutual agreement, the date or the dates, on which the local Italian Maritime Authorities may take over from the Allied Authorities, will be fixed immediately after the result of the experiment which will be made shortly at Ancona.

4. I have already arranged to send to the spot the Inspector of Port Operations so that he can create an organization in order that it may start working regularly as from 1 September 1945.

(signed)

GEN. MATTEINI

7842

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

TRANSLATION of letter, dated 9 September 1945, of the Ministry of Marine, Directorate General of the Merchant Marine, to Ports & Whse Division.

Subject: Payment of labor handling British military goods.

In continuation of

1. ~~Following on~~ our letter of 28 Aug. last, N°3503 P, relative to the above subject.

2. Following on the inspection recently made at Ancona by the Inspector of Port Working, the ~~Italian~~ Italian Port ~~Authority there has~~ Authorities at that port as from 1st. september, taken over the duties transferred to ~~him~~ them by the local Allied Authorities.

3. I have now arranged that the above Inspector goes immediately to Bari and, later, to Brindisi and to Taranto, with a view to giving verbally to the respective Italian port authorities the necessary instructions so that there be quickly created an organisation capable of carrying out efficiently all services which the local Allied Authorities are about to hand over to the Italian Authorities when ~~they~~ the former pull out.

4. I believe, therefore, that the above Italian Port Authorities will be in a position to take over the responsibilities of their new duties as from 1st. October next.

(sd) Mattaini

Director General, etc.

F. 8 1

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

HEADQUARTERS ALLIED COMMISSION
APO 534
Transportation Sub-Commission

Ref. AC/Sc/ /Tn/S Date :

TO :
A

1. Your bid detailed below {has been accepted / has not been accepted} for movement by sea.

La vostra richiesta, più sotto dettagliata, {è stata accettata / non è stata accettata} per il trasporto marittimo.

2. Contact local COGENA agent who will be instructed to allot you a schooner in due course.

Prendete contatti con l'agente del COGENA locale che riceverà istruzioni per assegnarvi un motoveliero in tempo debito.

| Your Bid No. | From | Consignor | To | Consignee | Commodity | Tons DW | Remarks |
|---|---|---|---|---|---|---|---|
| Numero della Vs. richiesta | Da | Mittente | A | Consegna-tario | Merce | Tonn. | Note |
| | | | | | | | |

For PERRITT H. TAYLOR
DIRECTOR

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

TRANSLATION of letter, dated 28 Aug. 1945, addressed by the Ministry of Marine, Directorate General of the Merchant Marine, to AC, Tn. S/C , Ports & Whse Div.

Subject: Payment of labor handling British military goods.

1. In reply to letter AC/24/46/Tn6 of 16 Aug [redacted], I inform you that the Italian Government has already allotted the funds necessary for the payment, by the Italian Maritime Authorities, of labor handling, ~~ashore~~, British military goods. ashore

2. I believe that at Genoa and at Venice the new service started working as from 16th. August [redacted], since no news to the contrary has come in from the respective Port Authorities.

3. As regards Bari, Brindisi and Taranto, as arranged by mutual agreement, the date or the dates on which the local Italian Maritime Authorities may take over from the Allied Authorities, will be fixed immediately after the result of the experiment which will shortly be made at Ancona.

4. I have already arranged to send to the spot the Inspector of Port Operations so that he can rapidly organise services, and the ~~Authorities~~ start working regularly as from 1st. September next.

---

5 copies please
Bill

7820

Ministero della Marina

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

Roma, 9 SET 1945 19

Divisione IV Sez. Prot. N.° 3803/P Allegati

Alla COMMISSIONE ALLEATA
Sotto Commissione Trasporti
Divisione Porti e Magazzini
ROMA

Risposta al Foglio del
Div. Sez. N.°

OGGETTO Pagamento della mano d'opera addetta al maneggio delle merci militari britanniche

1.- Faccio seguito alla lettera 28 agosto u.s.,n.3503 P, relativa all'argomento indicato in oggetto.

2.- In conseguenza del sopraluogo recentemente eseguito ad Ancona dall'Ispettore Funzionamento porti,quel Comandante del porto ha,con la data del 1° settembre p.p.,assunte le mansioni trasferitegli dalle locali Autorità Alleate.

3.- Ho ora disposto che il suddetto Ispettore si rechi subito a Bari e,successivamente,a Brindisi e a Taranto,con il preciso incarico di dare verbalmente ai rispettivi Comandanti di porto le istruzioni necessarie affinchè venga sollecitamente creata una organizzazione capace di svolgere efficientemente tutti i servizi che le Autorità Alleate locali si accingono ad affidare ai Comandanti stessi in seguito al ritiro del proprio personale.

4.- Ritengo,pertanto,che i suddetti Comandanti saranno in grado di assumere la responsabilità dei nuovi compiti con la data del 1° ottobre p.v..

Ten. Generale F.M.I. (A)

Declassified E.O. 12356 Section 3.3/NND No. 783021

Divisione IV Sez. ROMA

Prot. N.° 3803/P Allegati

Risposta al Foglio del

Div. Sez. N.°

OGGETTO Pagamento della mano d'opera addetta al maneggio delle merci militari britanniche

1.- Faccio seguito alla lettera 28 agosto u.s.,n.3503 P, relativa all'argomento indicato in oggetto.

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4.- Ritengo,pertanto,che i suddetti Comandanti saranno in grado di assumere la responsabilità dei nuovi compiti con la data del 1° ottobre p.v..

Ten.Generale R.M.I. 1839
Direttore Generale della Marina Mercantile

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

Ministero della Marina

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

Roma 28 AGO. 1945 19

Il COMMISSIONE ALLEATA
SOTTO COMMISSIONE TRASPORTI
Divisione Porti e Magazzini

ROMA
Apo 394

Divisione IV^ Sez.
Sez. N.° 3503/F Allegati

Risposta al Foglio del
Div. Sez. N.°

OGGETTO Pagamento della mano d'opera addetta al maneggio delle merci militari britanniche.=

I - In risposta alla lettera AC/24/46/Tn 6 del I6 agosto u.s., comunico che il Governo Italiano ha già assegnato i fondi necessari per il pagamento, da parte delle Autorità Marittime Italiane, della mano d'opera addetta al maneggio, a terra, delle merci militari britanniche.

2 - Ritengo che a Genova e a Venezia il nuovo servizio sia già entrato in funzione dal I6 agosto u.s., dato che nessuna segnalazione in contrario è finora pervenuta dai rispettivi Comandanti del Porto.

3 - Quanto a Bari, Brindisi e Taranto, come si è stabilito di comune accordo, la data o le date, in cui le locali Autorità Marittime italiane potranno assumere le mansioni presentemente disimpegnate dalle Autorità Alleate, saranno fissate subito dopo l'esito dell'esperimento che sarà prossimamente effettuato ad Ancona

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

Divisione Porti e Magazzini

ROMA
Apo 394

Divisione IV^ Sez.
Prot. N. 3503/P Allegati

Risposta al Foglio del
Div. Sez. N.

OGGETTO Pagamento della mano d'opera addetta al maneggio delle merci militari britanniche.=

I - In risposta alla lettera AC/24/46/Tn 6 del I6 agosto u.s., comunico che il Governo Italiano ha già assegnato i fondi necessari per il pagamento, da parte delle Autorità Marittime Italiane, della mano d'opera addetta al maneggio, a terra, delle merci militari britanniche.

2 - Ritengo che a Genova e a Venezia il nuovo servizio sia già entrato in funzione dal I6 agosto u.s., dato che nessuna segnalazione in contrario è finora pervenuta dai rispettivi Comandanti del Porto.

3 - Quanto a Bari, Brindisi e Taranto, come si è stabilito di comune accordo, la data o le date, in cui le locali Autorità Marittime italiane potranno assumere le mansioni presentemente disimpegnate dalle Autorità Alleate, saranno fissate subito dopo l'esito dell'esperimento che verrà prossimamente effettuato ad Ancona.

Ho già provveduto ad inviare sul posto l'Ispettore Funzionamento porti affinchè proceda alla sollecita organizzazione dei ser

7888 ./.

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

per
vizi, in modo che essi possano cominciare a funzionare regolarmente il
I° settembre prossimo.

Ten. Generale R.M.I.
Direttore Generale della
Marina Mercantile

ga

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

Ministero della Marina

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

Roma, 28 agosto 1945

Divisione IV^a Sez.
Prot. N.° 3503/P Allegati

Al LA COMMISSIONE ALLEATA
SOTTO COMMISSIONE TRASPORTI
Divisione Porti e Magazzini
ROMA
Apo 394

Risposta al Foglio del
Div. Sez. N.°

OGGETTO Pagamento della mano d'opera addetta al maneggio delle merci militari britanniche.=

1 - In risposta alla lettera AC/24/46/In 6 del [illegible] agosto u.s., comunico che il Governo Italiano ha già assegnato i fondi necessari per il pagamento, da parte delle Autorità Marittime Italiane della mano d'opera addetta al maneggio, a terra, delle merci militari britanniche.

2 - Ritengo che a Genova e a Venezia il nuovo servizio sia già entrato in funzione dal 15 agosto u.s., dato che nessuna segnalazione in contrario è finora pervenuta dai rispettivi Comandanti del porto.

3 - Quanto a Bari, Brindisi e Taranto, come si è stabilito di comune accordo, la data o le date, in cui le località Marittime Italiane potranno assumere le mansioni presentemente disimpegnate dalle Autorità Alleate, saranno fissate subito dopo l'esito dell'esperimento che verrà prossimamente effettuato ad Ancona.

Ho già provveduto ad inviare sul posto l'Ispettore Funzio=

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

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

SOTTO COMMISSIONE TRASPORTI
Divisione Porti e Magazzini

ROMA
Apo 394

Divisione IV^a Sez.
Prot. N.° 3503/2 Allegati

Risposta al Foglio del
Div. Sez. N.°

OGGETTO Pagamento della mano d'opera addetta al maneggio delle merci militari britanniche.=

I - In risposta alla lettera AC/24/46/In 6 del 6 agosto u.s., comunico che il Governo Italiano ha già assegnato i fondi necessari per il pagamento, da parte delle Autorità Marittime Italiane, della mano d'opera addetta al maneggio, a terra, delle merci militari britanniche.

2 - Ritengo che a Genova e a Venezia il nuovo servizio sia già entrato in funzione dal 15 agosto u.s., dato che nessuna segnalazione in contrario è finora pervenuta dai rispettivi Comandanti del porto.

3 - Quanto a Bari, Brindisi e Taranto, come si è stabilito di comune accordo, la data o le date, in cui le località Marittime Italiane potranno assumere le mansioni presentemente disimpegnate dalle Autorità Alleate, saranno fissate subito dopo l'esito dell'esperimento che verrà prossimamente effettuato ad Ancona.

Ho già provveduto ad inviare sul posto l'Ispettore Funzionamento porti affinchè proceda alla sollecita organizzazione dei

7837 ./.

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

servizi, in modo che essi possano cominciare a funzionare regolar= mente per i I° settembre prossimo.

F/to Matteini

Tenente Generale R.M.I.
Direttore Generale della
Marina Mercantile

PER COPIA CONFORME
IL CAPO DIVISIONE
G. Gambirasi

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

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

3440

Econ Sec

Sep 6.01

ALLIED FORCE HEADQUARTERS
G-5 SECTION
APO 512

JB/mcc

X-600

G-5: 091.4-1

5 Sep 45

SUBJECT: Financing of Labor etc. charges in Italian Ports.

TO : Headquarters, Allied Commission,
APO 394

Reference your AC/24/45/Tn6 of 16 Aug, it is requested that you report upon the status of this matter without delay.

For the Assistant Chief of Staff, G-5:

Julius Byles
JULIUS BYLES
Major G.S.C.

HQ ALLIED COMMISSION
SEP 7 1945
ECONOMIC SECTION

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

Econ. Sec. 3706

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

JB/irf

X-6.00 SUS 6.01

G-5: 091.4-1

26 August 1945

SUBJECT: Financing of Labor etc. charges in Italian Ports

TO : Headquarters, Allied Commission,
APO 394.

Reference your AC/24/45/Tn6 of 16 August. You are reminded that no reply has been received to our original letter on this subject of 6 August.

For the Assistant Chief of Staff, G-5:

JULIUS BYLES
Major, G.S.C.

27 AUG
RECD

TO ALLIED COMMISSION
AUG 2
ECONOMIC SECTION

Subject. :- Financing of Labour etc. Charges in Italian Ports.

Transportation (Br) Main,
C. M. F.
Tel. Firebox Ext. 9333.
Outside Line 84287.
Ref. Tn.A/F/119/56.

4 August 1945.

To. :- C-4 (Mov & Tn),
A.F.H.Q.

Copy to :- D.D.Tn.(Br), A.F.H.Q.
D.D.Tn.(Docks),
Tn. Sub-Commission H.Q. A.C.
M.C.W.T., A.F.H.Q.
Director General, Merchant Marine, Ministry of Marine.

1. With further reference to my Tn.A/F/77/59 of July 16th 1945, I enclose translations of letters received from the Director General Merchant Marine, Ministry of Marine.

2. It will be seen that the Ministry agrees to pay labour charges at British controlled ports A, B, C, and D with effect from August 16th with the exception of Bari, where owing to the existence of a contract requiring one month's notice of termination, the Ministry will take over payment as from September 16th.

3. The Ministry further agrees to pay maintenance and repair charges for Port machinery and equipment in Category "A" & "B" ports and civilian operated areas of Category "C" ports supplied from Italian Government sources, or from Allied sources where handed over to the charge of the Italian authorities. The point made in para. 4 of Director General, Merchant Marine letter No. 2852/P of 2nd August (copy attached) has since been clarified by the definition now given in the foregoing.

4. The Director General, Merchant Marine now awaits a decision as to whether this system will be extended also to American controlled ports and in this connection attention is invited to para. 5 of my letter referred to.

...Klied E.O. 12356 section 3.3/NND No. 785021

1. With further reference to my Tn.A/F/77/39 of July 16th 1945, I enclose translations of letters received from the Director General Merchant Marine, Ministry of Marine.

2. It will be seen that the Ministry agrees to pay labour charges at British controlled ports A, B, C, and D with effect from August 16th with the exception of Bari, where owing to the existence of a contract requiring one month's notice of termination, the Ministry will take over payment as from September 16th.

3. The Ministry further agrees to pay maintenance and repair charges for Port machinery and equipment in Category "A" & "B" ports and civilian operated areas of Category "C" ports supplied from Italian Government sources, or from Allied sources where handed over to the charge of the Italian authorities. The point made in para. 4 of Director General, Merchant Marine letter No. 2852/P of 2nd August (copy attached) has since been clarified by the definition now given in the foregoing.

4. The Director General, Merchant Marine now awaits a decision as to whether this system will be extended also to American controlled ports and in this connection attention is invited to para. 5 of my letter referred to.

(L.C. PANNELL) Lt.Col. R.E.
for Brigadier,
Director of Transportation. (Br).

Enclos.

7834

Mr. Allen
Would this assist in regard to the Port Agreement problem you mentioned this afternoon?
W.J. 6/8/45

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

Ministry of Naval Affairs.
Director General of the Merchant Marine.

Rome.
2nd August 1945.

To. :- Director of Transportation (Br).
Rome.

Division IV.

No. 2852/P.

Subject. :- Payment of Wages for personnel engaged in the Ports with embarking and disembarking of Allied Military Goods.

1. Reference yesterday's telephone call and the letter 2795/P of July 30th we beg to inform you that there is no objection on the part of our Ministry against that the Italian Port Authorities take care of the payment not only for the expenditures as mentioned in the letter 2795, but also for the supply, the maintenance and the operating of the mechanical equipment for loading and unloading, provided that the equipment has been given for working to the Authority itself by the Italian Government or by the Allies in pursuance of the criteria laid down in the Campbell Committee Section III, para. 3.

2. As a matter of fact such a procedure is already practised at Civitavechia where the Port Commander pays not only the expenditure of Pilotage and Berthing of boats out of the funds given to him, but out of the same funds takes care of the payment for the supply, the maintenance and the operating of the Cranes, of the Barges, and of the Tugs, consigned to him by the Italian Administration or by the Allies.

3. As to the Ancona Port (mentioned in the telephone call yesterday) it has been ascertained that the Allies have ever there various loading and unloading mechanical equipment (1 Stable Steam Crane of 15 Tons, 1 Motor Crane of 2 Tons, 21 Mobile Cranes of 4 Tons, 10 Mobile Cranes of 10 Tons), but there is no evidence that this equipment has been consigned for working to the Italian Port Commander.

4. Therefore, before ordering the Port Authorities under our jurisdiction to take care also of the payment for the expenditure for the operating and the maintenance of the loading and unloading mechanical equipment - we would appreciate to know, whether the lifting-equipment, existing in the ports, mentioned in the letter of July 16th, and owned by the Allied Authorities could be consigned for working by these Authorities to the Italian Port Commander.

Signed. General Matteini.

Director General of the Merchant Marine.

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

Subject. :- Payment of Wages for personnel engaged in the Ports with embarking and disembarking of Allied Military Goods.

1. Reference yesterday's telephone call and the letter 2795/P of July 30th we beg to inform you that there is no objection on the part of our Ministry against that the Italian Port Authorities take care of the payment not only for the expenditures as mentioned in the letter 2795, but also for the supply, the maintenance and the operating of the mechanical equipment for loading and unloading, provided that the equipment has been given for working to the Authority itself by the Italian Government or by the Allies in pursuance of the criteria laid down in the Campbell Committee Section III, para. 3.

2. As a matter of fact such a procedure is already practised at Civitavechia where the Port Commander pays not only the expenditure of Pilotage and Berthing of boats out of the funds given to him, but out of the same funds takes care of the payment for the supply, the maintenance and the operating of the Cranes, of the Barges, and of the Tugs, consigned to him by the Italian Administration or by the Allies.

3. As to the Ancona Port (mentioned in the telephone call yesterday) it has been ascertained that the Allies have over there various loading and unloading mechanical equipment (1 Stable Steam Crane of 15 Tons, 1 Motor Crane of 2 Tons, 21 Mobile Cranes of 4 Tons, 10 Mobile Cranes of 10 Tons), but there is no evidence that this equipment has been consigned for working to the Italian Port Commander.

4. Therefore, before ordering the Port Authorities under our jurisdiction to take care also of the payment for the expenditure for the operating and the maintenance of the loading and unloading mechanical equipment - we would appreciate to know, whether the lifting-equipment, existing in the ports, mentioned in the letter of July 16th, and owned by the Allied Authorities could be consigned for working by these Authorities to the Italian Port Commander.

Signed. General Matteini.

Director General of the Merchant Marine.

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

MINISTERO DELLA MARINA.

Direzione Generale.
Della Marina Mercantile.

Roma 27 luglio 1945.

AL. Transportation (Br) Main,
C. M. F.
Roma.

Divisione IV. Sez.

Prot. No. 2681/P Allegati.

RISPOSTA AL FOGLIO del 16 luglio 1945.

Div. Sez. No.

Subject. :- Payment of labour expenses in Ports where Allied Military Goods are loaded or unloaded.

1. It is agreed that the expenses for stevedoring should be charged to the respective ships, whilst all expenses concerning labour of unloading from underboard to quay on to transport and vice versa the loading of military merchandise, in ports B. C. D. under the direct control of Allied Military Authorities, will be paid by one Authority only and precisely the Italian Maritime Control (Capitano di Porto), on submittance from the Allied Authorities of a certificate showing the labour performed for their own interest.

2. The General Management has already asked the Treasury for the necessary money to be able to meet this expenditure.

3. We await to hear from you whether this system will be extended also to American controlled ports.

General Matteini.

Ten Generale R.M.I.
Direttore Generale della Marina Mercantile.

Per copia conforme.
IL CAPO DIVISIONE.

7832

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

Ministero della Marina.

Direzione Generale
Della Marina Mercantile.

Roma. 30th July 1945.

To. Director of Transportation (Tr).
Roma.

Divisione. IV. Sez.

Prot. 2795/P Allegati. 1.

Risposata al Foglio del.

Div. Sez. No.

Subject. :- Payment of labour expenses in ports where Allied Military goods are loaded or unloaded.

Following the letter dated 27 July 1945 No. 2681 of which I enclose copy, and in accordance with the verbal discussion held to-day, I beg to inform you that the payment of all labour for unloading from underboard to quay or to transport and vice versa, and for the reloading of all Military and Civil merchandise as per Section III para. 3 N.B. of the Campbell statement, will be made by the Italian Port Authorities starting from the 16th August 1945 in all ports shown in the letter of the 16th July, with the exception of Bari where the procedure will start on 16th September 1945.

(Signed) MATTEINI.

Lieut.Gen. R.M.I.
Director General Mercantile Navy.

7831

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

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

HEADQUARTERS ALLIED COMMISSION
APO 394
[illegible]
Ports and Terminals Division

Ref.

Sc: D. Gravitelli 11/9/45

Tel. 490

18 August 1945

Ref. AC/
24/46/PTD

SUBJECT : Planning of labour use. Charges in Italian Ports

TO : Direzione Generale Marina Mercantile
Ministero delle Marine, ROME
(Att. Lt. Com. Castelli)

1. In attach hereto copy of letter from AFHQ, G-5 Section, dated 6 August 1945 (ref. G-5 Sec.4-1) on the above subject.

2. We shall be glad to have your views on the various points raised, which we regard hereunder:

a) Assurance that the Italian Government will make adequate funds available to the local representatives for the payment of port labour.

b) Whether the Italian authorities will undertake simultaneously to:

(1) Replace all uniformed labour.

(2) Take over, or replace, all non-uniformed labour at present employed on shift or fixed work.

(3) Whether any approximate date or dates can be given as to when present Allied commitments will be taken over by the Italian authorities.

3. Your prompt attention would be greatly appreciated.

For the Director:

for 7830
C. A. LA ROCCA, Chief
Ports & Terminals Division

Copy to:
Movements Division (Lt. Lt. Col. Baker)
Shipping Branch (Lt. Maj. Lorenzo)
Administrative Division, Accounts & Statistic Branch:
(Lt. Maj. Pyatt)
Finance A/G (Lt. Major Timsons)
Labour A/G (Lt. Mr. Prestige)
1 encl.

65 1463
153644

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

ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION
Ports and Warehouse Division

TAS/mf

Tel. 590

16 August 1945

Ref. AG/24/45/In6

SUBJECT : Financing of Labor etc. charges in Italian Ports

TO : AFHQ, G-5 Section
APO 512, U.S. Army

1. Your reference G-5: Civ.4-1 of 6 August 1945.

2. We are in communication with the Ministry of Marine, Directorate General Merchant Marine, on the subject and reserve reverting to same as soon as we have the information you require on the various points raised in your above letter.

For the Chief Commissioner:

FRANK TYLER
Director

Copy to:
Movements Division
(Attention: Lt. Col. Baker)
Shipping Branch
(Attention: Major Lawson)
Administrative Division, Records and
Statistics Branch (Attention: Major Dyas)
Finance Sub-Commission
(Attention: Major Timmons)
Labour Sub-Commission
(Attention: Mr. Proctor)

7829

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

For S/C

754

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

JB/wsw

G-5: 091.4-1

6 August 1945

SUBJECT: Financing of Labor etc. charges in Italian Ports.

TO : Headquarters, Allied Commission, APO 394.

File 24/TTV6

1. Reference is made to letter Tn.A/F/77/59 of 16 July addressed by Transportation (Br) Main, C.M.F., to G-4(Mov & Tn) AFHQ, copy to Transportation Sub-Commission, ALCOM.

2. The proposed scheme meets with the approval of Transportation (A) AFHQ who state that it should be made applicable to all ports save Naples (Military) and Leghorn.

3. The following points, however, have been raised upon which your views are desired as soon as possible:

a. G-4(Mov & Tn) state that they and PSTO Med. agree the proposals provided an assurance can be given that the Italian Government will make adequate funds available to the local representatives for the payment of port labor.

b. Director of Labor (Br) AFHQ asks whether the Italian authorities will undertake simultaneously to:

(1) Replace all uniformed labor,

(2) Take over, or replace, all non-uniformed labor,

at present employed on shift or shore work.

c. Director of Labor (Br) also asks whether any approximate date or dates can be given when present Allied commitments will be taken over by the Italian authorities.

For Asst. Chief of Staff, G-5:

Julius Byles
JULIUS BYLES,
Major, G.S.C.

Copy to: Q(Maint)

7828

Subject:- Financing of Labour etc.
Charges in Italian Ports.

Transportation (Br) Main,
C.M.F.
Tel. Firebox Ext. 9333.
Outside Line 843487.
Ref. Tn.A/F/77/59.

16 July 1945.

To :- G-4 (Mov & Tn),
A.F.H.Q.

Copy to:- D.D.Tn.(Br), A.F.H.Q. - D/D.Tn.(Docks),
Tn Sub-Commission HQ, A.C. ✓ - A.C.W.T., A.F.H.Q.
Director General, Merchant Marine, Ministry of Marine.

1. It is considered by this Service essential that the Italian Port Authorities should take over the responsibilities of port operation as soon as possible. It is appreciated that this subject is already well in mind, and that AFHQ will shortly be getting into touch with the Italian Government, with a view to Category A & B ports being taken over for operating purposes by the Italian Authorities.

2. In order to facilitate the eventual withdrawal of military personnel, it is the opinion of this Headquarters that labour employed in the handling of military cargo, not only at Class B ports but also at Category C & D ports, should be arranged and paid for by the Italian Port Authorities, the Military Port Representatives merely giving receipts for services rendered. In the same manner, the Italian Authorities should accept and deal with accounts for the maintenance and repair of Italian owned port facilities.

3. At a meeting of the Campbell Committee held in U.D.E. HQ, Rome on 13 July, it was proposed by representatives from this Headquarters, and accepted in principle by representatives of the Italian Ministry of Marine, that arrangements for the employment and payment of port labour, maintenance and repair charges, should in future be carried out by the Italian Port Authorities.

4. The Italian representatives in accepting the principles proposed, agreed that the arrangements proposed would not only facilitate the subsequent withdrawal of British Military personnel, but would assist in restricting inflation by the utilisation of cash under Treasury control. The Director General, Merchant Marine however required to have [illegible] of the extent of the commitment in order to apply for the [illegible]

7827

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

1. It is considered by this Service essential that the Italian Port Authorities should take over the responsibilities of port operation as soon as possible. It is appreciated that this subject is already well in mind, and that AFHQ will shortly be getting into touch with the Italian Government, with a view to Category A & B ports being taken over for operating purposes by the Italian Authorities.

2. In order to facilitate the eventual withdrawal of military personnel, it is the opinion of this Headquarters that labour employed in the handling of military cargo, not only at Class B ports but also at Category C & D ports, should be arranged and paid for by the Italian Port Authorities, the Military Port Representatives merely giving receipts for services rendered. In the same manner, the Italian Authorities should accept and deal with accounts for the maintenance and repair of Italian owned port facilities.

3. At a meeting of the Campbell Committee held in U.D.F. HQ, Rome on 13 July, it was proposed by representatives from this Headquarters, and accepted in principle by representatives of the Italian Ministry of Marine, that arrangements for the employment and payment of port labour, maintenance and repair charges, should in future be carried out by the Italian Port Authorities.

4. The Italian representatives in accepting the principles proposed, agreed that the arrangements proposed would not only facilitate the subsequent withdrawal of British Military personnel, but would assist in restricting inflation by the utilisation of cash under Treasury control. The Director General, Merchant Marine however required to have an estimate of the extent of the commitment in order to apply for the necessary budget appropriation from the Treasury, and accordingly details of approximate daily tonnages at British operated ports have been estimated and are shewn at Appendix 'A'. 7827

5. The Campbell Committee considered that the proposals might, with advantage, be extended to American operated ports so as to bring all Italian ports into line from a financial standpoint. It is requested therefore that the views of Tn.(American) be ascertained and, if agreed, that a committee including representatives of Gov & Tn (Br), Tn (American), Port & Warehouse Division A.C., Italian Ministry of Marine and other interested persons, be authorised to arrange the necessary procedure.

L C Pannell

(L.C.PANNELL) Lt.Col., R.
for Brigadier.
Director of Transportation.

ad/24/7/46

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

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

SECRET

Weekly Tonnage Estimates (British Ports)

| Name of Port | Category | General Military | Stores Civil | Coal |
|---|---|---|---|---|
| TARANTO (Arsenale) | D | 500 | 100 | 600 |
| TARANTO (Mercantile Port) | C | | | |
| BRINDISI | D (C in Sept.) | 1450 | 550 | — |
| BARI | D | 4400 | 850 | 750 |
| ANCONA | D (C in Sept.) | 750 | 800 | 450 |
| VENICE | B | 1000 | 1000 | 1500 |
| GENOA | B | 350 | 2650 | 3300 |
| TOTALS | | 8450 | 5950 | 6600 |

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

APPENDIX II

...ea to Italy: Tonnage Schedules (British Ports)

I-926

| ...ary | General Military | Stores Civil | Coal | Total |
|---|---|---|---|---|
| ) | 500 | 100 | 600 | 1200 |
| ept.) | 1450 | 550 | " | 2000 |
| ) | 4450 | 850 | 750 | 6000 |
| ept.) | 750 | 800 | 450 | 2000 |
| ) | 1000 | 1000 | 1500 | 3500 |
| ) | 350 | 2650 | 3300 | 6300 |
| | 8450 | 5950 | 6600 | 21000 |

TRANSLATION of circular of Ministr. of Marine, Directorate General of Merchant Marine, No. 2641/F of 25 Jul. 1945, addressed to the Italian Port Authorities.

Subject: Classification of Italian ports according to the criterion of the Campbell Committee Report.

Confidential.

Following on circular of 20 July last N.2397, we inform you that, in accordance with the criterion expressed in Section I, sub-section (ii) of the Campbel Report, the Italian ports are classified as follow.

| Ports | Classification. | Remarks |
|---|---|---|
| Ancona | D | As from 1st.Sept. next will be Class C, but with civilian zone not defined. |
| Augusta | B | |
| Bari | D | |
| Brindisi | D | From 1st. Sept. next Class C, but with civilian zone not defined |
| Castellammare di Stabia | B | |
| Crotone | B | |
| Genoa | B | |
| Leghorn | D | |
| Manfreconia | B | |
| Messina | B | |
| Naples (including Bagnoli) | C | |
| Taranto (civil port) | D | From 1st.Aug. will be class C, but with civilian zone not defined |
| Taranto (Arsenal) | D | |
| Torre Annunziata | C | |
| Trieste & eastern ports | - | Owing to peculiar prevailing circumstances in these ports, they are not classed in any class. |
| Venice | C | From 1st. Aug. next in class B |
| All other ports | A | |

In this regard we call particular attention to what is set forth in Section I, Sub-section (ii), para. 1 to 4, and to Section VI, para.

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

| | | |
|---|---|---|
| Augusta | | |
| Bari | D | |
| Brindisi | D | From 1st. Sept. next Class C, but with civilian zone not defined |
| Castellammare di Stabia | B | |
| Crotone | B | |
| Genoa | B | |
| Leghorn | B | |
| Manfredonia | B | |
| Messina | B | |
| Naples (including Bagnoli) | C | |
| Taranto (civil port) | D | From 1st.Aug. will be class C, but with civilian zone not defined |
| Taranto (Arsenal) | D | |
| Torre Annunziata | C | |
| Trieste & eastern ports | - | Owing to peculiar prevailing circumstances in these ports, they are not classed in any class. |
| Venice | C | From 1st. Aug. next in class B |
| All other ports | A | |

In this regard we call particular attention to what is set forth in Section I, Sub-section (ii), para. 1 to 4, and to Section VI, para. 6, of the Campbell report.

For clarity's sake we attach the instructions issued in this regard by MEDBO to the various Allied Authorities.

Of the foregoing you are to give communication to your dependant Offices.

Acknowledge receipt.

THE MINISTER

7825

AC/24

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

(f)

MINISTERO DELLA MARINA
Direzione Generale della Marina Mercantile
Divisione IV

Roma, 25 luglio 1945

Prot. n.2641/P.M.A. Allegati: uno

ALLE RR. CAPITANERIE DI PORTO

OGGETTO: Classificazione dei porti italiani secondo i criteri di cui alla relazione del "Comitato Campbell".

R I S E R V A T A

A seguito della circolare 20 luglio u.s., n.2397 P.M.A., si comunica che, secondo i criteri di cui alla Sezione I, Sottosezione (11) della relazione Campbell, i porti italiani sono classificati come segue:

| Porti | Categoria | Note |
|---|---|---|
| Ancona | D | Dal 1° settembre p.v. di Categoria C, ma con zona civile non definita. |
| Augusta | B | |
| Bari | B | |
| Brindisi | B | Dal 1° settembre p.v. di Categoria C, ma con zona civile non definita. |
| Castellammare di Stabia | B | |
| Crotone | B | |
| Genova | B | |
| Livorno | B | |
| Manfredonia | B | |
| Messina | B | |
| Napoli (compreso Bagnoli) | C | |
| Taranto (porto mercantile) | D | Dal 1° agosto p.v. di Categoria C, ma con zona civile non definita. |
| Taranto (arsenale) | D | |

7824

Approved for release by NARA on 12-16-2009 pursuant to E.O. 12356 Section 3.3/NND No. 782021

alla relazione del "Comitato Campbell".

R I S E R V A T A

A seguito della circolare 20 luglio u.s., n.2397 P.M.A.; si comunica che, secondo i criteri di cui alla Sezione I, Sottosezione (ii) della relazione Campbell, i porti italiani sono classificati come segue:

| Porti | Categoria | Note |
|---|---|---|
| Ancona | D | Dal 1° settembre p.v. di Categoria C, ma con zona civile non definita. |
| Augusta | B | |
| Bari | B | |
| Brindisi | B | Dal 1° settembre p.v. di Categoria C, ma con zona civile non definita. |
| Castellammare di Stabia | B | |
| Crotone | B | |
| Genova | B | |
| Livorno | B | |
| Manfredonia | B | |
| Messina | B | |
| Napoli (compreso Bagnoli) | C | |
| Taranto (porto mercantile) | D | Dal 1° agosto p.v. di Categoria C, ma con zona civile non definita. |
| Taranto (arsenale) | D | |
| Torre Annunziata | B | |
| Trieste e porti orientali | - | Date le particolari circostanze prevalenti in questi porti, essi non sono classificati in nessuna categoria. |
| Venezia | C | Dal 1° agosto p.v. di Categoria B. |
| Tutti gli altri porti | A | |

./.

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declassified E.O. 12356 section 3.3/NND No. 785021

Al riguardo si richiama particolarmente quanto è precisato alla Sezione I, Sottosezione (ii), paragrafi 1 a 4, e alla Sezione VI, paragrafo 6, della relazione Campbell.

A chiarimento si uniscono le istruzioni diramate in merito dal Mediterranean Shipping Board alle varie Autorità Alleate.

Di quanto precede sia data comunicazione agli Uffici dipendenti.

Si accusi ricevuta.

p. IL MINISTRO
F.to) Ballanti

per copia conforme
IL CAPO DIVISIONE
V. de Martino Rosarelli

MINISTERO MARINA

7823

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

Confidenziale

3.- Definizione di compiti dell'autorità militare.

a) Porti della categoria "A"

Non vi sono compiti dell'autorità militare nei porti della categoria "A".

b) Porti della categoria "B".

I compiti dell'autorità militare saranno limitati alla ricezione su banchina ed all'inoltro, e alla consegna sotto bordo per il carico delle merci militari. Il carico e lo scarico delle navi saranno fatti con la procedure normale per le merci civili. L'Ufficio Movimento in tali porti si assicurerà che alle navi indicato per scaricare o caricare merci militari sia data la necessaria precedenza e che sia sempre disponibile in porto, a tale scopo, una quantità adeguata di mezzi ed attrezzature portuale e di materiale rotabile per l'inoltro della merce.

c) Porti della categoria "C".

Questi porti saranno esercitati come porti sottoposti a controllo militare con una zona civile.

L'assegnazione dei posti di ormeggio alla zona civile sarà fatta dal Comitato di Controllo del Porto, (Port Control Committee) e sarà sottoposta a revisione di tempo in tempo a seconda delle esigenze civili o militari.

Entro la zona civile i compiti dell'Autorità militare saranno limitati alla cooperazione con gli enti civili interessati per garantire, tenendo presente la precedenza delle esigenze militari, la disponibilità di una quantità adeguata di veicoli, di carri ferroviari, di attrezzi per scarico, di rimorchiatori, chiatte ed altre attrezzature galleggiante per rendere possibile un efficiente disbrigo delle navi in quella zona.

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

I compiti dell'autorità militare saranno limitati alla ricezione su banchina ed all'inoltro, e alla consegna sotto bordo per il carico delle merci militari. Il carico e lo scarico delle navi saranno fatti con la procedura normale per le merci civili. L'Ufficio Movimento in tali porti si assicurerà che alle navi indicate per scaricare o caricare merci militari sia data la necessaria precedenza e che sia sempre disponibile in porto, a tale scopo, una quantità adeguata di mezzi ed attrezzatura portuale e di materiale rotabile per l'inoltro della merce.

c) Porti della categoria "C".

Questi porti saranno esercitati come porti sottoposti a controllo militare con una zona civile.

L'assegnazione dei posti di ormeggio alla zona civile sarà fatta dal Comitato di Controllo del Porto, (Port Control Committee) e sarà sottoposta a revisione di tempo in tempo a seconda delle esigenze civili o militari.

Entro la zona civile i compiti dell'Autorità militare saranno limitati alla cooperazione con gli enti civili interessati per garantire, tenendo presente la precedenza delle esigenze militari, la disponibilità di una quantità adeguata di veicoli, di carri ferroviari, di attrezzi per scarico, di rimorchiatori, chiatte ed altre attrezzature galleggiante per rendere possibile un efficiente disbrigo delle navi in quella zona.

Le navi con carico completo di equipaggiamenti e rifornimenti militari saranno considerate come navi militari trattate con la norma di procedure militare (N.B. le navi che portano rifornimenti per A.M.G. in Austria e nella Venezia Giulia sono da considerarsi fino a nuovo ordine navi militari).

./.

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

Le navi che trasportano tutti gli altri tipi di merci, inclusi carbone, carichi dell'U.N.R.R.A. e rifornimenti per la Jugoslavia saranno trattate come navi civili e saranno sbrigate nella zona civile del porto, con la normale procedura civile.

Le navi che trasportano carichi misti di rifornimenti militari e civili, (esclusi i rifornimenti per l'A.M.G. per l'Austria e la Venezia Giulia) possono esser trattate sia come militari che come civili a discrezione del Comandante del Porto. Qualora vengano trattate come civili, esse saranno sbrigate nella zona civile del porto, mentre le autorità militari dovranno prendere in consegna le merci militari "a tto bordo".

d) Porti della categoria "D".

In tutti i porti della categoria "D" alle autorità militari è attribuito il compito del disbrigo di tutte le specie di carichi, siano essi militari che civili.

Salvo che non sia altrimenti indicato, tutti i porti saranno d'ora in poi considerati secondo la classifica di cui al precedente paragrafo 2 e tutti i comandanti di porto assicureranno che siano prese al più presto possibile le disposizioni amministrative necessarie per la realizzazione di tale classifica.

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

Allegato alla Circolare 25 luglio 1945
n. 2641 P.M.A.

Confidential

3. DEFINITION OF MILITARY RESPONSABILITIES

(a) Category 'A' Ports

There is no military responsibility in Category 'A' Ports.

(b) Category 'B' Ports

Military responsibility will be limited to the reception on quay and clearance, or delivery to shipside for loading, of all military cargoes. The loading and discharge of ships will be in accordance with normal civil practice. The Movement Staff at such ports will ensure that the necessary priority is given to the berthing of all vessels nominated to discharge or load military cargoes and that an adequate supply of port working equipment and clearance facilities are always available for this purpose.

(c) Category 'C' Ports

Such ports will be operated as military controlled ports with a civilian area. The allocation of berths to the civilian area will be made by the Control Committee and will be subject to review from time to time as military or civil demands may require.

Within the civilian area military responsibility will be limited to cooperation with all civilian agencies concerned to ensure, subject to military priorities, an adequate supply of clearance facilities, railway wagons, cargo handling gear, tugs, lighters and floating equipment to enable ships working in that area to be handled efficiently.

Vessels carrying full cargoes of military equipment and supplies will be treated as military ships and handled in accordance with normal military practice. (N.B. vessels carrying A.M.G. supplies for AUSTRIA and VENEZIA GIULIA are to be regarded, until further notice, as military ship.

Vessels carrying all other types of cargo including coal U.N.R.R.A. cargoes and supplies for JUGOSLAVIA, will be treated as civil ships and will be worked in the civilian area of the port in accordance with normal civil practice.

Vessels carrying mixed cargoes of military and civil supplies (other than A.M.G. supplies for AUSTRIA and VENEZZIA GIULIA) may be treated as either military or civilships at the discretion

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

Military responsibility will be limited to the reception on quay and clearance, or delivery to shipside for loading, of all military cargoes. The loading and discharge of ships will be in accordance with normal civil practice. The Movement Staff at such ports will ensure that the necessary priority is given to the berthing of all vessels nominated to discharge or load military cargoes and that an adequate supply of port working equipment and clearance facilities are always available for this purpose.

(c) Category 'C' Ports

Such ports will be operated as military controlled ports with a civilian area. The allocation of berths to the civilian area will be made by the Port Control Committee and will be subject to review from time to time as military or civil demands may require.

Within the civilian area military responsibility will be limited to cooperation with all civilian agencies concerned to ensure, subject to military priorities, an adequate supply of clearance facilities, railway wagons, cargo handling gear, tugs, lighters and floating equipment to enable ships working in that area to be handled efficiently.

Vessels carrying full cargoes of military equipment and supplies will be treated as military ships and handled in accordance with normal military practice. (N.B. vessels carrying A.M.G. supplies for AUSTRIA and VENEZIA GIULIA are to be regarded, until further notice, as military ship.

Vessels carrying all other types of cargo including coal U.N.R.R.A. cargoes and supplies for JUGOSLAVIA, will be treated as civil ships and will be worked in the civilian area of the port in accordance with normal civil practice.

Vessels carrying mixed cargoes of military and civil supplies (other than A.M.G. supplies for AUSTRIA and VENEZIA GIULIA) may be treated as either military or civilships at the discretion of the Port Commandant Represented as civil they will be worked in the civilian area of the port and the military authorities will be responsible for taking delivery of military cargo from "under hook".

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(4) Category 'B' Ports.

The handling of all cargoes, whether military or civil, is a military responsibility at all Category 'B' Ports.

4. Except as indicated otherwise all ports are to be regarded forthwith as classified in accordance with para 2. above, and all Port Commandants will ensure that any administrative adjustments necessary for compliance with such classification are made as early as possible.

A.T. de Rhe PHILIPE, Brig.
D.C.M.G. (Mov & Tn).

CFR/tgl

Distribution:

C-in-C Med
PSTO Med (20)
D.Tn, ROME (6)
Tn (Br)
MWTR
WSA

Movements N.E. ITALY
" N.W. ITALY
" Rear Eighth Army
" VENICE
" TRIESTE
" GENOA
" BARI
" NAPLES
" TARANTO
" BRINDISI
Tn Sub-Commission, Allied Commission.
Movements Liaison Officer, 3 District.

7819

Declassified E.O. 12356 Section 3.3/NND No. 782021

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

TRANSLATION OF CIRCULAR OF 7 AUG. 1943 ISSUED BY MINISTRY OF MARINE, DIRECTORATE GENERAL OF MERCANTILE MARINE & ADDRESSED TO ITALIAN PORT AUTHORITIES.

---

No. 2901/P

Subject: Disorders in the ports

It has been noticed that, in the case of disorders in the ports, caused by members of seafaring community and by port laborers, or by other classes of persons, some Port Authorities apply to this Ministry to obtain instructions in regard to the measures to be taken.

Since in such cases it is necessary above all to proceed with rapidity, and in relation to the exigencies or the local possibilities, the Port Commanders, while notifying us immediately of the facts, must make direct agreements with the local Municipal Police Authorities, or with the Prefect of the Province to face eventual disorders in port and to assure the safeguarding of property and of individuals, besides the regular working of all services.

Please give assurance.

---

AC/24

(9)

Roma, 7 agosto 1945

MINISTERO DELLA MARINA
Direzione Generale della Marina Mercantile

Alle MM. CAPITANERIE DI PORTO

Div. IV
Prot. N.2901/B.M.A.

OGGETTO: Disordini nei porti.-

C I R C O L A R E

E' stato rilevato che, in occasione di disordini nei porti, causati da elementi della gente di mare, dei lavoratori portuali, o di altre categorie di persone, alcune Capitanerie si rivolgono a questo Ministero per ottenere istruzioni in merito alle misure da adottarsi.

Poichè in tale materia è necessario soprattutto procedere con cautela e in relazione alle esigenze e alle possibilità locali, i signori Comandanti di porto, pur segnalando immediatamente i fatti allo scrivente, dovranno prendere diretti accordi con le Autorità locali di P.S. e con il Prefetto della Provincia per fronteggiare gli eventuali disordini in porto e per assicurare la tutela della proprietà e dell'incolumità pubblica, nonchè il regolare funzionamento dei servizi.

Mi assicuri.

p. IL MINISTRO
f.to MATTEINI

PER COPIA CONFORME
Il Capo Divisione

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

sati da elementi della gente di mare, dei lavoratori portuali, e di altre categorie di persone, alcune Capitanerie si rivolgono a questo Dicastero per ottenere istruzioni in merito alle misure da adottarsi.

Poichè in tale materia è necessario soprattutto procedere con cautela in relazione alle esigenze e alle possibilità locali, i signori Comandanti di porto, pur segnalando immediatamente i fatti alla superiorità, dovranno prendere diretti accordi con le Autorità locali del Porto e con il Prefetto della Provincia per fronteggiare gli eventuali disordini in porto e per assicurare la tutela della proprietà e dell'incolumità pubblica, nonchè il regolare funzionamento dei servizi.

Si assicuri.

p. IL MINISTRO
f.to MARCHINI

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

TN 5/C

HEADQUARTERS ALLIED COMMISSION
APO 394
Economic Section

Ref. 1.36/ES

29 September 1945

SUBJECT : Correction of Statement in AC WEEKLY BULLETIN

TO : Editor, AC WEEKLY BULLETIN

1. Reference the following statement which appeared in the AC WEEKLY BULLETIN for 22 September 1945 under "Odds and Ends":

> "The Ports of Naples and Livorno will be turned back to Italian control at the time of transfer the North to Italian jurisdiction . . ."

2. This statement is not correct, as the present intention of AFHQ is not to turn these ports over to Italian control so long as they have heavy military commitments.

3. We understand that this matter has been taken up with you and that its source was alleged to have been recent discussions at an Economic Section Staff Meeting. At that meeting (14 September) however, reference was only made to the Communes of Naples and Livorno, and not the port areas.

4. Since the note as it stands is misleading, it is requested that the necessary correction be issued, i.e. for "ports" read "communes".

(Sgd) E.B.M. D

E. B. McKINLEY
Brigadier General, USA
Acting Vice President

cc:

Executive Commissioner

816

AC/24

P. & W. Dir.

C O N F I D E N T I A L

MPL/elc

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

515/295/Tn 3

18 September 1945

SUBJECT : Future Reclassification of Italian ports.

TO : Distribution (over)

1. Reference attached copy of APHQ G-4 (Mov & Tn) 5/120/GDM of 7 September '45, which sets out the policy with regard to handing back of the majority of Italian ports to the Italian authorities.

2. The following information concerning classification of ports is repeated for the benefit of all concerned:-

Category "A" : a port handed back to the Italian authorities in its entirety.

Category "C" : an Allied naval or military port containing a civil operated area.

Category "D" : a port under purely Allied naval or military control but with a civilian commitment.

3. It will be noted that, apart from recent changes, the following reclassification is due to take place on 1 October in :-

| | | | |
|---|---|---|---|
| Taranto | C | to | A |
| Brindisi | C | to | A |
| Bari | D | to | C |
| Ancona | C | to | A |
| Venice | C | to | A |

4. The AC Officers responsible in the ports concerned will report immediately upon the arrangements made by the Italian authorities to take over the control of the ports mentioned and, in the case of Bari, the civil operated area within the port. AC Officer at Bari will report on TARANTO. Reports will be sent to this office on

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

Reference attached copy of AFHQ G-4 (Mov & Tn) 5/120/GDM of 7 September '45, which sets out the policy with regard to handing back of the majority of Italian ports to the Italian authorities.

2. The following information concerning classification of ports is repeated for the benefit of all concerned:-

Category "A" : a port handed back to the Italian authorities in its entirety.

Category "C" : an Allied naval or military port containing a civil operated area.

Category "D" : a port under purely Allied naval or military control but with a civilian commitment.

3. It will be noted that, apart from recent changes, the following reclassification is due to take place on 1 October in :-

| | | | |
|---|---|---|---|
| Taranto | C | to | A |
| Brindisi | C | to | A |
| Bari | D | to | C |
| Ancona | C | to | A |
| Venice | C | to | A |

4. The AC Officers responsible in the ports concerned will report immediately upon the arrangements made by the Italian authorities to take over the control of the ports mentioned and, in the case of Bari, the civil operated area within the port. AC Officer at Bari will report on TARANTO. Reports will be sent to this office by 27 September at the latest.

For the Director :

P.D.G. Buchanan

P.D.G. BUCHANAN
Colonel

Mr. Allman
Maj Klein
Mr Ghilardi
file

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

DISTRIBUTION

External

AMG Liguria Region
" Venezia "
Senior Transportation Officer, Reggio
" " " Bari
" " " Naples
" " " Ancona
" " " Leghorn
" " " Brindisi
Port Liaison Officer, Naples
" " " Bari
" " " Ancona
" " " Leghorn
" " " Piombino
" " " Genoa
" " " Venice
" " " Trieste
" " " Civitavecchia
" " " Savona
AC Liaison Officer, Palermo
" " " Bari
AC Transportation Sub-Commission, Milan (Col. Harris)
High Commissioner, Sicily
" " Sardinia
APHQ G-4 (Mov & Tn)
APHQ G-5
U.N.R.R.A.
MTOUSA. C.O.T.
WSA Naples
MWT "
WSA Rome
MWT "

Internal

Navy Sub-Commission & F.O.I.L.
Economic Section
Commerce Sub-Commission
Displaced Persons & Repatriation Sub-Commission
Food Sub-Commission
Agriculture Sub-Commission
Communications Sub-Commission
Finance Sub-Commission
Industry Sub-Commission
Safety Sub-Commission

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

" " " Brindisi "
Port Liaison Officer, Naples
" " " Bari
" " " Ancona
" " " Leghorn
" " " Piombino
" " " Genoa
" " " Venice
" " " Trieste
" " " Civitavecchia
" " " Savona
AC Liaison Officer, Palermo
" " " Bari
AC Transportation Sub-Commission, Milan (Col. Harris)
High Commissioner, Sicily
" " Sardinia
AFHQ G-4 (Mov & Tn)
AFHQ G-5
U.N.R.R.A.
MTOUSA. C.O.T.
WSA Naples
MWT "
WSA Rome
MWT "

Internal
Navy Sub-Commission & F.O.I.L.
Economic Section
Commerce Sub-Commission
Displaced Persons & Repatriation Sub-Commission
Food Sub-Commission
Agriculture Sub-Commission
Communications Sub-Commission
Finance Sub-Commission
Industry Sub-Commission
Public Safety Sub-Commission
Commerce Sub-Commission (Coal Division)
Transportation Sub-Commission :
Ports and Warehouse Division
Rail Division (Tn 4)
Movements Division (Rail Branch)

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

Subject : Future Classification of Italian Ports.

CONFIDENTIAL

ALLIED FORCE HEADQUARTERS

C-4 (MOV & TN) 5/120/GEM

7 Sep 45

Tel: FREEDOM 229

Ref C-4 (Mov & Tn) 5/120-GEM of 13 July.

1. As a result of further recommendations by the "Campbell Committee" the classification of ports in ITALY, SICILY and SARDINIA has been reviewed by the Mediterranean Shipping Board which has now approved the following:-

| Port or Group of Ports | Classification. |
|---|---|
| All ports from the Italian/French frontier to GENOA but excl GENOA. | "A" |
| GENOA | "A" |
| SPEZIA | "A" |
| LEGHORN | "D" |
| Via REGGIO, CIVITAVECCHIA and subsidiary ports to NAPLES (excl BAGNOLI) | "A" |
| NAPLES (incl BAGNOLI) | "C" |
| TORRE ANNUNZIATA | "A" |
| CASTELLAMMARE | "A" |
| SALERNO | "A" |
| REGGIO | "A" |
| CROTONE | "A" |
| TARANTO - Mercantile Port | "C" reverting to "A" on 1st Oct. |
| TARANTO - ARSENAL | "D" |
| GALLIPOLI | "A" |
| MONOPOLI | "A" |

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

reviewed by the Mediterranean Shipping Board which has now approved the following:-

| Port or Group of Ports | Classification. |
|---|---|
| All ports from the Italian/French frontier to GENOA but excl GENOA. | "A" |
| GENOA | "A" |
| SPEZIA | "A" |
| LEGHORN | "D" |
| Via REGGIO, CIVITAVECCHIA and subsidiary ports to NAPLES (excl BAGNOLI) | "A" |
| NAPLES (incl BAGNOLI) | "C" |
| TORRE ANNUNZIATA | "A" |
| CASTELLAMMARE | "A" |
| SALERNO | "A" |
| REGGIO | "A" |
| CROTONE | "A" |
| TARANTO - Mercantile Port | "C" reverting to "A" on 1st Oct. |
| TARANTO - ARSENAL | "D" |
| GALLIPOLI | "A" |
| MONOPOLI | "A" |
| BRINDISI | "C" reverting to "A" on 1st Oct. |
| BARI | "D" reverting to "C" on 1st Oct. |
| MOLFETTA | "A" |
| BARLETTA | "A" |
| MANFREDONIA | "A" |

/contd. sheet 2 .....

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

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| Port or Group of Ports. | Classification |
|---|---|
| ORTONA and all ports up to but excluding ANCONA. | "A" |
| ANCONA | "C" reverting to "A" on 1st Oct. |
| All Ports North of ANCONA up to but excluding VENICE. | "A" |
| VENICE | "C" reverting to "A" on 1st Oct. |
| TRIESTE and Ports to the East | Unchanged |
| All other Italian Ports not quoted above | "A" |
| SARDINIA, all ports | "A" |
| SICILY - MESSINA | "A" |
| AUGUSTA | "A" |
| PALERMO | "C" |

2. To comply with the wishes of the Italian Ministry of Marine the use of the Category "B" has been discontinued and all ports which are civilian operated, irrespective of whether a military commitment exists, have now been classified as "A". It is however a condition that in all "A" ports, where a military commitment does exist it shall be given the necessary priority to ensure that programmed dates are met. In such cases the military responsibility will be exactly as defined for a Category "B" port in C-4 (Mov & Tn)5/120-GDN of 13 July, para 3(b) but Movements Liaison Officers appointed to such ports must ensure that full details of military commitments are advised to the Civil Authorities as early as possible.

3. Arrangements have been made for representatives of the Italian Ministry of Marine to visit the ports of BARI, BRINDISI and TARANTO to discuss with the local civilian authorities any problems arising as a result of the re-classification of those ports. In the case of BARI every endeavour should be made for the re-classification to take effect prior to 1st Oct and in this connection Port Commandant, BARI, should agree forthwith, with the Capitano di Porto, the actual area which can be handed over for civilian operation.

4. Following upon the reduction in military commitments resulting from the classifications enumerated in para first, Port Commandants,

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

| | |
|---|---|
| All other Italian Ports not quoted above | "A" |
| SARDINIA, all ports | "A" |
| SICILY - MESSINA | "A" |
| AUGUSTA | "A" |
| PALERMO | "C" |

2. To comply with the wishes of the Italian Ministry of Marine the use of the Category "B" has been discontinued and all ports which are civilian operated, irrespective of whether a military commitment exists, have now been classified as "A". It is however a condition that in all "A" ports, where a military commitment does exist it shall be given the necessary priority to ensure that programmed dates are met. In such cases the military responsibility will be exactly as defined for a Category "B" port in G-4 (Mov & Tn)5/120-GDM of 13 July, para 3(b) but Movements Liaison Officers appointed to such ports must ensure that full details of military commitments are advised to the Civil Authorities as early as possible.

3. Arrangements have been made for representatives of the Italian Ministry of Marine to visit the ports of BARI, BRINDISI and TARANTO to discuss with the local civilian authorities any problems arising as a result of the re-classification of those ports. In the case of BARI every endeavour should be made for the re-classification to take effect prior to 1st Oct and in this connection Port Commandant, BARI, should agree forthwith, with the Capitano di Porto, the actual area which can be handed over for civilian operation.

4. Following upon the reduction in military commitments resulting from the classifications enumerated in para first, Port Commandants, in conjunction with Docks Superintendents and O.Cs. Port Operating Groups are requested to forward to this H.Q. (with copy to D.D.Tn (Docks) Tn. Inc. ROME) details of the reductions which can now be made in the Port Movements and Transportation staffs. These proposals are to be forwarded as a matter of urgency.

5. To assist in planning reductions of staffs an estimate of the future British Military commitments at all Italian ports, based on the latest information available to this H.Q., is given in the schedule attached at Appendix "A".

C.F.RUSSELL, Lt. Col.,
for Brigadier,
D.C.M.C.(Mov & Tn).

CFR/EW

Distribution :- Attached

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

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

Distribution:

| | |
|---|---|
| C-in-C Med | |
| PSTO Med | (20) |
| D.Tn. RCMS | (30) |
| MFTR | (10) |
| WSA | (10) |
| Movements, Rear XIII Corps | (3) |
| " Northern ITALY | (2) |
| " TRIESTE | (2) |
| " VENICE | (2) |
| " GENOA | (2) |
| " BARI | (2) |
| " NAPLES | (2) |
| " TARANTO | (2) |
| " BRINDISI | (2) |
| " ANCONA | (2) |
| Tn. Sub-Commission, Allied Commission. | (50) |
| Movements Liaison Officer, HQ 3 District | |

CONFIDENTIAL

APPENDIX 'A' to 5/120/GD.

FUTURE BRITISH MILITARY COMMITMENTS AT ITALIAN PORTS.

1. TRIESTE.

This port has not been classified owing to the peculiar circumstances at present prevailing but in practice it operates as a "C" port.

(a) Imports.

| USSR | OCT | NOV | DEC |
|---|---|---|---|
| Br. Army | | | |
| R.E. | 5000 | 3000 | 3000 |
| Supplies | 8000 | 8500 | 6000 |
| Med | - | 30 | 20 |
| Ord | 2000 | 3000 | 2000 |
| E.F.I. | 2000 | - | - |
| | 17000 | 14530 | 11020 |
| Civil Supplies | 60000 | 40000 | 45600 |
| Coal | 20000 | 30000 | 20000 |
| TOTAL | 97,000 | 84,530 | 76,620 |

In addition to the above there will be an UNRRA import programme which will not be less than 2000 tons per day. This is not a military commitment and military responsibility will be limited to co-operation with the civilian agencies concerned to ensure, subject to military priorities, an adequate supply of clearance facilities, railway wagons, cargo handling gear, tugs, lighters and floating equipment.

(b) Exports.

From Oct no exports either of vehicles or stores have been planned. It is possible however that the "odd" ship may be required to load vehicles against the R.A.F. redeployment programme.

2. VENICE.

Present classification "C" reverting to "." on 1st Oct.

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| USSR | OCT | NOV | DEC |
|---|---|---|---|
| Fr. Army | | | |
| R.E. | 5000 | 3000 | 3000 |
| Supplies | 8000 | 8500 | 6000 |
| Med | - | 30 | 20 |
| Ord | 2000 | 3000 | 2000 |
| E.F.I. | 2000 | - | - |
| | 17000 | 14530 | 11020 |
| Civil Supplies | 60000 | 40000 | 45600 |
| Coal | 20000 | 30000 | 20000 |
| TOTAL | 97,000 | 84,530 | 76,620 |

In addition to the above there will be an UNRRA import programme which will not be less than 2000 tons per day. This is not a military commitment and military responsibility will be limited to co-operation with the civilian agencies concerned to ensure, subject to military priorities, an adequate supply of clearance facilities, railway wagons, cargo handling gear, tugs, lighters and floating equipment.

(b) Exports.

From Oct no exports either of vehicles or storeshave been planned. It is possible however that the "odd" ship may be required to load vehicles against the R.A.F. redeployment programme.

2. VEHICLES.

Present classification "C" reverting to "A" on 1st Oct.

(a) Imports.

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| USSR | OCT | NOV | DEC |
|---|---|---|---|
| Fr. Army | | | |
| R.E. | 4000 | 3000 | 3000 |
| Supplies | 5000 | 5000 | 4000 |
| Med | 20 | 200 | 150 |
| Ord | 1200 | 1000 | 800 |
| E.F.I. | 1000 | - | - |
| TOTAL | 11,220 | 9200 | 7950 |

/Cont'd....(b)

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(b) Exports.

No military exports are at present planned but a commitment to export some 5000 tons military timber per month may materialise.

The dumping of ammunition is the subject of a separate paragraph below.

3. ANCONA.

Present classification "C" reverting to "A" on 1st Oct.

Subsequent to 1st Oct the only known commitment is the dumping of ammunition which is the subject of a separate paragraph below.

The loading of P.S.P. on U.S. A/c will continue as a British Military commitment until the port is handed over on 1st Oct. Thereafter it is probable loading will continue under W.S.A. arrangements although details have not yet been agreed.

4. BARI.

Present classification "D" reverting to "C" with a civil defined area on or before 1st Oct.

(a) Imports.

Subsequent to 30th Sep no further imports on British or U.S. Military A/c will be accepted through the port of BARI.

(b) Exports.

BARI will continue to be the base port on the British L of C to TRIESTE and GREECE and the greater proportion of the military maintenance requirements of B.T.A., XIII Corps and Land Forces GREECE, will be shipped from BARI. This commitment is estimated at a maximum of 1500 tons per day and will be shipped in coasters and an occasional Liberty type vessel.

In addition arrangements have been made for the allocation of two Liberty berths for the loading of P.S.P. on U.S. A/c until the commitment of some 75,000 tons has been cleared.

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Present classification "C" reverting to "A" on 1st Oct.

Subsequent to 1st Oct the only known commitment is the dumping of ammunition which is the subject of a separate paragraph below.

The loading of P.S.P. on U.S. A/c will continue as a British Military commitment until the port is handed over on 1st Oct. Thereafter it is probable loading will continue under W.S.A. arrangements although details have not yet been agreed.

4. BARI.

Present classification "D" reverting to "C" with a civil defined area on or before 1st Oct.

(a) Imports.

Subsequent to 30th Sep no further imports on British or U.S. Military A/c will be accepted through the port of BARI.

(b) Exports.

BARI will continue to be the base port on the British L of C to TRIESTE and GREECE and the greater proportion of the military maintenance requirements of B.T.A., XIII Corps and Land Forces GREECE, will be shipped from BARI. This commitment is estimated at a maximum of 1500 tons per day and will be shipped in coasters and an occasional Liberty type vessel.

In addition arrangements have been made for the allocation of two Liberty berths for the loading of P.S.P. on U.S. A/c until the commitment of some 75,000 tons has been cleared. The first vessels nominated against this programme commence loading on 7th Sep and 8th Sep respectively and the two berths are expected to be continuously occupied thereafter. It is estimated this commitment will be cleared at the rate of 1200 tons per day.

In connection with the dumping of ammunition see para 9 below.

5. BRINDISI.

Present classification "C" reverting to "A" on 1st Oct 1945.

There is no planned military commitment which will involve further use of the port of BRINDISI.



/Cont'd .....6.

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

6. T.RANTO.

Mercantile Port. Present classification "C" reverting to "A" on 1st October 1945.

Arsenale. Will remain category "D" until handed over by the Royal Navy.

The main commitment at T.RANTO is a personnel one and involves the movement through the port of some 30,000 personnel monthly until the end of 1945.

There is no planned freight shipping commitment after 30th Sep but it may be necessary to undertake the loading of some 6 M.T. ships, during October, in connection with R..P. re-deployment. Details of this commitment will be advised as soon as they are known. In addition there is a full shipload of Unit G-1098 at present stored in the T.RANTO area which may require to be shipped to INDIA but acceptance by INDIA has now been delayed indefinitely and the commitment may never arise.

7. NAPLES.

NAPLES will continue until further orders to be a U.S. military controlled port with a "C" classification.

(a) Imports.

| USER | OCT | NOV | DEC |
|---|---|---|---|
| Br. Army | | | |
| R.E. | 7000 | 5000 | 4000 |
| Supplies | 44000 | 36000 | 25000 |
| Med | 300 | 50 | 50 |
| Ord | 3000 | 2700 | 2000 |
| P.S.S. | 200 | 200 | 80 |
| E.F.I. | 11300 | 7500 | 8400 |
| Tn. Stores | 200 | 100 | - |
| TOTAL | *66000 | 52000 | 40000 |

* Figure includes "backlog" of flour, from previous months availabilities, which may not, in fact, be shipped.

(b) Exports.

(i) Maintenance shipments to GREECE and TRIESTE to the extent of approx 10,000 tons monthly, mainly Ord.

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movement through the port of some 30,000 personnel monthly until the end of 1945.

There is no planned freight shipping commitment after 30th Sep but it may be necessary to undertake the loading of some 6 M.T. ships, during October, in connection with R.A.F. re-deployment. Details of this commitment will be advised as soon as they are known. In addition there is a full shipload of Unit G-1098 at present stored in the TARANTO area which may require to be shipped to INDIA but acceptance by INDIA has now been delayed indefinitely and the commitment may never arise.

7. NAPLES.

NAPLES will continue until further orders to be a U.S. military controlled port with a "C" classification.

(a) Imports.

| USER | OCT | NOV | DEC |
|---|---|---|---|
| Br. Army | | | |
| R.E. | 7000 | 5000 | 4000 |
| Supplies | 44000 | 36000 | 25000 |
| Med | 300 | 50 | 50 |
| Ord | 3000 | 2700 | 2000 |
| P.S.S. | 200 | 200 | 80 |
| E.F.I. | 11300 | 7500 | 8400 |
| Tn. Stores | 200 | 100 | - |
| TOTAL | *66000 | 52000 | 40000 |

* Figure includes "backlog" of flour, from previous months availabilities, which may not, in fact, be shipped.

(b) Exports.

(i) Maintenance shipments to GREECE and TRIESTE to the extent of approx 10,000 tons monthly, mainly Ord, R.E. and Supplies tonnages.

(ii) Shipment of "A" vehicles to MIDEAST for transhipment to INDIA will continue as also will the monthly commitment for movement of R.A.F. repairable vehicles to MIDEAST. It is not expected that more than two ships per month will be involved for these commitments.

(iii) Opportunity shipments to U.K. which are unpredictable.



/Cont'd. .....(c).

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(c) Future of the Port.

In view of the present trend of political events it is possible that the above commitments may become a British military responsibility and an area of the port handed over to British Military operation. In addition with the tendency to a rapid return to commercial practice it may ultimately be necessary to tally all British military imports from producer countries. These contingencies should be taken into account when planning future staff requirements.

8. GENOA.

Present classification "A".

The only firm military commitment at GENOA is the import of some 2000 live sheep monthly which involves discharge of 2 ships per month.

There is a considerable contingent commitment for the shipment of vehicles and equipment of 6 S.A. Armd Div to SOUTH AFRICA. It is estimated some 45 vessels will be required for this purpose the majority of which will be loaded at GENOA. At present no shipping has been allocated and War Office are unable to give any indication as to when shipping will be available. No detailed plan can therefore be made at this stage but it is the intention to arrange for transfers of Movements and Transportation personnel to GENOA to deal with this requirement when it ultimately arises.

9. DUMPING OF AMMUNITION.

Information has now been received that the following tonnages of ammunition will be required to be dumped as early as possible :-

34,000 tons ex BARI
32,000 tons ex NAPLES
4,000 tons ex ANCONA

In addition there is a contingent commitment for the dumping of some 200,000 to 300,000 tons German ammunition located in Northern ITALY. If instructions are received that this ammunition is to be dumped, VENICE will be the port of loading.

It will be realised that the schooners at present available for dumping are quite inadequate to cope with these tonnages and a request has been forwarded to War Office and D of S.T., LONDON to permit the use of coasters. As and when such agreement is obtained a detailed programme will be issued. Meanwhile dumping by schooners is to continue to the maximum extent possible.

10. It is emphasised that the above "estimates of the future" are based

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10. It is emphasised that the above "estimates of the future" are based on information at present available. Additional commitments will undoubtedly arise when a clearer indication of policy in relation to the disposal of supplies and stores and equipment in this Theatre has been given, but whether or not such commitments will be a military responsibility can only be decided when the future policy is known.

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel : 347
Ref : AC/24/85/Tn6

BAC/lp
1 November 1945

SUBJECT: Request for personnel and guards for Italian Port Area, Naples.

TO : Aleon Port Liaison Officer, NAPLES

1. Reference your letter 9 October 1945 and our letter AC/24/81/Tn6 dated 18 October addressed to Direzione Generale Marina Mercantile, Rome.

2. For your information we enclose, herewith, translation of reply received from the above Directorate dated 29 October 1945.

For the Chief:

U. A. GHILARDI
Operation Branch
Ports & Warehouse Div.

Attachment :
As stated in pra.2.
Copy to :
Italian Port Commandant, NAPLES.

7810

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

TRANSLATION

MINISTERO DELLA MARINA

Ref. 5116/P

Rome 29 October 1945

TO : M.C.A.G. Trans. S/C

SUBJECT : Personnel for Naples Port Area under Italian Control.

1. Reference your letter 15 October 1945, No. AG/24/61/Tn6.

2. In regard to your request I immediately contacted the Comando Generale delle Capitanerie di Porto for what concerns personnel mentioned in letter (a) and the Ministero dell'Interno for personnel mentioned in letters (b) and (c).

3. I reserve reverting to the subject in due course.

Sgd. Vettorini
Tenente Generale
Director General Merchant Marine

7809

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

TRANSLATION AS/lr

MINISTERO DELLA MARINA

(7)

Ref. 5226/P

Rome 29 October 1945

TO : HQ., AC, Transportation SC

SUBJECT : ~~Employees in the~~ Naples Area (Personnel for Port) under ~~the~~ Italian control.

1. ~~With~~ (R)eference ~~to~~ your letter 18 October 1945, No. AC/24/81/Tn.6.

2. In regard to your request I ~~have~~ (contacted) immediately informed the Comando Generale delle Capitanerie di Porto for what concerns ~~the~~ personnel mentioned in letter (a) and the Ministero dell'Interno for personnel mentioned in letters (b) and (c).

3. I reserve to give you further information (reverting to the subject in due course.)

Sgd. Matteini
TENENTE GENERALE
General Director of ~~the~~ Merchant Marine

7808

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

TRANSLATION

MINISTERO DELLA MARINA

Ref. 3216/P

Rome 29 October 1945

TO : H.Q.A.C. Trans. S/C

SUBJECT : Personnel for Naples Port Area under Italian Control.

1. Reference your letter 18 October 1945, No. AC/24/81/Tn6.

2. In regard to your request I immediately contacted the Comando Generale delle Capitanerie di Porto for what concerns personnel mentioned in letter (a) and the Ministero dell'Interno for personnel mentioned in letters (b) and (c).

3. I reserve reverting to the subject in due course.

Sgd. Matteini
Tenente Generale
Director General Merchant Marine

7807

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

TRANSLATION AS/lr

MINISTERO DELLA MARINA

Ref. 5226/P

Rome 29 October 1945

TO : HQ., AC, Transportation SC

SUBJECT : Employees in the Naples Area under the Italian control.

1. With reference to your letter 18 October 1945, No. AC/24/81/Tn.6.

2. In regard to your request I have immediately informed the Comando Generale della Capitaneria di Porto for what concerns the personnel mentioned in letter (a) and the Ministero dell'Interno for personnel mentioned in letters (b) and (c).

3. I reserve to give you further information.

Sgd. Matteini
TENENTE GENERALE
General Director of the Merchant Marine

7806

Ministero della Marina

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

Roma, 29 OTT. 1945 19

Divisione IV Sez.
Prot. N. 15226/P Allegati

Al HEADQUARTERS ALLIED
COMMISSION
TRANSPORTATION SUB-COMMISSION
ROMA

Risposta al Foglio del
Div. Sez. N.

OGGETTO Personale per la zona del porto di Napoli sotto il controllo italiano.

1 - Riferimento alla lettera 18 ottobre u.s., n. AC/24/81/ Tn.6

2 - In merito alla vostra richiesta ho subito provveduto ad interessare il Comando Generale delle Capitanerie di porto per quanto concerne il personale di cui alla lettera (a) e il Ministero dell'Interno per quanto riguarda il personale di cui alle lettere (b) e (c).

3 - Mi riservo, pertanto, ulteriori comunicazioni.

TENENTE GENERALE R.M.S.
Direttore Generale Marina Mercantile

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

Divisione Sez.
Prot. N. 5226 / P Allegati

ROMA

Risposta al Foglio del
Div. Sez. N.°

OGGETTO Personale per la zona del porto di Napoli sotto il controllo italiano.

1 - Riferimento alla lettera 16 ottobre u.s., n. AC/24/81/ Tn.6

2 - In merito alla vostra richiesta ho subito provveduto ad interessare il Comando Generale delle Capitanerie di porto per quanto concerna il personale di cui alla lettera (a) e il Ministero dell'Interno per quanto riguarda il personale di cui alle lettere (b) e (c).

3 - Mi riservo, pertanto, ulteriori comunicazioni.

TENENTE GENERALE R.M.S.
Direttore Generale Marina Mercantile

7805

S.E.

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

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel : 347
Ref : AC/24/81/Tn6

UAG/lp
18 October 1945

SUBJECT: Request for personnel and guards for Italian Port Area, NAPLES.

TO : Direzione Generale Marina Mercantile
R O M E.

1. Reference telephone conversation of date Dr. Gambioli/Mr. Ghilardi.

2. Our Port Liaison Officer, Naples advises that for operation of the new section of the port to be turned over to Italian control, Italian Port Authorities request that the following personnel and Guards be supplied:

a) 5 or more officers of Royal Italian Marine with rank of Lieutenant for port operations.

b) 150-200 Italian Military Guards, preferably those trained by American Military Police for Warehouses and escort for trucks from Port to Warehouse.

c) 50 R. Carabinieri Guards for Security of Port Area.

3. In view of the emergency, it is requested that the matter be given your very prompt attention.

4. Advice as to action taken will be greatly appreciated.

For the Chief :

U. A. GHILARDI
Operation Branch
Ports & Warehouse Div.

Copy to :
ALCOM Port Liaison Officer, Naples
Italian Port Commandant, Naples

7804

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

Subject : PORT WORKING ON SUNDAYS

ALLIED FORCE HEADQUARTERS

G-4(MOV & TN) 5/120/GDM

1 Sep 45

Tel : FREEDOM 229

1. It has been decided by the MEDITERRANEAN Shipping Board that, except as may be agreed locally by the Port Control Committee, Sunday working of all ships, other than personnel ships, refrigerated meat ships, sheep ships and tankers, may be discontinued forthwith.

2. The application of this decision has been left to the discretion of the respective Port Control Committees who should consider each request for Sunday working on its individual merits. Generally speaking, however, Sunday working, other than as stated in para first, will, in future, be the exception rather than the rule.

3. For guidance it is suggested that a justifiable case exists where a vessel by working on Sunday completes discharge or loading and is thereby enabled to sail the same day.

4. Agreed PSTO Med.

C.F. RUSSELL, Lt. Col.
for Brigadier,
D.Q.M.G.(Mov & Tn)

CFR/KFS.

Distribution:

Movements Rear XIII Corps
Movements Northern ITALY
Movements TRIESTE
Movements VENICE
Movements ANCONA
Movements BARI
Movements TARANTO
Movements BRINDISI
Movements NAPLES
Movements GENOA

Depdocks RCME
P.S.T.O. Med.
M.W.T.R. Med.
W.S.A.
Tn Sub Commission, Allied Commission
Q(Maint)
File 5/228.

715

7803

541

AG/24

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

Subject : Port Operation -
Italian Authorities.

ALLIED FORCE HEADQUARTERS

G-4 (Mov & Tn) 5/120/GEN

19 Aug 43

To : H.Qs, Movements,
H.Q. ITAIR.

Tel: FREEDOM 229

Ref your Mov 5/539 of 11 Aug.

1. In the normal course of events all vessels handled in the civilian area of a Class 'C' port will be worked in accordance with the normal civil practice, i.e. they will be discharged or loaded under arrangements of local agents appointed by the Shipping Authorities, M.W.T. or W.S.A. as the case may be. The responsibility for turn round and efficient working of such vessels therefore rests, initially, with the local representatives of the M.W.T. and/or W.S.A.

2. The Port Commandant has, however, certain responsibilities in relation to the civilian area, as indicated in para 5(e) of our 5/120/GEN of 13 July. These responsibilities include the provision of adequate clearance facilities in cases where the Civilian Authorities are unable to provide from their own resources. Provision of road transport for clearance should however only be made if there is a real emergency and this fact should be impressed on the Civilian Authorities.

3. A separate instruction has already been issued regarding the rendering of returns for A.C. cargoes. Our 5/60/GEN of 19 Aug refers.

C.F. KENNELL, Lt.Col.,
for Brigadier,
D.A.M.G. (Mov & Tn).

OPS/Lm

Copy to : Movements, ANCOMA.
Tn. Sub-Commission, Allied Commission.

7802 81/5.

AC/24

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

HEADQUARTERS ALLIED COMMISSION
Civil Affairs Section
APO 394

Tel : 489081-560

22 August 45

AC/14419/PS

SUBJECT : Allied troops entering Italian Dock Areas

TO : G-5 AFHQ APO 512
(for Recon. & Supply Division)

Copy attchd.

Reference your G-32 dated 10 August 1945.

1. The suggestions contained in above quoted letter are concurred in.

2. When orders are issued by you Movements Division A.C. will make the necessary arrangements with the Italian Port Authorities.

For the Chief Commissioner :

for H.H.S. Kaubley Col
H. CARR,
Brigadier,
VP CA Section.

Copy to Movement Div. A/C —

7801

AC/24/Tm6

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

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

Ref. C-32 10 August 1945

SUBJECT: Allied Tps entering Italian Dock Areas

TO : Headquarters, Allied Commission, APO 394
(For Civil Affairs Section)

Reference your AC/14419/PS of 27 Jul.

1. It is agreed that some form of identification should be produced by all mil personnel entering civilian operated ports or civilian areas in mil operated ports.

2. It is suggested that passes should be held as follows:

a. In civilian operated ports, passes conforming with local Italian authorities' requirements.

b. In mil operated ports passes currently in use for the mil sec, endorsed as necessary for entry into the civilian area.

3. Your concurrence with and comments on the foregoing are requested, when a suitable instr will be issued.

For the Assistant Chief of Staff, G-5:

J. Richardson

J. RICHARDSON
J. Comd. AT3
Economics & Supply Division.

7800

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/24/52/Tn6

RMB/mvm
25 August 1945

SUBJECT: Handover of Control of Class B Ports to Italian Authorities

TO : Principal Sea Transport Officer
Mediterranean, AFHQ, CMF

1. Reference your letter 339/GEN/1147 of 16 August 1945.

2. We wish to inform you that a meeting of the Campbell Committee was held in Rome 23 August 1945 and this matter was discussed.

3. At this writing, it is not possible to give an estimated date when the Italian Authorities will be in a position to take over the control of operations in Class B Ports, mainly due to the fact that it will be necessary for them to make complete financial arrangements to take care of all payments to be made.

4. At a subsequent meeting, it is our understanding that an arrangement was reached with the Italian Ministry of Marine whereby an Allied Official and a representative of the Ministry would investigate personally each of the Class B Ports and endeavor to settle financial arrangements in order that the Italian Authorities may be able to take over said ports.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Copy to:
Mr. Campbell

7799

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

Office of
Principal Sea Transport Officer,
Mediterranean.
A.F.H.Q., C.M.F.

16th August 1945.

Ref. 339/GEN/1147

HEADQUARTERS ALLIED COMMISSION,
A.P.O. 394,
TRANSPORTATION SUB-COMMISSION.

It would be appreciated if you could give any indication as to the date when the Italian Authorities will be in a position to take over the control of Class "B" ports and to meet their liabilities for Stevedoring costs.

[illegible]
COMMODORE.

7798

D.D.Tn.(Docks).,
Transportation (Br) Main,
C.M.F.

Subject : Handover of Port Operation to Italian Authorities.

Tel : Firebox 9356
Outside Line 843428
Ref : DD5/2277

// Aug 45

To : HQ No.1 Port Op Gp., R.E.
HQ No.5 Port Op Gp., R.E.
HQ No.7 Port Op Gp., R.E.
HQ No.6 I.W.T. Gp., R.E.

1. Further to this office letter DD5/2277 dated 2 Aug 45, para. 6, regarding payment for Civil Quay Labour, and charges in respect of the use and maintenance of Mechanical Equipment, the following instructions are issued :-

2. Civil Quay Labour:

(a) Arrangements have been made with the Italian Ministry of Marine (Merchant Marine Section) for the payment by the Italian Port Authorities, of all civil quay labour, including crane drivers and checkers employed in the handling of military cargoes in Category "B" and "C" ports, and all cargoes in Category "D" ports.

(b) Docks Superintendents will be responsible for giving the necessary certification in the form requested by the Italian Port Authority, in respect of labour so employed, to enable the Italian Authorities to pass bills for payment through Italian channels.

(c) The Ministry of Marine state that their respective Port Authorities will be in a position to undertake these payments w.e.f. 16 August 45 at all British controlled ports (excluding Trieste) i.e. Taranto, Brindisi, Ancona, Venice and Genoa. So far as Bari is concerned, the need for giving notice to terminate the existing Quay Labour Contract precludes the arrangement operating until 16 September 45. The Docks Supt., Bari, will therefore arrange for the termination of this contract to take effect on 15 September 45.

(d) Please ensure that Docks Superintendents immediately contact their local Italian Port Authority (along with the local British Service Labour representative at ports where labour at present is directly employed), to confirm with them that they are in a position to implement the directions they have presumably received on this matter through Italian Government channels. You should then let this HQ know, whether or not, the Docks Superintendents are satisfied that the changeover can be smoothly effected, or whether they visualise any difficulties in connection with the scheme, since it is proposed to extend its scope as soon as possible to cover other classes of civil labour, i.e. lightermen, craft crews, etc.

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(e) As time is short, you should signal your views amplifying them by letter if necessary.

(contd.../2)

7797

AC/24/Trg

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

3. Maintenance Charges for Port Mechanical Equipment and Gear:

(a) Payment of charges for maintenance and repair of craft, mechanical equipment, and cargo handling gear, in Category "B" ports, and the civilian operated areas of Category "C" ports, supplied either from Italian Government sources, or allocated from Allied sources to the Italian Port Authorities, will be the responsibility of these Authorities through Italian channels.

(b) As stated in para. 5 of this office letter under reference, a directive is being prepared and will be issued shortly, giving the procedure to be adopted for allocating equipment from Allied sources.

H.G. Pottle

Colonel
D.D.Tn(Docks)
(H.G.POTTLE.)

Copy to : Docks Supt., Genoa
" " Taranto
" " Brindisi
" " Bari
" " Ancona
" " Venice
" " Trieste
Rear HQ No.6 I.W.T. Gp., R.E.
G-4 (Mov & Tn)., A.F.H.Q.
HQ A.C., Tn. Sub-Commission.
Financial Adviser, A.F.H.Q.
Dep. Paymaster-in-Chief, A.F.H.Q.
No. 8 Command Pay Office, C.M.F.
P.Labour, A.F.H.Q.
Tn.1
Tn.2
Tn.(F)
D.D.Tn., Trieste.

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

D.D.Tn.(Docks).,
Transportation (Br) Main.
C.M.F.

Tel : Firebox 9356
Outside Line 843428
Ref : DD5/2277

3 Aug 45

Subject : Handover of Port Operation to Italian Authorities.

To : HQ No.1 Port Op Gp., R.E.
(your DG1/200 of 22 Jul 45 refers)
HQ No.5 Port Op Gp., R.E.
HQ No.7 Port Op Gp., R.E.
HQ No.6 I.W.T. Gp., R.E.

1. Further to this HQ DD5/2277 of 19 Jul 45, as a result of certain queries raised by No.1 Port Op Gp on this subject, it is thought that the following information will be of use to you.

2. You should refer to this HQ Tn.5/2203/M of 18 Oct 44 on the subject of "Italian Port Organisation". You will see that provided Italian Port Authorities are fully constituted they are normally capable of carrying out the functions of port working. The Italian Ministry of Marine has already taken steps to draft additional officers to certain ports with a view to the eventual acceptance of the responsibility of port working.

3. Working arrangements at Category "B" and "C" ports as envisaged by the Campbell Committee (see G-4(Mov & Tn) 5/120-GEN of 13 Jul 45, para. 1) and approved by A.F.H.Q. are :

Category "B" Ports:

"The Committee consider that the Capitano di Porto should resume full responsibility and control for the port working, but should have the added responsibility of carrying out the requirements of the Senior Allied Movements or Transportation Officer as a first priority. In this respect the Allied Military Authorities' requirements should be passed to the Capitano di Porto only through the office of the Senior Allied Movements or Transportation Officer. All aspects of port operation, including control of labour, tugs, harbour craft, equipment, etc., should be the province of the Captain of the Port".

The following points should be noted :-

(i) The actual handling of military stores will be carried out by the Italian Authorities to U.D. requirements.

(ii) The function of Tn.(Docks) in a Category "B" Port will be to provide such personnel as will be able to see that the Italian Port Authority correctly handles and disposes of British U.D. stores as required.

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

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(i) The actual handling of military stores will be carried out by the Italian Authorities to U.D. requirements.

(ii) The function of Tn.(Docks) in a Category "B" Port will be to provide such personnel as will be able to see that the Italian Port Authority correctly handles and disposes of British U.D. stores as required.

(iii) In other respects military cargo handled in "B" ports will be dealt with exactly as cargo handled in military ports, e.g., all normal documentation will be carried out, nightly signals will be sent to this HQ followed by written sitreps, etc.

(iv) It is clear that the above arrangements can only be implemented by a gradual transfer of responsibility to the Italian Authorities. This, however, should be pressed ahead in conjunction with the Port Commandant as quickly as the various port authorities are found to be capable of accepting responsibility. (See para. 4 of A.F.H.Q. G-4 (Mov & Tn) 5/120 of 13 Jul 45).

(contd.../2)

7796

AC/24/Tn6

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

Category "C" Ports:

"In the case of ports coming within Category "C" it will be necessary for the Italian Government to appoint a Capitano di Porto and organisation to administer the civilian operated are, and take over further berths or areas as they are released from Allied control. As the overriding authority in the port will remain with the Allied Naval Officer in Charge and/or Port Commandant, and all ship movements within the port will continue to be governed by the Allied Authority, the Committee recommend that the Capitano di Porto should bear the same relationship to the Port Commandant as a Port Sub Area Commander. Clearance by road, rail or lighter can thus continue to be governed through existing military channels. It is recommended that the Captain of the Port should attend the Port Committee meetings, for that part at least which would affect the working of the civilian section of the port".

The following points should be noted :-

(i) Port Sub Area Commander is an American appointment and is similar to a Docks Superintendent.

(ii) In a Category "C" port, the intention is that the Italian Port Authority will deal entirely with civilian cargoes.

(iii) The above information should be read in conjunction with para. 3(c) of A.F.H.Q. letter G-4(Mov & Tn) 5/120 of 13 Jul 45.

(iv) Existing documentation and returns will continue for work performed by the military in "C" ports and for military stores dealt with by the Italian authorities in the case of mixed cargoes (see para. 3(c) of above A.F.H.Q. letter).

4. So far as the control of harbour craft, plant and gear are concerned in Italian operated ports or areas of ports, the Campbell Report states :

"The Italian members have advised that there is no organisational difficulty in assigning the control and maintenance of any Allied equipment which may be allocated to the Captain of the Port. The Captain of the Port would supervise through the formations under his control the use and allocation of tugs, barges, lighters and craft of other descriptions. For this purpose the Compagnia Portuale could be the agency employed to carry out the ordinary day to day working, until such time as normal commercial enterprise can be employed. In a similar manner any land equipment, including stevedores gear supplied by the Allies, would be administered by the Compagnia Portuale under the direct jurisdiction of the Captain of the Port, who would remain responsible for servicing, repairing and maintaining all craft and gear allocated to him".

The Committee recommended in this connection :-

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

The following points should be noted :-

(i) Port Sub Area Commander is an American appointment and is similar to a Docks Superintendent.

(ii) In a Category "C" port, the intention is that the Italian Port Authority will deal entirely with civilian cargoes.

(iii) The above information should be read in conjunction with para. 3(c) of A.F.H.Q. letter G-4(Mov & Tn) 5/120 of 13 Jul 45.

(iv) Existing documentation and returns will continue for work performed by the military in "C" ports and for military stores dealt with by the Italian authorities in the case of mixed cargoes (see para. 3(c) of above A.F.H.Q. letter).

4. So far as the control of harbour craft, plant and gear are concerned in Italian operated ports or areas of ports, the Campbell Report states :

"The Italian members have advised that there is no organisational difficulty in assigning the control and maintenance of any Allied equipment which may be allocated to the Captain of the Port. The Captain of the Port would supervise through the formations under his control the use and allocation of tugs, barges, lighters and craft of other descriptions. For this purpose the Compagnia Portuale could be the agency employed to carry out the ordinary day to day working, until such time as normal commercial enterprise can be employed. In a similar manner any land equipment, including stevedores gear supplied by the Allies, would be administered by the Compagnie Portuale under the direct jurisdiction of the Captain of the Port, who would remain responsible for servicing, repairing and maintaining all craft and gear allocated to him".

The Committee recommended in this connection :-

"That all craft, equipment, gear, etc., in Category "A" and "B" ports and civilian operated areas of Category "C" ports supplied either from Allied or Italian Government sources should be the direct responsibility of the Captain of the Port, who should be held accountable through the Ministry of Marine".

5. This HQ is preparing a Directive dealing with the use of Tn.(Docks) equipment by Italian Port Authorities in amplification of this HQ DD5/2211 of 3 Jun 45.

(contd.../3)

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

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6. It has also been agreed in principle that the Italian Port Authorities will undertake payment of civil, quay labour and charges in respect of the use and maintenance of civilian owned equipment. An Instruction on this subject will be issued shortly.

H. Pottle
Colonel
D.D.Tn(Docks)
(H.G.POTTLE.)

Copy to : Docks Supt., Genoa
" " Taranto
" " Brindisi
" " Bari
" " Ancona
" " Venice
" " Trieste
G-4 (Mov & Tn)., A.F.H.Q.
HQ A.C., Tn. Sub-Commission.
Rear HQ No.6 I.W.T. Gp., R.E.
Tn.(F).
Tn.2.
Tn.1.
D.D.Tn., Trieste.

T.95

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

Tele : 454

INTER OFFICE MEMO

MPL/fd

Our ref.: AG/81a/272/Tn 3

20 July 1945

SUBJECT : Security in Italian controlled ports.

TO : Public Safety Sub-Commission

1. A Sub-Committee of the Mediterranean Shipping Board, short title the "Campbell Committee", was recently formed to investigate the handing back of Italian ports to Italian Government Control. This Committee recommended a classification of Italian ports in relation to the degree of responsibility which the Italian Government could now, or in the future, assume.

2. The classifications recommended were as follows:-

"A" A Port handed back to the Italian Authorities in its entirety.

"B" A Port classified as civilian but with an Allied naval or military commitment.

"C" An Allied naval or military port containing a civilian operated area.

"D" A Port under purely Allied Naval or Military control, but with a civilian commitment.

3. Full details of the classifications of ports already agreed, which includes a number under Category A and entirely under Italian Control, are given in AFHQ Circular G-4 (Mov & Tn) 5/120/GNM of 13 July.

4. Port Captains are being appointed to control shipping and other matters and regulations have been issued for bidding admission to all American, British and Italians who do not possess a pass issued by the Port Captain authorising entry to restricted areas in ports. There are Carabinieri at the ports to ensure no irregular entry to the prohibited areas or ships in port.

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

5. The question of what powers may be exercised by Italian police over non-Italian nationals was raised at a recent meeting of Mediterranean Shipping Board and this Sub-Commission was asked if a ruling could be obtained from AFHQ and notified to the Areas and Districts concerned, in order that Allied Military personnel should comply with various regulations in ports no longer under military control. The ports can be advised to you as and when they pass to Italian control.

6. It is therefore requested that a ruling should be given in order that police supervision in ports under civilian control should be improved and the likelihood of difficulties arising between Allied personnel and Italian Authorities may be avoided.

For the Director :

M.P. LANAGAN,
Major, R.E.

Copy to : Ports & Warehouse Div.

7793

HEADQUARTERS ALLIED COMMISSION JHH/gs
APO 394
Transportation Sub-Commission

Our Ref :- AC/515/277/Tn.3. 30 July 1945

SUBJECT :- Future Classification of Italian Ports.

TO :- Distribution.

The attached letter from G-4 (Mov & Tn.) AFHQ is passed to you for information.

For the Director :-

M.P. LARAMAN
Major R.E.

I Encl :- G-4 (Mov & Tn.) 5/120 - GDM dated 13 July 45.

DISTRIBUTION

Ministry of Marine (attn. Gen. Matteini)
Navy S/C
Shipping Sub-Commission
Economic Section (2)
Ports & Whse Division
Finance Sub-Commission
R.C. HQ Emilia Region (2)
R.C. HQ Venezia Region (2)
R.C. HQ Lombardia Region (2)
R.C. HQ Liguria Region (2)
R.C. HQ Piemonte Region (2)
Senior Tptn. Officer Palermo.

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

to you for information.

For the Director :-

M.P. LARAMAN
Major R.E.

I Encl :- G-4 (Mov & Tn.) 5/120 - GDM dated 13 July 45.

DISTRIBUTION

Ministry of Marine (attn. Gen. Matteini)
Navy S/C
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Ports & Whse Division
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R.C. HQ Emilia Region (2)
R.C. HQ Venezia Region (2)
R.C. HQ Lombardia Region (2)
R.C. HQ Liguria Region (2)
R.C. HQ Piemonte Region (2)
Senior Tptn. Officer Palermo.
" " " Reggio Calabria (2)
" " " Bari (2)
" " " Naples (3)
" " " Ancona (2)
Port Liaison Officer Civitavecchia
" " " Piombino (Mr. S.F. France)
" " " Leghorn (2)
" " " Venice
" " " Genoa
AMG Lombardia Region (Maj. Talbot).
Mov Rail
Mov Road.

7792

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

CONFIDENTIAL

ALLIED FORCE HEADQUARTERS

G-4(MOV & TN) 5/120-GDM

13 Jul 45

Tel: FREEDOM 229

Subject:- Future Classification of Italian Ports.

Ref G-4(Mov & Tn) 5/120-GDM of 26 June para. fifth.

1. A Sub-Committee of the Mediterranean Shipping Board, short title the "Campbell Committee", was recently formed to investigate the handing back of Italian Ports to Italian Government control. This Committee recommended a classification of all Italian Ports in relation to the degree of responsibility which the Italian Government could now, or in the future, assume. The classifications recommended were as follows :-

"A" A Port handed back to the Italian Authorities in its entirety.

"B" A Port classified as civilian but with an Allied naval or military commitment.

"C" An Allied naval or military port containing a civilian-operated area.

"D" A Port under purely Allied Naval or Military control. but with a civilian commitment.

2. It will be realised that all ports in ITALY, SICILY and SARDINIA fall under one or other of the above classifications and the Mediterranean Shipping Board has now approved the following :-

| Port or Group of Ports | Classification. |
|---|---|
| All Ports from the Italian/French frontier to GENOA but excluding GENOA. | "A" |
| GENOA | "B" |
| SPEZIA | "A" |
| LEGHORN | "D" |
| Via REGGIO, CIVITAVECCHIA and subsidiary ports to NAPLES (excl. BAGNOLI) | "A" |
| NAPLES (incl. BAGNOLI) | "C" |
| TORRE ANNUNZIATA | "B" |
| CASTELLAMARE | |

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back of Italian Ports to Italian Government control. This Committee recommended a classification of all Italian Ports in relation to the degree of responsibility which the Italian Government could now, or in the future, assume. The classifications recommended were as follows :-

"A" A Port handed back to the Italian Authorities in its entirety.

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| Port or Group of Ports | Classification. |
|---|---|
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| GENOA | "B" |
| SPEZIA | "A" |
| LEGHORN | "D" |
| Via REGGIO, CIVITAVECCHIA and subsidiary ports to NAPLES (excl. BAGNOLI) | "A" |
| NAPLES (incl. BAGNOLI) | "C" |
| TORRE ANNUNZIATA | "B" |
| CASTELLAMARE | "B" |
| SALERNO | "A" |
| REGGIO | "A" |
| CROTONE | "B" |
| TARANTO - Mercantile Port. | "C" as from 1 Aug 1945 but with civil area undefined. |
| TARANTO - Arsenal | "D" |

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/Contd... GALLIPOLI .....

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| Port or Group of Ports. | Classification. |
|---|---|
| GALLIPOLI | 'A' |
| MONOPOLI | 'A' |
| BRINDISI | 'D' until 1st Sept 1945 when it should be considered 'C' with civil area undefined. |
| BARI | 'D' |
| MOLFETTA | 'A' |
| BARLETTA | 'A' |
| MANFREDONIA | 'B' |
| ORTONA, and all ports up to but excluding ANCONA | 'A' |
| ANCONA | 'D' until 1st Sept 1945 when it should be considered 'C' with civil area undefined. |
| All ports North of ANCONA up to but excluding VENICE. | 'A' |
| VENICE | 'C', with civil area undefined, until 1 Aug 1945 when it should be considered 'B'. |
| TRIESTE and ports to the East. | Owing to the peculiar circumstances prevailing it is not possible to classify these ports under any of the categories detailed in para first. The operation of these ports will be the subject of a separate instruction to be issued shortly. |
| All other Italian Ports not quoted above. | 'A' |
| SARDINIA, all ports | 'A' |
| SICILY | |
| MESSINA. | 'B' |

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| | |
|---|---|
| BARLETTA | 'A' |
| MANFREDONIA | 'B' |
| ORTONA, and all ports up to but excluding ANCONA | 'A' |
| ANCONA | 'D' until 1st Sept 1945 when it should be considered 'C' with civil area undefined. |
| All ports North of ANCONA up to but excluding VENICE. | 'A' |
| VENICE | 'C', with civil area undefined, until 1 Aug 1945 when it should be considered 'B'. |
| TRIESTE and ports to the East. | Owing to the peculiar circumstances prevailing it is not possible to classify these ports under any of the categories detailed in para first. The operation of these ports will be the subject of a separate instruction to be issued shortly. |
| All other Italian Ports not quoted above. | 'A' |
| SARDINIA, all ports | 'A' |
| <u>SICILY</u> | |
| MESSINA | 'B' |
| AUGUSTA | 'B' |
| All other SICILIAN Ports | 'A' |

/Cont'd .....3.

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3.

DEFINITION OF MILITARY RESPONSIBILITIES.

(a) Category 'A' Ports.

There is no military responsibility in Category 'A' Ports.

(b) Category 'B' Ports.

Military responsibility will be limited to the reception on quay and clearance, or delivery to shipside for loading, of all military cargoes. The loading and discharge of ships will be in accordance with normal civil practice. The Movements Staff at such ports will ensure that the necessary priority is given to the berthing of all vessels nominated to discharge or load military cargoes and that an adequate supply of port working equipment and clearance facilities are always available for this purpose.

(c) Category 'C' Ports.

Such ports will be operated as military controlled ports with a civilian area. The allocation of berths to the civilian area will be made by the Port Control Committee and will be subject to review from time to time as military or civil demands may require.

Within the civilian area military responsibility will be limited to co-operation with all civilian agencies concerned to ensure, subject to military priorities, an adequate supply of clearance facilities, railway wagons, cargo handling gear, tugs, lighters and floating equipment, to enable ships working in that area to be handled efficiently.

Vessels carrying full cargoes of military equipment and supplies will be treated as military ships and handled in accordance with normal military practice. (N.B. Vessels carrying A.M.G. supplies for AUSTRIA and VENEZIA GIULIA are to be regarded, until further notice, as military ships).

Vessels carrying all other types of cargo including coal, U.N.R.R.A. cargoes and supplies for JUGOSLAVIA, will be treated as civil ships and will be worked in the civilian area of the port in accordance with normal civil practice.

Vessels carrying mixed cargoes of military and civil supplies (other than A.M.G. supplies for AUSTRIA and VENEZI. GIULIA) may be treated as either military or civil ships at the discretion of the Port Commandant. If treated as

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

ships will be in accordance with normal civil practice. The Movements Staff at such ports will ensure that the necessary priority is given to the berthing of all vessels nominated to discharge or load military cargoes and that an adequate supply of port working equipment and clearance facilities are always available for this purpose.

(c) Category 'C' Ports.

Such ports will be operated as military controlled ports with a civilian area. The allocation of berths to the civilian area will be made by the Port Control Committee and will be subject to review from time to time as military or civil demands may require.

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Vessels carrying full cargoes of military equipment and supplies will be treated as military ships and handled in accordance with normal military practice. (N.B. Vessels carrying A.M.G. supplies for AUSTRIA and VENEZIA GIULIA are to be regarded, until further notice, as military ships).

Vessels carrying all other types of cargo including coal, U.N.R.R.A. cargoes and supplies for JUGOSLAVIA, will be treated as civil ships and will be worked in the civilian area of the port in accordance with normal civil practice.

Vessels carrying mixed cargoes of military and civil supplies (other than A.M.G. supplies for AUSTRIA and VENEZIA GIULIA) may be treated as either military or civil ships at the discretion of the Port Commandant. If treated as civil they will be worked in the civilian area of the port and the military authorities will be responsible for taking delivery of military cargo from "under hook".

(d) Category 'D' Ports.

The handling of all cargoes, whether military or civil, is a military responsibility at all Category 'D' Ports.

Cont'd .....4.

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4. Except as indicated otherwise all ports are to be regarded forthwith as classified in accordance with para 2. above and all Port Commandants will ensure that any administrative adjustments necessary for compliance with such classification are made as early as possible.

E A Berkeley E.C.

For A.T. de Rhe PHILIPE, Brig
D.Q.M.G.(Mov & Tn).

GPR/Agl

Distribution:

C-in-C Med
PSTO Med (20)
D-Tn, RGME (6)
Tn(Br)
MWTR
WSA

Movements, N.E. ITALY
" N.W. ITALY
" Rear Eighth Army
" VENICE
" TRIESTE
" GENOA
" BARI
" NAPLES
" TARANTO
" BRINDISI
Tn Sub-Commission, Allied Commission.
Movements Liaison Officer, 3 District.

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

ELENCO NOMINATIVO DEI COMANDANTI DEI PORTI ITALIANI

| | |
|---|---|
| IMPERIA | Ten.Col. SGHERRI Baldo |
| SAVONA | Ten.Colo RONI Enrico (provvisorio) |
| GENOVA | Colonn. RUFFINI Filiberto |
| SESTRI PONENTE | Capitano ALFERJ Domenico |
| S.MARGHERITA LIGURE | Magg. ZANANDREA Alfredo |
| LA SPEZIA | Ten.Col. ZANELLI Michele |
| VIAREGGIO | Magg. BENAZZI Pietro |
| APUANIA | Capitano RAMPONI Cesare |
| LIVORNO | Magg. AMATO Antonio (provvisorio) |
| PIOMBINO | Capitano CAMPO Giuseppe |
| PORTO FERRAIO | Magg. MAZZELLA Salvatore |
| PORTO S.STEFANO | Tenente SANCILLO Silvio |
| CIVITAVECCHIA | Colonn. FEDERICI Alfonso (in corso) |
| ROMA | Ten.Col. ROMITI Sante |
| ANZIO | Capitano DE LEVA Raffaele |
| GAETA | Magg. IANNACCONE Vincenzo |
| PONZA | Tenente BUONOCORE Mario |
| NAPOLI | Colonn. SARTI Ettore |
| ISCHIA | Capitano MUGNO Francesco-DE RIENZO FIdelio(in cor- |
| POZZUOLI | so), |
| PROCIDA | Capitano SALVIA Riccardo |
| TORRE DEL GRECO | Capitano POPPI Nicola |
| TORRE ANNUNZIATA | Ten.Col. SCOTTO LAVINA Giovanni |
| CASTELLAMMARE DI STABIA | Capitano MARZOVILLA Vittorio-AGO Luigi(in corso) |
| SALERNO | Ten.Col. MIADONNA Rocco |
| VIBO VALENTIA | Ten.Col. RINALDI Giuseto |
| REGGIO CALABRIA. | Magg. CAPITANIO Pietro |
| CROTONE | Ten.Col SPINELLA Amedeo |
| TARANTO | Capitano VITALE GiovanBattista |
| | Ten.Col. BRAVO Vi... |

Declassified E.O. 12356 Section 3.3/NND No. 783021

| | | |
|---|---|---|
| LA SPEZIA | Ten.Col. | ZANELLI Michele |
| VIAREGGIO | Magg. | BENAZZI Pietro |
| APUANIA | Capitano | RAMPONI Cesare |
| LIVORNO | Magg. | AMATO Antonio (provvisorio) |
| PIOMBINO | Capitano | CAMPO Giuseppe |
| PORTO FERRAIO | Magg. | MAZZELLA Salvatore |
| PORTO S.STEFANO | Tenente | SANCILLO Silvio |
| CIVITAVECCHIA | Colonn. | FEDERICI Alfonso (in corso) |
| ROMA | Ten.Col. | ROMITI Sante |
| ANZIO | Capitano | DE LEVA Raffaele |
| GAETA | Magg. | IANNACCONE Vincenzo |
| PONZA | Tenente | BUONOCORE Mario |
| NAPOLI | Colonn. | SARTI Ettore |
| ISCHIA | Capitano | MUGNO Francesco-DE RIENZO FIdelio(in corso) |
| POZZUOLI | Capitano | SALVIA Riccardo |
| PROCIDA | Capitano | POPPI Nicola |
| TORRE DEL GRECO | Ten.Col. | SCOTTO LAVINA Giovanni |
| TORRE ANNUNZIATA | Capitano | MARZOVILLA Vittorio-AGO Luigi(in corso) |
| CASTELLAMMARE DI STABIA | Ten.Col. | MIADONNA Rocco |
| SALERNO | Ten.Col. | RINALDI Giuseto |
| VIBO VALENTIA | Magg. | CAPITANIO Pietro |
| REGGIO CALABRIA. | Ten.Col | SPINELLA Amedeo |
| CROTONE | Capitano | VITALE GiovanBattista |
| TARANTO | Ten.Col. | BRAVO Vincenzo |
| GALLIPOLI | Capitano | GIAMMARINI Manlio |
| X BRINDISI | Ten.Colo. | VENANZI Francesco (FONTANAROSA Francesco in corso) |

1789

AC/24/Tm6

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

| | | |
|---|---|---|
| MONOPOLI | Capitano | D'AMATO Giuseppe |
| BARI | Colonnell. | BOLLO Fabio |
| MOLFETTA | Capitano | FIDANZIA Luigi |
| BARLETTA | Capitano | BELARDINI Aldo |
| MANFREDONIA | Capitano | MARTELLOTTA Davide |
| ORTONA A MARE | Tenente | BELLEN Carlo-BURATTI Ercole in corso |
| PESCARA | Capitano | CASSANO Michele |
| ANCONA | Colonn. | SERRA MANINCHEDDA Francesco |
| PESARO | capitano | SIROTTI Berto |
| RIMINI | Maggiore | CACIOPPO Osvaldo |
| RAVENNA | Maggiore | MONDINI Giuseppe |
| CHIOGGIA | Capitano | TOSTI (reggente) |
| VENEZIA | Ten.Col. | BASILE Giovanni |
| CAGLIARI | Ten.Col. | SPEZIALETTI Gilberto |
| CARLOFORTE | Capitano | TETTONI Luciano |
| S.ANTICCO | Capitano | CARBONE Attilio |
| ALGHERO | Tenente | CUOMO ANTONIO (in corso) |
| PORTO TORRES | Maggiore | ORRU' Aristide |
| LA MADDALENA | Capitano | BATTAGLIA Agostino |
| OLBIA | Maggiore | LAY Ruggero |
| MESSINA | Maggiore | TRINGALI Guglielmo |
| LIPARI | S.Tenente | MAZZOLA Vincenzo |
| MILAZZO | Capitano | VIGORITA Leonardo |
| CATANIA | Colonn. | MEREU Riccardo |
| IONIA | Capitano | INDELICATO Ferdinando |
| SIRACUSA | Maggiore | SCACCHETTI Angelo |
| AUGUSTA | Capitano | CONFORTO Rosario |
| PORTO EMPEDOCLE | Ten.Col. | CHERUBINI Attilio |
| LICATA | Capitano | MARESCA Francesco-TINE' Gaetano(in corso) |
| LAMPEDUSA | S.Ten. | TOMASI Virgilio |
| TRAPANI | | |

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

| | | |
|---|---|---|
| RIMINI | Maggiore | CACIOPPO Osvaldo |
| RAVENNA | Maggiore | MONDINI Giuseppe |
| CHIOGGIA | Capitano | TOSTI (reggente) |
| VENEZIA | Ten.Col. | BASILE Giovanni |
| CAGLIARI | Ten.Col. | SPEZIALETTI Gilberto |
| CARLOFORTE | Capitano | TERRONI Luciano |
| S.ANTIOCO | Capitano | CARBONE Attilio |
| ALGHERO | Tenente | CUOMO ANTONIO (in corso) |
| PORTO TORRES | Maggiore | ORRU' Aristide |
| LA MADDALENA | Capitano | BATTAGLIA Agostino |
| OLBIA | Maggiore | LAY Ruggero |
| MESSINA | Maggiore | TRINGALI Guglielmo |
| LIPARI | S.Tenente | MAZZOLA Vincenzo |
| MILAZZO | Capitano | VIGORITA Leonardo |
| CATANIA | Colonn. | MEREU Riccardo |
| IONIA | Capitano | INDELICATO Ferdinando |
| SIRACUSA | Maggiore | SCACCHETTI Angelo |
| AUGUSTA | Capitano | CONFORTO Rosario |
| PORTO EMPEDOCLE | Ten.Col. | CHERUBINI Attilio |
| LICATA | Capitano | MARESCA Francesco-TINE' Gaetano(in corso) |
| LAMPEDUSA | S.Ten. | TOMASI Virgilio |
| TRAPANI | Maggiore | LONGO Giuseppe |
| MARSALA | Capitano | TARANTINO Giuseppe |
| PALERMO | Colonn.. | IASCI' Achille |
| TERMINI IMERESE | Capitano | FRESTA Sebastiano |

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

ELENCO DEGLI UFFICIALI DI COLLEGAMENTO
CON I COMANDI ALLEATI

| | | |
|---|---|---|
| BARI | Maggiore | SAVARESE Manfredo |
| BRINDISI | Capitano | PENNETTI Renato |
| NAPOLI | Maggiore | NOTARI Guido |
| TARANTO | Guardiamarina | CARROLI Marino |
| CIVITAVECCHIA | Maggiore | MORETTI Pietro |

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

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

ITALIAN PORT CAPTAINS:

| | |
|---|---|
| BRINDISI | Lt. Col. VENANZI Francesco (FONTANAROSA Francesco in corso) |
| MONOPOLI | Capt. D'AMATO Giuseppe |
| BARI | Col. BOLLO Fabio |
| MOLFETTA | Capt. FIDANZIA Luigi |
| BARLETTA | Capt. BELARDINI Aldo |
| MANFREDONIA | Capt. MARTELLOTTA Davide |

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THE FOLLOWING ITALIAN OFFICERS ARE APPOINTED LIAISON OFFICERS WITH THE ALLIED FORCES:

| | |
|---|---|
| BARI | Major SAVARESE Manfredo |
| BRINDISI | Capt. PENNETTI Renato |

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

ITALIAN PORT CAPTAINS:

| | |
|---|---|
| BRINDISI | Lt. Col. VENANZI Francesco (FONTANAROSA Francesco in corso) |
| MONOPOLI | Capt. D'AMATO Giuseppe |
| BARI | Col. BOLLO Fabio |
| MOLFETTA | Capt. FIDANZIA Luigi |
| BARLETTA | Capt. BELARDINI Aldo |
| MANFREDONIA | Capt. MANTELLOTTA Davide |

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| BRINDISI | Capt. PERETTI Renato |

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

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| BARLETTA | Capt. BELARDINI Aldo |
| MANFREDONIA | Capt. MARTELLOTTA Davide |

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| BRINDISI | Capt. PENNETTI Renato |

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 489081
Ref. AC/24/38/Tn6

ACA/mvm
9 August 1945

SUBJECT: Rehabilitation of Italian Ports

TO : Direzione Generale Marina Mercantile
Ispettorato Funzionamento Porti
(Att. Col. Enrico Lauricella)

1. Piombino

a. This Division of the Allied Commission, Rome, has requested as an urgent necessity the services of the bucket-ladder dredger "Duilio", at present completing work at Leghorn, for the dredging of the berths alongside the Ilva Pier and the approach channel to berth No. 6 in the Ilva Basin.

b. At a meeting of the Dredging Committee at AFHQ, Caserta, on 2 August 1945, the Dredging Committee stressed the necessity of their receiving, before allocation of dredger, a full report by a competent authority, based on a recent survey of the port, which should give full details of the areas requiring to be dredged, the depths required and feasible, the quantity and nature of material to be excavated and, in particular, details of any obstructions which exist in the form of sunken vessels or materials. A plan in duplicate showing these details should accompany the report which should also be in duplicate.

c. It is urgently requested that your Ministry will intervene at once with the Ministry of Public Works (Genio Civile) and press them to have this survey carried out by a competent marine surveyor assisted by diver, so that such report may be made available without delay.

d. It is requested also that steps be taken by the Ministry of Public Works to remove any and all obstructions which at present impede dredging of the areas designated and that this Division be advised when the areas to be dredged are cleared and rendered safe for the dredger to work.

2. Civitavecchia

a. You are also advised that the dredger "Duilio" is to proceed first to Civitavecchia to carry out extensive dredging operations there, commencing with berth No. 8, Molo Bicchieri and

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



it is also requested that a similar survey be immediately put in hand at that port, commencing with berth No. 8, and a report in duplicate on the lines prescribed for Piombino be furnished to us at the earliest possible date.

b. As a general principle, kindly note that the procedure, as outlined above, is required to be adopted and followed in respect of all Italian ports before dredging operations, of which you will receive prior advice, are initiated.

for
R. M. BAZZANELLA, Chief
Ports & Warehouse Division

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 489081
Ref. AC/24/37/Tn6

UAG/mvm
8 August 1945

SUBJECT: Port Laborers

TO : Direzione Generale Marina Mercantile
Ispettorato Funzionamento Porti
Rome
(Att. Dr. Gambioli)

1. Attached herewith for your information and action is copy of letter from the Ministero dei Trasporti, Ufficio Centrale Carboni, Rome, dated 3 August 1945, which is self explanatory.

2. We would like to know what steps are being taken to meet this request.

for
R. M. BAZZARELLA, Chief
Ports & Warehouse Division

Attachment:
As stated in para 1.

Copy to:
Commerce S/C, Coal Division

7781

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

TRANSLATION

MINISTRY OF TRANSPORT
CENTRAL COAL OFFICE

Rome, 3 August 1945.

No. UCC.3/3716

SUBJECT : Port Labourers.

TO : HQAC - COMMERCE S/C - COAL DIVISION

—— HQAC - TRANSPORTATION S/C ——

APO 394

1. The Chamber of Labour of Agrigento wires us as follows :
" It is urgent to reintegrate additional compensation of wages to port "labourers of Sicily STOP Port labourers of Licata, Porto Empedocle, "Sciacca in very straitened circumstances are asking for division work " among minor ports STOP Agitation increases for above requests and "payment indemnities and daily presence allowance - Chamber of Labour " signed Domenico Cuffaro".

2. Please consider the possibility of dividing the work also among the minor ports of Sicily, and communicate to our Ministry what measures will be adopted on the matter.

THE CHIEF OF SERVICE

sgd. G. BRACCI

5 - AUG 1945
Coal Division
Col. [illegible]
Lt. Col. Bailey
Maj. Hardy
Min. of War Transport

Dear Mr. Mc Cauliffe
for information action
with Adm. Ltr
Lt. Morton
Sec. H.
7/80

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

MINISTERO DEI TRASPORTI
DELLE COMUNICAZIONI
Direzione Generale delle Ferrovie dello Stato

SERVIZIO APPROVVIGIONAMENTI
UFFICIO CENTRALE CARBONI

Roma, 3 Agosto 1945 XXIII

N° [redacted]/U.C.C./3/ 3716

Al N° ____ del ____

OGGETTO

Lavoratori dei porti

SPETT. COMMISSIONE ALLEATA
Sub Commissione Commercio, Coal Div.
—Sub Commissione Trasporti—

APO 394

Allegati N. ____

La Camera del Lavoro di Agrigento telegrafa a questa Sede:

1) "URGE RIPRISTINARE INTEGRAZIONE SALARI PORTUALI SICILIA STOP PORTUALI LIGATA PORTOEMPED. SOFFOCA DISAGIATISSIMI CHIEDONO RIPARTIZIONE LAVORO PORTI MINORI STOP AUMENTA AGITAZIONE PER CITATE RIVENDICAZIONI ET PAGAMENTI INDEN-NITA' ET PRESENZA -CAMERA LAVORO DOMENICO CUFFARO".

2) Si prega di voler esaminare la possibilità di ripartire il lavoro anche fra i porti minori della Sicilia, favorendo cortese comunicazione dei provvedimenti che saranno adottati.

IL CAPO DEL SERVIZIO

7779

Indirizzo telegrafico: MONOCARBO - ROMA

D.D.Tn.(Docks).,
Transportation (Br) Main.
C.M.F.

Tel : Firebox 9356
Outside Line 843428
Ref : DD5/2211

6 Aug 45

Subject : Handover of Port Operation to Italian Authorities - Provision of Tn. Equipment.

To : HQ No. 1 Port Op Gp., R.E.
HQ No. 5 Port Op Gp., R.E.
HQ No. 7 Port Op Gp., R.E.
HQ No. 6 L.W.T. Gp., R.E.

1. Further to para. 5 of this office letter DD5/2277 dated 2 Aug 45.

2. The following procedure will be adopted in respect of the supply from Military sources of Plant, Cargo Handling Gear and Craft for use in Category "B" ports and the civilian areas of Category "C" ports :-

(a) This HQ will advise Tn. Stores what it considers to be sufficient for the working of these ports or areas for civilian purposes.

(b) Tn. Stores will pass this information on to A.C. for comment and, when agreement is reached, will submit proposals through the proper channels to the War Office for the equipment to be allocated for permanent civil use.

(c) In the interim period, if any, between the assumption of civilian control and the receipt of authority for handover the equipment will be issued on loan.

3. The loan of the equipment will be made only to the local Capitano del Porto and not to any civil firm or agency. A receipt will be obtained from the Capitano del Porto, countersigned by the senior local A.C. officer. It will be made clear that the loan is only temporary and that the recipient is responsible for maintenance, loss and damage. A copy of all receipts will be forwarded to this HQ in duplicate.

4. Group Commanders will advise this HQ by not later than 21 Aug 45, what craft, plant and gear they estimate will be necessary to hand over for civil use, bearing in mind what civilian equipment is available at the following ports, Genoa, Venice, Ancona, Brindisi, Taranto (Mercantile Port).

5. It is realised that accurate requirements could only be based on future tonnages. As these are not available, estimated requirements will be

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

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5. It is realised that accurate requirements could only be based on future tonnages. As these are not available, estimated requirements will be based on recent experience. Though Ancona and Brindisi will not be "C" ports until 1 Sep 45, and Venice will not be a "B" port till that date, conditions then applying should be assumed for the purpose of this estimate. 1778

6. An agreement is being negotiated whereby as from 1 Oct 45, that Allied Commission will be entirely responsible for ordering stores requirements of ports for maintenance and equipment for civilian purposes. Until this procedure becomes effective, supplies for repair and maintenance will continue to be made available from Tn. Stores.

H.G. Pottie

Colonel
D.D.Tn(Docks)
(H.G.POTTIE.)

Copies to : See Overleaf.

Tn ae/24/Tn6

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

Copy to : Docks Supt., Taranto
" " Brindisi
" " Bari
" " Ancona
" " Venice
" " Trieste
" " Genoa
G-4 (Mov & Tn)., A.F.H.Q.
HQ A.C., Tn. Sub-Commission.
Rear HQ No. 6 I.T.T. Gp., A.F.
D.D.Tn., Trieste.
Tn.1
Tn.2
Tn.F
File DD5/2277
File DD5/2248

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

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

# CLASSIFICATION OF PORTS IN ITALY

## CATEGORIES

| A | B | C | D |
|---|---|---|---|
| Spezia | Genoa | Naples | Leghorn |
| Viareggio | Torre Annunziata | Taranto | Taranto Arsenal |
| Civitavecchia | Castellammare | Venice | Brindisi |
| Salerno | Crotone | | Bari |
| Reggio | Manfredonia | | Ancona |
| Gallipoli | Messina | | |
| Monopoli | Augusta | | |
| Molfetta | | | |
| Barletta | | | |
| Ortona and all ports up to but excluding ANCONA | | | |
| All Ports north of Ancona up to but excluding Venice | | | |
| Sardinian Ports | | | |
| All Sicilian Ports excluding Messina and Augusta | | | |
| All other Italian Ports | | | |

7777

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

Copy

From : Chairman, CAMPBELL COMMITTEE, Rome.

Date : 6th July, 1945

TO : Colonel M.J. Sieff,
Transportation Sub-Commission,
H.Q., A.C. C.M.F.

Subject : Classification of Ports in Italy.

Attached hereto are copies of minutes resulting from a meeting held in A.F.H.Q. on the 5th July, of which no doubt you will be receiving official notification in due course.

A copy of the minutes has already been handed to General Matteini for his information.

For CHAIRMAN,
CAMPBELL COMMITTEE, ROME

To: P.W.D.W.

7776

3/60 AE/HQ

MEDITERRANEAN SHIPPING BOARD

SUB - COMMITTEE.

At a meeting held in AFHQ on the 5th July 1945 to consider the classification of Italian ports in accordance with Section I, para : 2(1) of the CAMPBELL COMMITTEE Report, the following decisions were arrived at :-

ALL PORTS from the ITALIAN/FRENCH frontier to GENOA, but excluding GENOA, to be considered Category "A" Ports.

| | |
|---|---|
| GENOA | Category "B" |
| SPEZIA | Category "A" |
| LEGHORN | Category "D" |
| VIA REGGIO, CIVITAVECCHIA and Subsidiary ports to NAPLES (excluding BAGNOLI) | Category "A" |
| TORRE ANNUNZIATA | Category "C" |
| CASTELLAMMARE | Category "B" |
| SALERNO ) REGGIO ) | Category "B" |
| CROTONE | Category "A" |
| TARANTO mercantile Port. | Category "B" |
| TARANTO Arsenal | Category "C" as from 1st. August 1945, but with civil area undefined. |
| GALLIPOLI ) MONOPOLI ) | Category "D" |
| BRINDISI | Category "A" |
| BARI | Category "D" until 1st September 1945, when it should be considered Category "C", with civil area undefined. |
| MOLFETTA ) BARLETTA ) | Category "D" |
| | Category "A" |

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

| | |
|---|---|
| GENOA | Category "B" |
| SPEZIA | Category "A" |
| LEGHORN | Category "D" |
| VIA REGGIO, CIVITAVECCHIA and Subsidiary ports to NAPLES (excluding BAGNOLI) | Category "A"<br>Category "C" |
| TORRE ANNUNZIATA | Category "B" |
| CASTELLAMMARE | Category "B" |
| SALERNO )<br>REGGIO ) | Category "A" |
| CROTONE | Category "B" |
| TARANTO mercantile Port. | Category "C" as from 1st. August 1945, but with civil area undefined. |
| TARANTO Arsenal | Category "D" |
| GALLIPOLI )<br>MONOPOLI ) | Category "A" |
| BRINDISI | Category "D" until 1st September 1945, when it should be considered Category "C", with civil area undefined. |
| BARI | Category "D" |
| MOLFETTA )<br>BARLETTA ) | Category "A" |
| MANFREDONIA | Category "B" |
| ORTONA and all ports up to but excluding ANCONA | Category "A" |
| ANCONA | Category "D" until 1st. September 1945, when it should be considered Category "C", with civil area undefined. |

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

| | |
|---|---|
| All Ports NORTH of ANCONA up to but excluding VENICE | Category "A" |
| VENICE | Category "C" until 1st August 1945 when it should be considered Category "B" |
| TRIESTE and Ports to the EAST : | Owing to the peculiar circumstances prevailing in these ports the Committee considered that these could not be classified under any of the four categories set out in the Campbell Committee Report. |
| SARDINIA, All ports. | Category "A" |
| SICILY : | |
| MESSINA | Category "B" |
| AUGUSTA | Category "B" |
| All other SICILIA Ports | Category "A" |

N.B. All other Italian or Sivilian ports not quoted above to be considered as Category "A".

It was proposed that these classifications should be submitted to G.5. for presentation to the Italian Government through the Allied Commission, and an agreed directive should be sent to the interested parties at the ports.

M.W.T.
A.F.H.Q.
5.7.45

7774

Sub-Committee Attendance :-

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

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| | |
|---|---|
| SARDINIA, All ports. | Category "A" |
| SICILY : | |
| MESSINA | Category "B" |
| AUGUSTA | Category "B" |
| All other SICILIA Ports | Category "A" |

N.B. All other Italian or Sivilian ports not quoted above to be considered as Category "A".

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M.W.T.
A.F.H.Q.
5.7.45

7774

Sub-Committee Attendance :-

Mr. Ian D. Campbell
Captain F.W.WIlliams, RNR.
Commander J.S. Sharp RNR
Lt. Cdr. Wydle, R.N.
Colonel G. Ackerley
Chairman
C.S.O. to P.S.T.O. Med.
S.O. (Tr) to P.S.T.O. Med.
S.O.S. to C in C Med.
S.O.P.1., C in C Med.
G.4. Mov & Tn.(Br.)

Declassified E.O. 12356 Section 3.3/NND No. 783021

Ext.513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

CRR/em

Ref. 240/10/Tn.2

18 July 1945

SUBJECT: Revision of Program of Italian Requirements.

TO : Ministry of Marine
(Attn. General Matteini).

1. There is one point in connection with your planning work on subject matter which has been neither discussed nor clarified in our previous communications. That is the matter of consideration of equipment and/or installations owned or used by Allied Military units.

2. In computing your requirements please do not consider any United Nations property either of fixed or mobile nature as allocated to be left in Italy. It is quite possible that Pacific operations may necessitate removal from Italy of equipment such as barges, cranes, tugs, dredgers etc.

3. Please do not construe this advice as a notice that removal will take place. Your requirements however should be based upon the assumption that such equipment is not available and requisitions resulting from your requirements will be filled from stocks to be made available either within or outside of Italy.

For the Director

CHARLIE RYAN
TRANSPORTATION
Planning Staff

CHARLIE RYAN
Chief, Planning Staff
Transportation Sub-Commission

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

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For the Director

CHARLIE RYAN
TRANSPORTATION
Planning Staff

CHARLIE RYAN
Chief, Planning Staff
Transportation Sub-Commission

Copy to:

Ports & Whse Division
(Attn. Mr. Hurley).

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

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

PNAA V PTNA NR6
FROM ALCOM REPR.,TORRE ANNUNZIATA(.) 281437A
TO H.Q.,ALCOM,TRANSPORTATION
SUB.COMMISSION,FOR LT. WARLEY(.) ROME

BT

DATE: 28 FEB,45.
REF.NO.: 22

CONFIDENTIAL(.)

1(.) REFERENCE IS MADE TO YOUR TELEPHONE INQUIRY OF 27TH(.)

2(.) I HAVE NO AUTOMOBILE TRANSPORTATION AVAILABLE,AND TELEPHONE CONNECTION WITH SALERNO COULD NOT BE MADE TODAY(.)

3(.) CAPT. PALMER ADVISES THAT PROPOSED PHOSPHATE DISCHARGE CAN BE MADE AT SALERNO WITH AVAILABLE EQUIPMENT.

S.P.FRANCE
A.C.,TORRE ANNUNZIATA.

SENT PNAA NR6 281440A REC AR K
R NR6 281440A RDP K

7772

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

Absentee 0

TO : HQ. AC. (Transportation Sub-Commission)

FROM : HQ. A.C/AC Abruzzi-Marche Region

SUBJECT : Information on Ports

REF : R5/507/25

DATE : 21 February 1945

Reference your AC/1/98/Tn.3 dated 20 Jan 45, attached please find completed Proformae together with translations and sketches in respect to the Ports of ORTONA and PESCARA.

For Regional Commissioner:

Eugene R. Moffee
Lt. Colonel, Ord.
Executive Officer

EC/rh

22 FEB 1945

A. C.

761

2054

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

REGIONAL COMMISSIONER SARDINIA REGION

2116 20 FEB 45 PRIORITY

RESTRICTED FD

PARA ONE FD REQUEST MOTOR TRANSPORT BE MADE AVAILABLE FOR CHARLES CHARLIE DECOUX CHIEF FORCE AND WAREHOUSE DIVISION TRANSPORTATION SUB COMMISSION AND LIEUT ABLE MARINA REPRESENTATIVE ITALIAN MERCHANT MARINE FI PARAS TO REGIONAL COMMISSIONER SARDINIA REGION FROM ALGHA CITE ACCEP PARAS

FOR PERIOD OF ONE WEEK BEGINNING FEBRUARY TWO SEVEN CBA ONE NINE FOUR FIVE FOR PURPOSE OF INSPECTING PORT FACILITIES IN CAGLIARI SAN ANTIOCO OLBIA AND MADDALENA WITH VIEW OF IMPROVING SERVICES FD

TRANSPORTATION SC

7770

190

NICHOLAS PISCANO
CWC U.S.A.
Asst.Adjutant

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

RH/fd

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tele : 834

19 February 1945

Our ref.: AC/541/113/Tn 3

SUBJECT : Port of Santo Stefano

TO : Navy Sub-Comm.

1. Ref your NSC/1647 dated 10 Feb '45.

2. The matter of shipments to the above port are being investigated and you will be advised in due course.

MERRITT M. TAYLOR
DIRECTOR

Copy to : Chief of Staff A.C.
R.C. Lazio-Umbria Region
Shipping S/C.A.C.
Port & Warehouse Div.

7769

act/24/Tn6

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

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1647
10 February 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To : Transportation Sub-Commission.

Subject: Port of Santo Stefano.

Enclosure: (A) Copy (translation) Ministry of Marine ltr 38/2321 of 5 February 1945.

1. Navy Sub-Commission letter NSC/1317 of 12 December 1944, requested the Ministry of Marine to give an indication of the number and size of vessels that the Italian Navy Port Officer, Santo Stefano can berth and service at any one time.

2. Enclosure (A), which now has been received from the Ministry in answer to the Navy Sub-Commission's letter, is forwarded herewith for information and appropriate action.

3. In spite of the meager handling facilities that are available at San Stefano, it is hoped that the Transportation Sub-Commission will be able to make maximum use of the port and the Italian Navy Port organization which now is functioning there.

H. W. Enoli
H. W. ENOLI,
Commodore, U. S. Navy,
for Chief, Navy Sub-Commission, AC.

Copy to:
Chief of Staff, AC.
RC LAZIO-UMBRIA Region
Shipping SC.AC.

7168

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

From: MINISTRY OF MARINE (Maristat)
To : F.O.L.I. - Rome.
Date: 5/2/45
Ref.: 34.2321

Subject: Port of Santa Stefano: Efficiency of Same.

Replying to NSO/1317 of 12th Dec. last.

Present capacity of Port is as follows:-

1. Three or Four M/Schooners of 200/300 tons (draught 3.5/4 mts.) simultaneously can moor to Porto Vecchio jetties by lying off 6/8 mts. and using gang planks to reach jetty.

2. Commercial operations cannot be carried out in Porto Nuovo for the time being. M/Vs. cannot unload due to bad condition of the harbour, nor can they moor stern-to to jetty on account of lack of bollards ashore.

3. With the placing of mooring-buoys a 7000/8000 tonner with a maximum draught of 8 mts. could be accommodated. Port is without buoys and at least two are required.

4. At the only jetty which could be used by lighters (Banchina Colombo), an iron pontoon is now moored and in which is installed piping for unloading tankers. This pontoon should be moved.

5. To unload ships anchored in the harbour at least 16 lighters ("gallegianti") and two Tugs would be required to operate between the ship and Colombo Jetty.

6. Two tugs are in the harbour, one of which is Allied, which would be sufficient to handle future traffic.

7. The Montecantini Co. has 27 in No. lighters (45-60 tons) which require refitting before they may be used.

8. Santa Stefano Harbour lacks labour and materials for Ship construction, which has to be taken there from other maritime centres. Oak and pinwood, tarred packing, pitch, zinc-coated nails and tar are noticeably lacking.

for CHIEF OF STAFF.

1167

Mar Crafts

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Minutes of Meeting held at H.Q. Allied Commission on Sunday 4 February 1945 to discuss Ship & Port working in Ports handed back to the Italian Government.

| | | |
|---|---|---|
| In the chair: | Lt.Col.H.J.SIEFF, O.B.E. | Tn.S/C.Chief Mov.Div. |
| Present : | Capt.H.St.J.BUTLER | Navy S/C |
| | Lt.W.W.WOTHERSPOON | Navy S/C |
| | Lt.Col.J.A.BALFOUR M.B.E. | Tn.S/C Mov.Shipping |
| | Mr.Charles CROCKS | Tn.S/C Ports & W'house Div.(Tn.6.) |
| | Mr.F.F.FAIRLEY | M.W.T. |
| | Mr.G.A. BELL | M.W.T. |
| | Dr.BIANCHERI | W.S.A. |
| | Lt.R.I.N.MARENA | Min.of Marine |

1. Chairman stated that it was proposed to form a Committee within A.C. to resolve problems in connection with Shipping and Port working in Ports, which had been handed back to the Italian Government, particularly in respect of ships in which A.C. had a direct interest. There was at present very inefficient ship and port working in many of these ports, resulting in a very considerable waste of shipping. It was proposed that the following organisations should be represented on the Committee:-

Italian Government
Navy Sub-Commission
Transportation Sub-Commission
W.S.A.
M.W.T.

2. Capt.Butler, Navy S/C, asked whether the proposed Committee would not delay the execution of the declared A.C. policy of handing back to the Italian Authorities as much responsibility as possible as quickly as possible. Chairman stated he considered that the Committee, on which the Italian Government was represented, should have the opposite effect. It had been found that a transition period was necessary at present between the date when the Ports were handed back from Allied Military

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

| | |
|---|---|
| | In.S/C Ports & W'house Div.(In.6.) |
| Mr.P.P.FAIRLEY. | M.W.T. |
| Mr.G.A. DELL | M.W.T. |
| Dr.BIANCHERI | W.S.A. |
| Lt.R.I.N.MARENA | Min.of Marine |

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W.S.A.
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-1-

or 44/pm6.

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

3. Chairman then asked if members of the meeting had any points they wished to raise.

4. Mr.Crooks, Ports & Warehouse Division, advised that certain motor schooners were thought to be deliberately damaging their cargoes in order to be reclassified as Sailing Schooners and so operate independently of COGENA. It was decided to ask M.E.D.B.O. to tighten schooner control and to suggest to them that all schooners be registered on a tonnage basis.

Action Tn.6.

5. Chairman stated that no requests had been received by A.C. from the Italian authorities for cargo handling gear, tugs, cranes etc., for ports at present in liberated Italy or under the control of the Allied Military. Tn.6 stated that requests for this information had been sent by the Ministry of Marine to ports other than those in occupied territory, but replies were not yet to hand. The information was to cover demands up to end of 1945. It was agreed that a hastener would be sent out.

Action Tn.6.
Min.of Marine

6. Chairman stated that it was probable that a larger proportion of imported cereals in future would come in bulk, possibly in excess of machinery to discharge bulk cereals. It was essential that adequate arrangements were made at ports for bagging in the hold. This applied equally to such cargoes as bulk salt.

Action M.W.T. W.S.A.
Tn.6 Min.of Marine

7. Mr.Crooks pressed for experiments to be carried out with W.S.A. ships, scheduled for two ports discharge, loading coast-wise traffic at first port of discharge for either second port or port on route provided that delay was not caused to vessel. He stated that W.S.A. had accepted this in principle.

Lt.Col.Balfour (Shipping) stated that the proposition was not a practicable one. It was agreed to proceed with one experiment if a suitable ship offered.

Action W.S.A.
Tn.6.

8. Mr.Crooks raised the question of rebates due on freights charged on excess tariffs not agreed by A.C. and stated that COGENA would not agree without a directive from M.E.D.B.O. Mr.Fairley to take up with M.E.D.B.O.

Action M.W.T.

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

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Tn.6 Min.of Marine

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Tn.6.

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Action M.W.T.



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

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

9. Lt.Col.Balfour stated that the procedure for clearing bills of lading in A.C. cargo was not satisfactory. It was decided to form a Committee for the purpose of setting out a more satisfactory procedure. On completion this procedure to be submitted to A.F.H.Q., M.W.T. and W.S.A. for approval. It was proposed that the Committee to be composed of M.W.T., W.S.A., A.C. Economic Section and Tn.S/C.

For the Chief Commissioner:

for MERRITT H. TAYLOR
Director

DISTRIBUTION:

A.F.H.Q. G - 4 (Mov & Tn.)
A.F.H.Q. G - 5
Sec.M.E.D.B.O. (2)
M.W.T. (2)
W.S.A. (2)
Shipping S/C (2)
Navy S/C
Economic Section
Port & Warehouse Div. (2)
Director, Tn.S.C
Mov. Division (2)

7765

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

File 25

Ext. 394

HEAD-QUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

CCC/eh

AC/10/25/Tn/S

17 January 1945

SUBJECT: Chairmen, Civil Port Committees

TO : Director, Transportation Sub-Commission

1. In order to improve conditions in the various ports which have been or will be turned over to the Italian authorities, I suggest that an order be issued by competent authority that the Chairman of the Port Committee be the Italian naval officer in charge,or Capitaneria di Porto when no Noic has been appointed by the Italian government, for the following reasons:

a. It is in line with the policy of AFHQ and AC. Hq., to have the Italians assume as much responsibility as possible.

b. Those Italian officials have only one objective, the more efficient and smoother operation of ports under their control.

c. Most of the other members of the committee have special services to render which could be contrary to the good of the port.

d. It would offer a certain prestige which would demonstrate to the Italians our effort to help them operate their own ports.

e. It will make for greater continuity after allied forces withdraw or when in the process of such withdrawal.

CHARLES C. CROOKS
Chief, Port and Warehouse Division

Twice

S/1e

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

Tel. 316

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

FWT:lrw

Ref. RS/6.04

3 February 1945

SUBJECT: Admission of Italian Officials to Military Ports

TO : Istituto Commercio Estero
Via Torino, Rome.

1. Arrangements for the admission to military ports of agents appointed by you are now nearing completion.

2. Two conditions imposed by the military authorities are that:

a) Each official agent must carry an identity card to be issued by the Italian Government.

b) Each official agent must wear an official armband (brassard) bearing an insignia indicating his official status as an agent of the Italian Government.

3. A suggested form of identity card which would be suitable is attached hereto. Willyou please have an adequate supply printed in a manner which will prevent forgery. 50 specimen copies of the card must be delivered to Major F. W. Tooby, Room 44, Headquarters AC, at the earliest possible date.

4. With the specimen identity cards, you should hand Major Tooby 50 copies (on paper) of the design for the insignia which will be worn on the official brassard.

L. D. DENSMORE
Colonel, F.A.
Acting Deputy Chief of Staff
Economic Section

CC:
Transportation S/C
(Port Shipment & Warehouse Div.)

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

Ministry of. . . . . .
Ministero di

IMPORT RECEIVING AGENT
AGENTE RICEVENTE LA MERCE

Pass No. . . . .
Permesso No.

The Import Receiving Agent herein named is authorized to enter Military Ports, to carry out the duties of his office.

L'Agente ricevente la merce qui nominato e autorizzato ad entrare nei porti militari per ragioni di servizio.

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

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

Tel. 316

FWT:lrw

Ref. 53/6.04

3 February 1945

SUBJECT: Admission of Italian Officials to Military Ports

TO : Allied Force Headquarters
Attention G-4 (Mov & Tn)

1. Reference is made to your letter of 20 Dec 44, reference 5/86/GDM.

2. The Istituto Commercio Estero (ICE) will soon start its functions as agent of the Italian Government to take delivery of all imports of civil supplies except coal and petroleum products.

3. It will therefore be appreciated if the instructions to Movements as set out in the draft attached to your letter under reference could now be issued. The text of the instruction is agreed but it is suggested that the list of addresses should now include HQ Movements, Central Italy, and HQ Movements, N.E. Italy (for the attention of Lt. Col. Balfour, Transportation Sub-Commission, AC).

4. The effective date in para 2 of the draft should be 15 Feb 45.

5. The identity cards for which you ask will be sent to you in a few days.

For the Chief Commissioner:

L. D. DENSMORE
Colonel, F.A.
Acting Deputy Chief of Staff
Economic Section

CC:
Transportation S/C (Port Shipment & Warehouse Div.)
Finance S/C (Attention: Chief Accountant)
AFHQ - G-5 Section

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

MJS/hl

666

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel:478701
Our Ref: AC/541/109/Tn.3

30 January 1945

SUBJECT: Chairman Civil Port Committees

TO : Mr.Merritt H. Taylor
Director, Tn.Sub-Commission

1. I discussed informally the proposals contained in the attached letter AC/10/25/Tn.3, dated the 17 January 1945, with the D.Q.M.G. (Mov & Tn) and Shipping Authorities at MEDBO.

2. Generally the idea was not approved. It was pointed out that:-

(a) Normally where there are Allied personnel members of a Committee on which the Italian Authorities or representatives of Allied personnel do not sit under the chairmanship of the Italian Representatives.

(b) The fact that the NOIC is a member of the Committee gives him continuity necessary even though he is not Chairman.

3. If it is desired to pursue this method further, it will be necessary to submit the proposal officially to MEDBO.

M.J. SIEFF
Lt.Colonel, R.A.
Chief, Movements Division

7760

Copy to: Port & Warehouse Division

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

GWB, n.l.

49

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel: 478704
Our Ref: AC/1/B/Tn/S/49

19 November 1944

TO : D.Q.M.G. (Mov & Tn)
AFHQ

SUBJECT: Cargo Handling Gear

Reference your G-4 (Mov & Tn) S/121/GRM of the 7th.

Whilst some Ports have yet to handle ships and cargo for the first time since the evacuation of the Military, it is considered that the Ports of Italy, Sicily and Sardinia hold sufficient gear to cover immediate requirements.

Port facilities relative to commitments will be watched and should it be shown that ships' turn-round could be accelerated by additional gear, action will be taken immediately.

Cranes have been asked for by both Civitavecchia and Cagliari, but are not obtainable from Army sources. Steps are being taken to obtain these, from civilian sources, but in the meantime we are satisfied that ships' derricks can handle known commitments.

This Sub-Commission is in communication with the Ministry of Marine (Italian) regarding the supply from civilian sources of certain additional gear considered essential for the normal handling of Ports.

For the Chief Commissioner

D.S. ADAMS
Colonel, G.S.
Director, Tn.Sub.Comm.

Copy to: F.S.T.O. AFHQ.
G-5
D Tn
FSA
MWT

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

Post Emp

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APHQ CITE FHQDM FHQEG FHTFH FHAIR FHQDS

AC FHQM ADAMS

6227 PRIORITY

9 NOV 44 TFTM 50

CONFIDENTIAL PD

PARA ONE PD REF YOUR FOX IRAYE FOUR EIGHT ONE EIGHT FOUR PD

PARAM TO APHQ CITE FHQDM FHQEG FHTFH FHAIR FHQDS FROM AC FROM ADAMS

SIGNED STONE PARAM

IN ADDITION TO GEAR QUOTED IN YOUR PARA ONE ONA THE FOLLOWING REQUIREMENTS HAVE BEEN DISCUSSED BY ABLE GEORGE SUGAR SARDINIA AND REGIONAL COMMISSIONER AND PERMISSION REQUIRED BY ABLE GEORGE SUGAR TO LEAVE ONE HEAVY CRANE ONA ONE TWO SETS VEHICLE GEAR ONA ONE FIVE WIRES WITH RUNNING HOOKS ONA TWO ZERO SHACKLES ONA THREE ZERO SLINGS ROPE ONA THREE SETS WIRE VARIOUS SIZES ONA ONE FIVE NETS ONA ONE FIVE PLATES ONA ONE ZERO SAFEALLS PD

THIS GEAR IS URGENTLY REQUIRED FOR SHIPMENT MILITARY CARGO AND TRUCKS PD

7758

NICHOLAS FIORENO
CWO. U.S.A.
Asst. Adjutant

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

Subject : PROCEDURE FOR PORT OPERATING

ALLIED FORCE HEADQUARTERS

G-4(Nov & Tn) 5/119/GEN (21)

10 Nov 44.

Tel : FREEDOM 442

A Meeting will be held on Tuesday Nov 14 at 1415 hours in Room 43 G-4(Nov & Tn) A.F.H.Q. to discuss the reception and accelerated discharge arrangements at satellite ports for cereal ships, in view of increases anticipated of cereal imports.

Please arrange for a representative to attend.

E Sweet Capt

C. SWEET, Capt.
for Brigadier,
D.Q.M.G. (Nov & Tn).

GS/JDS.

Distribution : P.B.F.O.
G-5
A.C. Transportation Sub Com
M.E.T.O.
U.S.A.
H.Q. COMZ(CB)
F.H.S.
TM (B)

2/5

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

(16)

HEADQUARTERS, ALLIED COMMISSION
APO 394
Navy Sub-Commission

NSC/1133B

6 November 1944.

From: Navy Sub-Commission, Hq, AC.
To : Transportation sub-Commission, Hq, AC.

Subject: Maritime Administration, Italian Ports.

Reference (A): Navy Sub-Commission, AC ltr NSC/1100B of 2 November 1944.

Enclosure (A): Copy of chart subject organization.

Enclosure (A) is forwarded herewith for information in connection with reference (A).

H. St. J. Butler

H. ST. J. BUTLER,
Captain, U. S. Navy,
for Chief, Navy Sub-Commission, AC.

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

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

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

MINISTRY OF PUBLIC WORKS

DEPENDENT AGENCIES — CENTRAL AGENCIES

Provincial Bureaus of Civil Engineering

General Administration of Military and Scientific Officers and Services

Office of the General Staff of the Navy

Chief Commands of Maritime Departments (Military)

Commands of Independent Military Maritime Agencies

Naval Commands

**PORT WORKS**

Plans and works for construction and development of ports. Systematizing mechanical means of loading and unloading. Port maintenance and dredging

**LIGHTHOUSES AND MARITIME SIGNALING**

**MINE-SWEEPING SERVICES**

**TECHNICAL PORT SERVICES**

Health service-Pilotage and Towing-Assignment of anchorages-Anchorage and internal movement within port-Classification of vessels and safety of navigation. Equipment of vessels and instruments of registry. Placement of seamen. Sailing permits. Notice of maritime accidents and ascertainment of the relative facts. Assistance to, salvage and repair of vessels. Security and policing of ports. Administration of mechanical equipment owned by the government, and supervision of that owned by private parties.

**PORT LABOR**

(Offices of Port Labor) Technical and Administrative control over organization of port laborers. Organization and discipline of port labor. Tariffs for the handling of merchandise.

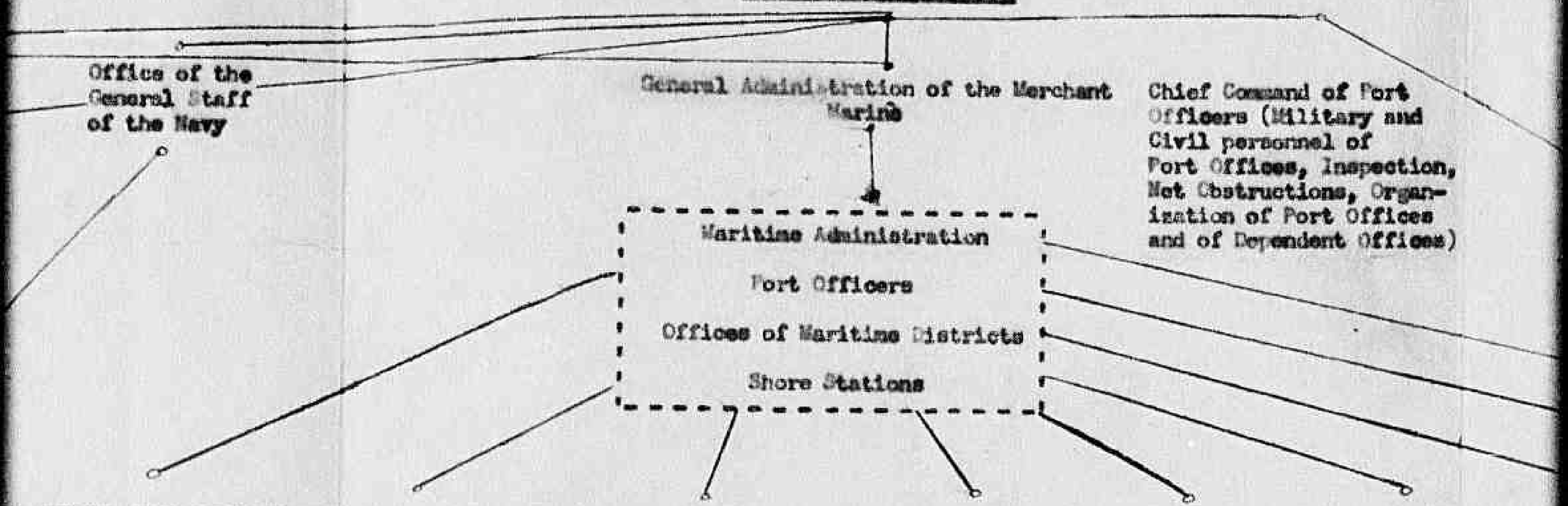
NOTE: - In the following ports these services are entrusted to special organizations:

GENOA: Consorzio Autonomo del Porto (Port Authority)

VENICE: Provveditorato del Porto (Supervisor of the Port)

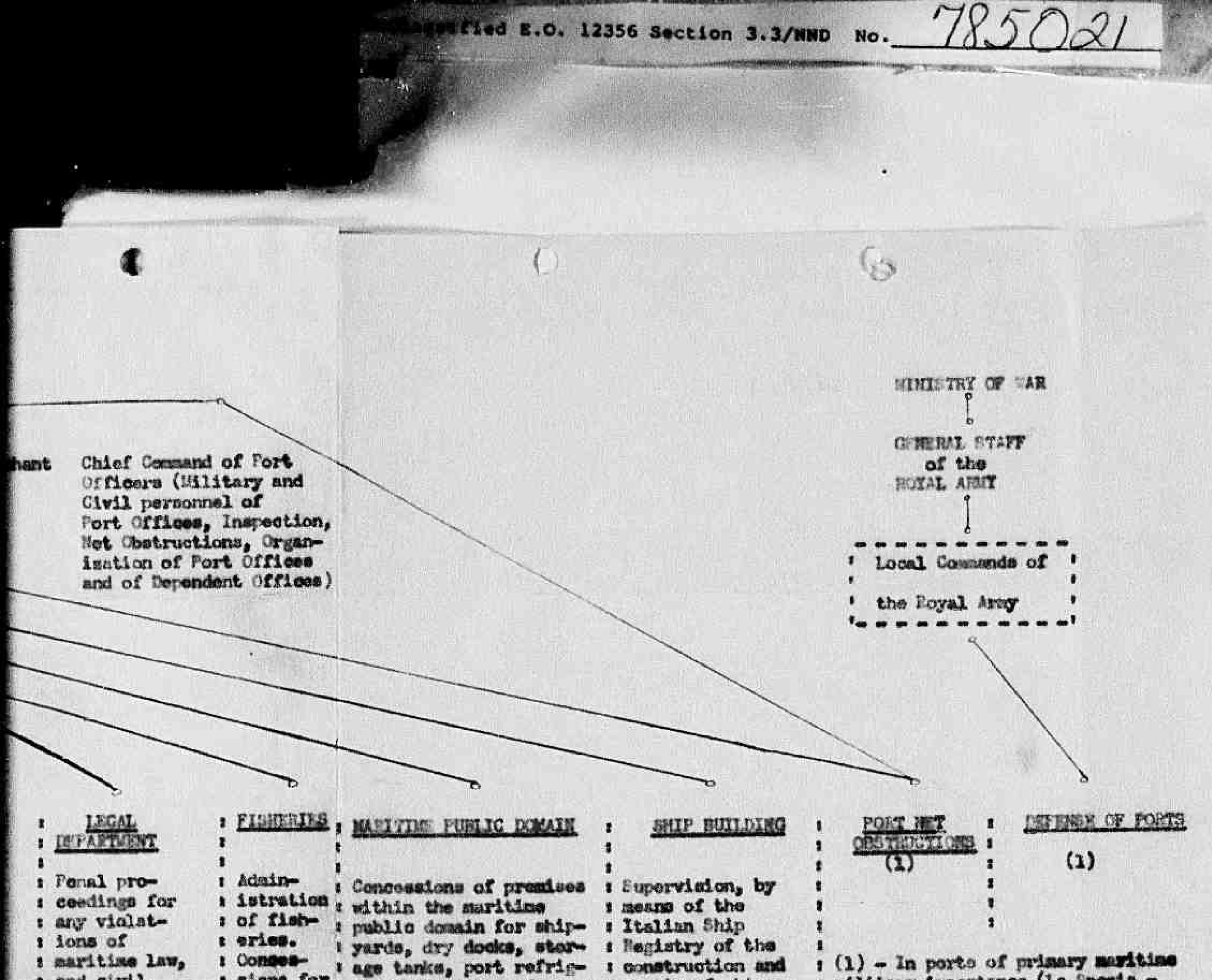
NAPLES: Ente Autonomo del Porto (Port Authority).

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




| TECHNICAL PORT SERVICES | PORT LABOR | SHIPPING | PERSONNEL | LEGAL DEPARTMENT | FISHERIES | MARINE |
|---|---|---|---|---|---|---|
| Health service-Pilotage and Towing-Assignment of anchorages-Anchorage and internal movement within port-Classification of vessels and safety of navigation. Equipment of vessels and instruments of registry. Placement of seamen. Sailing permits. Notice of maritime accidents and ascertainment of the relative facts. Assistance to, salvage and repair of vessels. Security and policing of ports. Administration of mechanical equipment owned by the government, and supervision of that owned by private parties. | (Offices of Port Labor) Technical and Administrative control over organization of port laborers. Organization and discipline of port labor. Tariffs for the handling of merchandise. - - - - - - - - - - NOTE: - In the following ports these services are entrusted to special organizations: GENOA: Consorzio Autonomo del Porto (Port Authority) VENICE: Provveditorato del Porto (Supervisor of the Port) NAPLES: Ente Autonomo del Porto (Port Authority). | Custody of records and registeries of vessels and floating equipment. Recording acts of transfer of ownership of ships and floating equipment. Measurement of ships | Custody of records and registries of seafaring and auxiliary personnel. Discipline of such personnel. Conferring maritime rank. Social security and assistance to seamen | Penal proceedings for any violations of maritime law, and civil proceedings, (when the amount in controversy does not exceed 10,000 lire), involving pay due to seamen, pilots, anchorage personnel, divers, boatmen, port workmen etc., but not damages due to collisions of vessels, salvage, or damage to fishing nets and equipment caused by ships | Administration of fisheries. Concessions for fixed fishery installations, and for special permits. | Concess... within ... public ... yards, ... age to ... eratin... houses ... solid ... flasm... for g... |

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



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

CONFIDENTIAL

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HEADQUARTERS, ALLIED COMMISSION
APO 394
Navy Sub-Commission

NSC/1100B

2 November 1944.

From: Navy Sub-Commission, MS, AC.
To : Ministry of Marine, Rome.

Subject: Italian Ports, Organization for.

5/40.

1. The ports of Civitavecchia, Piombino and San Stefano have been returned to Italian Navy control. Copies of recent confidential Memoranda No. 628 of 24 September and 13 October 1944 with respect to the turn-over of Piombino and San Stefano to Italian control are forwarded herewith. While no directive is available for Civitavecchia, the general provisions of this two directives are applicable to that port.

2. It is requested that the Ministry of Marine issue appropriate instructions for the organization of the above ports implementing the directives issued by the Flag Officer Western Italy ( now, Flag Officer Northern Areas Mediterranean) in order that proper liaison may be established between Allied Authorities and the Italian port authorities. The Navy Sub-Commission, AC should be informed as to the organization established for each port. The data furnished should include the titles of the offices established, the names and addresses of the principal officers assigned to duty in each port and a brief summary of the responsibilities of each office.

3. For each port particular emphasis should be placed upon the organization for the expeditious discharge of cargoes from vessels including the designation of an agency responsible for acting as the agent for the consignees of the goods. Arrangements must also be made for longshoremen to load and unload vessels.

4. It is further requested that an office be designated in each port to be responsible for port gears such as tugs, cranes and barges, necessary for the efficient operation of the port. While it is not anticipated that every demand for this type of equipment can be met, an endeavour will be made to provide adequate equipment. Such requests are to be held at a minimum.

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14 A)

HEADQUARTERS, ALLIED COMMISSION
APO 794
Navy Sub-Commission

NSC/11003

2 November 1944.

Subject: Italian Ports, Organization for.

- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

5. The port of Civitavecchia should receive first priority for organization.

M. S. TYDEMAN,
Commodore, U. S. Navy,
For Chief, Navy Sub-Commission, AC.

E. W. JOHN BOWLES,
Captain, U.S.N.

Copy to:
C.in C., Med.
POWELL-Toronto
POWAR
Chief of Staff, Hq. AC.
Regional Commissioner, LAZIO-UMBRIA
Regional Commissioner, TOSCANA
Transportation Sub-Commission, Hq.AC.
ROME, Naples.
PBS, Main Hq.

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CONFIDENTIAL

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

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SDFI

CONFIDENTIAL

Office of Flag Officer,
Western Italy,
Naples.

13th October, 1944.

No. Port 696.
RESTRICTED.

DIRECTIVE TO ITALIAN RESIDENT NAVAL OFFICER
SAN STEFANO

As from 20th October, 1944, the operation and administration of the Port of San Stefano will become the responsibility of the Royal Italian Navy. In agreement with the Comando in Capo, Basso Tirreno, you have been appointed Resident Naval Officer.

2. The area for which you are responsible is the harbour and anchorage area enclosed by the following positions:-

(a) 42° 28' 00" N, 11° 04' 36" E.
(b) 42° 28' 00" N, 11° 06' 18" E.
(c) 42° 26' 12" N, 11° 06' 18" E.
(d) 42° 26' 54" N, 11° 04' 30" E.
(e) 42° 28' 54" N, 11° 02' 00" E.

subject to over-riding directions given by the Naval Officer-in-Charge, Leghorn Area.

3. It is intended that all British Naval personnel shall be withdrawn.

4. PERSONNEL.

You will be assisted by such Italian Naval personnel as may be allocated to you by the Comando in Capo, Basso Tirreno.

5. GENERAL RESPONSIBILITY

Your responsibility will be:-

(a) The control of ships and craft in the harbour and approaches to the port.

(b) Organisation of unloading and loading schooners and coasters using San Stefano and sailing them as ordered by CO GZ NA also the berthing and discharge of tankers using the port. That proper and adequate precautions are made for dealing with any fire immediately during the whole time a tanker is discharging fuel.

(a) 42° 29' 00" N, 11° 04' 38" E.
(b) 42° 24' 00" N, 11° 08' 15" E.
(c) 42° 26' 12" N, 11° 66' 18" E.
(d) 42° 26' 54" N, 11° 06' 30" E.
(e) 42° 26' 54" N, 11° 08' 00" E.

subject to over-riding directions given by the Naval Officer-in-Charge, Leghorn Area.

3. It is intended that all British Naval personnel shall be withdrawn.

4. [redacted].

You will be assisted by such Italian Naval personnel as may be allocated to you by the Comando in Capo, Mare Tirreno.

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(c) Minesweeping.

(d) The preparation and maintenance of all lights, navigational aids, etc., required in the area. (Light in port Procida. If required signal will be made). Supplies for maintaining this light are to be drawn from the Italian Navy, Naples.

6. Naval stores are to be obtained from Italian Naval sources at Taranto and Naples. Victualling stores are to be obtained from the Italian Naval Commissariat at Naples.

7152

/7. You are.....

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

SECRET

14E

DIRECTIVE TO ITALIAN RESIDENT NAVAL OFFICER, BAR HARBOR

(Flag Officer, Western Italy's No. FOWIT 606 dated 12th October, 1944)



7. You are authorised to proceed with such salvage operations on any Italian craft as may be practicable for ensuring the early rehabilitation of the port without prejudicing the immediate essential requirements of the port. Such salvage arrangements are to be made through Colonel Spinelli of Viale Liege 28, Rome (Telephone 32888) who is the Italian Liaison Officer (Salvage) and represents the Italian Ministry of Marine in such matters. Salvage of Allied or German vessels is not to be undertaken without the approval of the Commander-in-Chief, Mediterranean.

8. FUELLING FACILITIES OF PORT.

Stocks of coal, fuel, diesel oil, lubcils and greases for Naval purposes remaining when the port is turned over are to be taken on charge by you. Itemised record showing items taken over and signed by you and British Resident Naval Officer is to be forwarded to the Flag Officer, Western Italy in quadruplicate for transmission to authorities concerned.

Thereafter:-

(a) as at midnight each Saturday you are to make a return by signal to Flag Officer, Western Italy and Commander-in-Chief, Mediterranean, showing stocks remaining.

(b) as at midnight on last day of each month you are to make a return by letter showing quantities expended during the month with receipt vouchers in quadruplicate to cover such releases.

(c) You are to demand fuels and lubricants to replenish stocks as required from Naval Officer-in-Charge, Leghorn, by signal repeated Commander-in-Chief, Mediterranean and Flag Officer, Western Italy. Petrol and paraffin are to be drawn from Army sources and the procedure for this will be explained to you by the present British Resident Naval Officer.

9. COMMUNICATIONS.

Signals to and from the Italian Resident Naval Officer will be passed through the local representative of the Petroleum Section (Allied Force Headquarters) in San Stefano who will arrange for routeing to authorities concerned.

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

8. Fuels - Quantities of - Oil.

Stocks of coal, fuel, diesel oil, lubolls and greases for Naval purposes remaining when the port is turned over are to be taken on charge by you. Itemised record showing items taken over and signed by you and British Resident Naval Officer is to be forwarded to the Flag Officer, Western Italy in quadruplicate for transmission to authorities concerned.

Thereafter:-

(a) At midnight each Saturday you are to make a return by signal to Flag Officer, Western Italy and Commander-in-Chief, Mediterranean, showing stocks remaining.

(b) As at midnight on last day of each month you are to make a return by letter showing quantities expended during the month with receipt vouchers in quadruplicate to cover such releases.

(c) You are to demand fuels and lubricants to replenish stocks as required from Naval Officer-in-Charge, Leghorn, by signal repeated Commander-in-Chief, Mediterranean and Flag Officer, Western Italy. Petrol and paraffin are to be drawn from Army sources and the procedure for this will be explained to you by the present British Resident Naval Officer.

9. Communications.

Signals to and from the Italian Resident Naval Officer will be passed through the local representative of the Petroleum Section (Allied Force Headquarters) in San Stefano who will arrange for routeing to authorities concerned.

10. Tugs and Boats.

The Italian Tug LUIGI has been allocated to you at present to assist in the berthing of tankers. In addition an M.F.V.L. is to be sent whenever practicable from Leghorn when tankers are using the port of San Stefano.

11. Any contravention of existing British Orders and Provincial orders issued by Allied Control Commission concerning fishing craft and Fishing Regulations in your area is to be reported to the Flag Officer, Western Italy, and Naval Officer-in-Charge, Leghorn.

/12. Mine.....

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

COPY

14F

SECRET TO ITALIAN RESIDENT NAVAL OFFICER, SAN REMO

(Flag Officer, Western Italy's No. Fowit 898 dated 13th October, 1944)



1x. MOTOR TRANSPORT.

One 8-ton truck, one 10-cwt truck and one P.V. will be transferred to you by the British Resident Naval Officer.

(sgd) F.A.V. MORRIS
REAR ADMIRAL.

TO: TENENTE DI PORTO RANIERO SILVIO.
(through Ten Ammiraglio di Squadra Ferdinando Casardi,
Comando in Capo, Basso Tirreno, Naples).
(Copies to:- The Commander-in-Chief, Mediterranean,
Ten. Ammiraglio di Squadra Ferdinando Casardi,
Comando in Capo, Basso Tirreno,
Flag Officer, Taranto, Adriatic & Liaison, Taranto,
Flag Officer, Taranto, Adriatic & Liaison, Rome,
Naval Officer-in-Charge, Leghorn,
Petroleum Section, Allied Force Headquarters,
Ministry of War Transport Representative, Naples,
War Shipping Administration, Naples).

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

One 5-ton truck, one 15-cwt truck and one P.U. will be transferred to you by the British Resident Naval Officer.

(SGD) J.A.F. HEDDS

REAR ADMIRAL.

TO: TENDERS AT PORTO SANGILEO BASIN.
(Through Ten Amministro di Squadra Ferdinando Casardi,
Comando in Capo, Mezzo Tirreno, Naples).
(Copies to:- The Commander-in-Chief, Mediterranean,
Ten. Amministro di Squadra Ferdinando Casardi,
Comando in Capo, Mezzo Tirreno,
Flag Officer, Taranto, Adriatic & Liaison, Taranto,
Flag Officer, Taranto, Adriatic & Liaison, Rome,
Naval Officer-in-Charge, Leghorn,
Petroleum Section, Allied Force Headquarters,
Ministry of War Transport Representative, Naples,
War Shipping Administration, Naples).

COPY

7750

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

COPY

SECRET

(17)

ALLIED FORCE HEADQUARTERS
Office of Chief of Transportation
APO 512

MEMORANDUM TO : All Concerned 2 November 1944

SUBJECT : Close-out of Sardinia

1. It is contemplated that U.S. Army supervision of ship loading and discharging in Sardinia will end on or about 10 November. Provisions have been made to move all U.S. units except those scheduled to remain after close-out, from Sardinia by this date.

2. After the withdrawal of U.S. units there will remain in Sardinia for shipment approximately 15,000 personnel and 400 vehicles listed on Priority List. 7. Also about 283 vehicles for 205 Division and an estimated 300 additional Italian Army vehicles which MMIA desires shipped to Italy. It is envisaged that there will continue to be an occasional cereal ship for discharge and other routine civil maintenance requirements which will be discharged or loaded under arrangements to be made by Allied Commission. Small tonnages may in addition require to be imported for RAF detachments.

3. To lift part of balance outlined in paragraph 2 above, Italian cruisers are running on a shuttle to Naples and a British personnel ship will make a lift from Cagliari to Naples during November. LM/T vessels will be positioned through G-4 Mov & Tn, when available. Italian army vehicles will also be loaded to the decks of colliers proceeding from San Antiocco to Italy.

4. The loading of outlined personell and vehicles will be undertaken by MMIA Liaison in association with Italian Movement Control. Shipments of coal from San Antiocco will continue under arrangements made by the Ministry of War Transport.

C. C. STEWART,
Brig. General, U.S.A.,
Chief of Transportation.

Distribution;
AFQH

C/S MTOUSA 1 COMZONE

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

after close-out, from Sardinia by this date.

2. After the withdrawal of U.S. units there will remain in Sardinia for shipment approximately 15,000 personnel and 400 vehicles listed on Priority List. 7. Also about 283 vehicles for 205 Division and an estimated 800 additional Italian Army vehicles which MMIA desires shipped to Italy. It is envisaged that there will continue to be an occasional cereal ship for discharge and other routine civil maintenance requirements which will be discharged or loaded under arrangements to be made by Allied Commission. Small tonnages may in addition require to be imported for RAF detachments.

3. To lift part of balance outlined in paragraph 2 above, Italian cruisers are running on a shuttle to Naples and a British personnel ship will make a lift from Cagliari to Naples during November. LST vessels will be positioned through G-4 Nov & Tn, when available. Italian army vehicles will also be loaded to the decks of colliers proceeding from San Antiocco to Italy.

4. The loading of outlined personell and vehicles will be undertaken by MMIA Liaison in association with Italian Movement Control. Shipments of coal from San Antiocco will continue under arrangements made by the Ministry of War Transport.

J. C. STEWART,
Brig. General, U.S.A.,
Chief of Transportation.

Distribution;

| APOH | | COMZONE | | | |
|---|---|---|---|---|---|
| C/S MTOUSA | 1 | | | | |
| MMTn (B) | 10 | C/S COMZONE | 1 | MAAF | 5 |
| Tn(A) | 5 | Tpn | 1 | MMIA | 5 |
| G-1 | 1 | G-1 | 1 | AAI | 5 |
| G-2 | 1 | G-2 | 1 | AGC Sar 11/49 | 5 |
| G-3 | 1 | G-3 | 1 | PBS | 5 |
| G-4 | 1 | G-4 | 1 | NORBASE | 5 |
| G-5 | 1 | | | 6th ARMY GROUP | 2 |
| CAO | 1 | | | DELTA BASE | 2 |
| CinC MED | 1 | | | ALLIED COMMISSION | 2 |
| PSTO MED | 4 | | | | |
| US Navy | 1 | | | | |
| WSA | 1 | | | | |
| AG MED | 1 | | | | |
| PET SEC. | 1 | | | | |
| MWT | 1 | | | | |

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

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

AC SARDEGNA REGION

AC FROM ADAMS

6084

6 NOV 44

ROUTINE

TPTN SC

CONFIDENTIAL PD

PARA ONE PD SIGNAL AFHQ NUMBER/FOUR EIGHT ONE EIGHT FOUR FOX XRAY REFERS PD

PAREN TO AC SARDEGNA REGION FROM AC FROM ADAMS SIGNED STONE PAREN

WHAT ARE REQUIREMENTS DISCUSSED BY YOU AND ABLE GEORGE CHARLIE REFERRED TO IN PARA TWO PD

NICHOLAS PICUCCINO
CWO. U.S.A.
Asst. Adjutant

7748

S/C

AFHQ CITYPEGIM PHGNG

AC FROM ADAMS
6107

6 NOV 44

PRIORITY
XTTN GC

CONFIDENTIAL PD

PARA ONE PD REF YOUR FOX FOUR EIGHT SEVEN ONE TWO PD

TAKEN TO AFHQ CITY PHGIM PHGNG FROM AC FROM ADAMS SIGNED STONE PARAM

GEAR IS IN USE MANY ARMY PORTS PD, IMPOSSIBLE TO OBTAIN FROM CIVILIAN SOURCES BEFORE ARRIVAL EXPECTED GRAIN SHIP PD AS GRAIN SHIPS ARE DIVERSION FROM ARMY PORTS REQUEST LOAN FROM ARMY PORTS UNTIL OTHER SOURCES AVAILABLE PD

NICHOLAS PIOMBINO
CWO, U.S.A.

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

6107 PRIORITY

6 NOV 44 1PTM 90

CONFIDENTIAL FD

PARA ONE FD REF YOUR FOX FOUR EIGHT SEVEN ONE TWO FD

PAREN TO AFHQ CITE FHGBG FHGBG FROM AG FROM ADAMS SIGNED STONE PAREN

GRAIN IS BE USE MANY ARMY PORTS FD. IMPOSSIBLE TO OBTAIN FROM CIVILIAN SOURCES ~~SOURCE~~ BEFORE ARRIVAL EXPECTED GRAIN SHIP FD AS GRAIN SHIPS ARR

DIVERSION FROM ARMY PORTS REQUEST LOAN FROM ARMY PORTS UNTIL OTHER SOURCES ~~SOURCES~~ AVAILABLE FD

NICHOLAS PIOMBINO
CPO. U.S.A.
Asst. Adjutant

7747

5/1

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

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

SECRET

# ALLIED CONTROL COMMISSION

## INCOMING MESSAGE

TO: HQ AC

FROM: AC SARDINIA REGION

REFERENCE No:

DATE AND TIME OF ORIGIN: NOV 011646A

SIGNAL MESSAGE CENTER No: 13/02

CLASSIFICATION:

PRECEDENCE: PRIORITY

OFFICE OF ORIGIN: CITE: AC 24

SECRET. Ref my 851 of 22 Oct and Tptn/1605 of 23 Oct Commander Allied Garrison now informs me American port personnel leave SARDINIA about 10 November. No alternative agency yet set up to run port. In addition to previous equipment authority from Commanding General Communication Zone NATOUSA for following to be left is required. 15 wires with running hooks; 20 shackles; 30 slings rope; 6 sets vehicle gear; 3 sets wire various sizes; 15 nets; 15 plates; 10 savealls. Capt TURNER is being sent to ROME by air for instructions.

ACTION

DIST

Allow general to be informed by Sardinia of the consultation with Navy first

8 NOV 1944

SECRET

NOV 020200A

DATE and Time of RECEIPT

Distribution:

HEADQUARTERS NOV 1944 7745 A.C.

# SECRET

## ALLIED CONTROL COMMISSION

INCOMING MESSAGE

TO: A C ROME

SIGNAL MESSAGE CENTER No: 125/5

FROM: AFHQ SIGNED SACMED

CLASSIFICATION:

REFERENCE No: F 48712

PRECEDENCE: ROUTINE

DATE AND TIME OF ORIGIN NOV 051904

OFFICE OF ORIGIN CITE FIELD FREE

ACTION

HEADQUARTERS
6 NOV 1944
A.C.

SECRET.

Your AC 5807 dated 1 November. Unable to provide from Army sources gear named in your letter ACC/TN S/1-45 of October 22. Request you obtain by local purchase

AC Dist
Action - For SC (2)
Info - A/AC
Econ Sec
File (2)
Front

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

DATE AND TIME OF ORIGIN NOV 051904 OFFICE OF ORIGIN [illegible]

# ACTION

HEADQUARTERS
NOV 1944
A.

SECRET.

Your AC 5807 dated 1 November. Unable to provide from Army sources gear named in your letter ACC/TN S/1-45 of October 22. Request you obtain by legal purchase

AC Dist
Action In SC (2)
Info Hdc
Eng Sec
File (2)
Float

DATE and Time of RECEIPT NOV 06

7746

Distribution:

SECRET

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

SECRET

# ALLIED CONTROL COMMISSION

## INCOMING MESSAGE

TN sic 9583

TO: HQ AC FOR ADAMS

SIGNAL MESSAGE CENTER No: 112/30

FROM: ACC SARDINIA REG FROM MATSON CLASSIFICATION:

REFERENCE No: 749 PRECEDENCE: PRIORITY

DATE AND TIME OF ORIGIN: OCT 301649A OFFICE OF ORIGIN:

---

SECRET.

Ref 5508 additional loading equipment not required to load rolling stock on vessel.

ACTION

HEADQUARTERS 31 OCT 1944 A. C. C.

Dist

Act: TN sic (2)

Inf: AFOC
Fen, Sec
Shipping Sk
File

SECRET

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

REFERENCE NO: 149 PRECEDENCE: PRIORITY

DATE AND TIME OF ORIGIN OCT 3016492 OFFICE OF ORIGIN:

SECRET.

Ref 5508 additional loading equipment not required to load rolling stock on vessel.

ACTION

HEADQUARTERS
31 OCT 1944
A. C. S.

Dist
Dot: TN S/C (2)
Inf: AMC
Lea, See
Shipping Sk
File

SECRET

DATE and Time of RECEIPT OCT 3109COA

7744

Distribution:

S/1

Declassified E.O. 12356 Section 3.3/NND No. 783021

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

SARDINIA REGION

ACC FROM ADANS

5567

28 OCT 44

PRIORITY

TTTN GZ

Rolling stock Ex Sardinia.

SECRET FD REFERENCE FIVE FIVE ZERO EIGHT OF THE SEVEN OCT ROLLING STOCK FD TAKEN TO SARDINIA REGION TTTN ACC FROM ADANS SEVEN ENVR TANKS CONSULT DEPT AND RIN REQUIREMENTS ANY ADDITIONAL LOADING EQUIPMENT NECESSARY FOR THIS SHIPMENT AND ADVISE US AS SOON AS POSSIBLE FD

89 miles
72 miles

NICHOLAS PICKERING
CMO. U.S.A.
ADJUTANT

7743

S/1

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

SECRET

AF-863 /wp

SECRET

HEADQUARTERS
AFRICAN THEATER OF OPERATIONS
UNITED STATES ARMY
APO 534

SECRET
Auth: CG, NATOUSA
Initials:
Date: 27 October 44

AG 370.43/198 D-O

27 October 1944

SUBJECT: Closing of United States Army Installations in Sardinia.

TO : Commander, Eighth Fleet (USN).
Commanding General, Army Air Forces, MTC, APO 650.
Commanding General, Communications Zone, NATOUSA, APO 750.

1. Action is being taken to close United States Army installations in Sardinia not later than 15 November 1944.

2. The supply of items common to the Army and Navy, in Sardinia, will be under arrangements to be effected by the Commanding General, COMZONE NATOUSA. Initial maintenance stocks will be provided from supplies in Sardinia.

3. Responsibility for calling forward, receiving, unloading, warehousing and distributing civil supplies in Sardinia will be that of the Allied Control Commission.

4. It is desired that the Commander, Eighth Fleet (USN), be responsible in Sardinia, to the extent of available facilities, for the hospitalization of all personnel for whose hospitalization the United States is normally responsible. Such personnel which cannot be hospitalized in facilities existing in Sardinia will be evacuated by the Commander, Eighth Fleet (USN), to COMZONE NATOUSA hospitals after notification to Commanding General, COMZONE NATOUSA. When evacuation cannot be accomplished with facilities available to the Commander, Eighth Fleet (USN), request for evacuation will be made to Commanding General, COMZONE NATOUSA.

5. The Commanding General, AAF/MTO will be responsible for all matters in connection with rents, leases and claims pertaining to the use or occupancy of real estate by AAF/MTO and attached units in Sardinia.

6. Shipment of supplies from outside of Sardinia will be by ship and delivery will be accomplished by Headquarters, COMZONE NATOUSA to the United States Navy, FOB dockside, Maddalena.

7. The United States Navy will be responsible for the reception of supplies at dockside and the proper distribution thereof.

8. Inspections of installations remaining in Sardinia will be the responsibility of the headquarters concerned.

By command of Lieutenant General McNARNEY:

7742

H. V. ROBERTS
Colonel, AGD
Adjutant General

S/1

SECRET

DISTRIBUTION:
See Reverse Side



SECRET

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



[redacted] SECRET 370.43/198 D-O,
[redacted] d)

DISTRIBUTION:

5 - CG, AAF/MTO
5 - Air CinC MTOAF
3 - CinC Med
10 - ADC, Sardinia
5 - Comdr, Eighth Fleet (USN)
5 - CG, AAFSC/MTO
5 - CG, COMZONE
2 - CG, MAFD, ATC (1250th AAF Base Unit)
2 - G-1
3 - G-3
2 - G-5
2 - G-4 (B)
1 - Ordnance
1 - Mov & Tn
2 - Surgeon
2 - Signal
1 - AG Postal
2 - G-2
4 - G-4
1 - CAO
1 - QM
1 - Engr
1 - TPW (A)
1 - Pat Sec
1 - C&S
5 - Allied Control Commission
2 - AG Records
1 - AG M & D

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

FRAG/h1

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

Tel: 478704
Our Ref: ACC.Tn/S/1-41

21 October 1944

TO : G - 5 AFHQ

SUBJECT: Closing of U.S.A. installations in Sardinia

In reference to the closing of the U.S.A. installations in Sardinia.

In response to AFHQ instructions, Mr.Thomas, MWT representative at Cagliari has signalled to AFHQ for supply of equipments as below for the Port of Cagliari.

" 20 Sets Can- hooks
10 Cargo Nets
4 Wire Slings
10 Tarpaulins "

It is a list agreed with ACC.

Can we be informed that AFHQ is making the arrangements for this supply.

On present knowledge of expected arrivals of goods no fuxther equipment is considered necessary.

A.G. ANTOLINI
Acting Head
Economic Section

Copy to: G - 4 Mov. & Tn. AFHQ
MWT.

7741

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

9

SARDINIA REGIONAL COMMISSIONER

ACC FROM ADAMS

5074

18 Oct. 1944

PRIORITY

TN 3 UB-COMMISSION

SECRET FD REF FOUR NINE NINE ZERO DATE ONE EIGHT OCT PLAN IS FOR CLOSING U PD S P D INSTALLATION IN SARDINIA NOT LATER THAN ONE FIVE NOV PD PAREN TO SARDINIA REGIONAL COMMISSIONER FROM ACC FROM ADAMS SIGNED S TONE PAREN

DESIRED TO ANTICIPATE THAT DATE FD OCT THREE ONE A SUGGESTED DATE P D/ RESPONSIBILITY FOR SECURING WAREHOUSING ARD DISTRIBUTION CIVIL SUPPLIES WILL BE ACC/PD SHIPS WITH GOODS FROM OUTSIDE RED DISCHARGE OVER SHIPS RAIL WILL BE ARRANGED BY MRT SLASH WSA FD RECEPTION AND QUAY CLEARANCE BY CONSIGNEE FD FOR OTHER SHIPS BOTH DISCHARGE AND QUAY CLEARANCE RESPONSIBILITY OF CONSIGNEE FD SIGNAL YOUR VIEWS AS TO DATE ALSO ANY URGENT QUERIES AS TO METHOD AND WEARS WHICH CANNOT AWAIT WARLEY REPORTING BACK HERE

L.T. MONTANT
1ST LIEUT. AGD
ADJUTANT

7740

S/1

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

ACC SARDINIA REGION

ASC FROM ADANS

4990

PRIORITY

16 OCT 44

TTN 30

RESTRICTED FD FURTHER OUR SIGNAL FOUR NINE ONE EIGHT OF ONE FIVE

OCT REGARDING LIMIT MARLEY S VISIT FD MARKS TO ACC SARDINIA REGION

FOR HUNTSMAN COMMISSIONER FROM ASC FROM ADAMS SIGNED BROWN MARKS

FOR CAGLIARI HEAD SARDINIAN FORCE FD IMPORT MARLEY FD

30

See Doc 0 (25) (28) (29) (30) (31)

L.F. BONNEY
1st Lt. A.G.D.
Adjutant

7739

S/1

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

SECRET

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

JEB/wss

Ref. S-3

15 October 1944

SUBJECT: Closing of U.S. Army Installations in Sardinia.

MEMO TO: Headquarters, Allied Control Commission, APO 394
(Attn: Col. DENSMORE)

1. This confirms this afternoon's phone conversation.

2. G-4 has requested comments on proposed "draft of letter to Commanding General AAF/MTO, Commander, U.S. Naval Forces, North African Waters and Commanding General, COMZONE, NATOUSA, subject as above". Comments are required promply. It is desired to anticipate closing date as stated in draft.

3. Extracts affecting A.C.C. are quoted:

Para 1. "Action is being taken to close the U.S. Army Installations in Sardinia not later than 15 November 1944.

Para 2. The supply of items common to the Army and Navy, in Sardinia, will be under arrangements to be effected by the Commanding General, COMZONE, NATOUSA. Initial maintenance stocks will be provided from supplies in Sardinia.

Para 3. Responsibility for calling forward, receiving, unloading, warehousing and distributing Civil Supplies in Sardinia will be that of the Allied Control Commission, which will arrange for such services and activities as may be required in this connection."

Para 4-8. Do not apply to A.C.C.

"By Command of Lieutenant General DEVERS:"

4. Your comments are requested by phone, with due regard for security measures and confirmation by letter.

For the Assistant Chief of Staff, G-5:

J. E. BUTTERWORTH,
Colonel, Infantry,
Economics & Supply Division.

SECRET

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

FRAC/h

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 194

Tel. 478704 15 October 1944

Our Ref.

TO : Lt Colonel L.E. VINING

SUBJECT : The position in Regions of Officers of Shipments, Ports and Warehousing Division of Transportation Sub-Commission

In so far as shipments are concerned the Sub-Commission is an instrument for obtaining the movement of goods. Its information and actions are largely controlled by the actions of AFHQ and AAI.

It does not seem possible under these circumstances to do all the division's work through the Region Commissioner; particularly to instruct the Region Commissioner as to the task to be carried out and to leave the arrangements to him to carry out seems impossible.

This Commission's representative at Naples is there as ACC representative on the MEDBO Schooner Committee and for liaison with that Committee and COGENA because they are settled at Naples. If they move to Rome or elsewhere, he would follow them. He is not in any way a Region Officer.

There are also Port and Warehouse Officers, whose instructions must of necessity come through this Headquarters It is therefore considered that as far as the personnel of the Shipments, Ports and Warehousing Division of this Sub-Commission is concerned, they should be under the Region Commissioner only in the way suggested in the last paragraph of his letter.

D.B. ADAMS
Colonel, C.E.
Director, Tn. S.C.

7137

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

7516

220182

N78/10

HEADQUARTERS
INFORMATION
A.C.C.

LRKBVMEDY 462

~~MCDY 1 MDAY NR 70~~

~~TWEPMN~~ A MBD B

FROM IRVINE LYNCH REGGIO 060010

TO HQ ACC MAIN FOR ADA MS

GR 29 BT

YOUR SIGNAL 4526 UNDERSTAND CAPT WOMBELL

HANDLING THIS MATTER (.) DOUBT IF NAVY WILL

GRANT USE OF USE OF CUTTER (.) WILL SEE CAPT ~~WOMBELL~~/ WOMBELL

WHEN HE RETURNS THIS EVENING AND SIGNAL PROGRESS

BT

~~RETN 70 060010 29 4526 WOMBELL WOMBELL~~

SENTNR 70 JN

Acc Dist

ACTION: TW S/C (4)
INFO: MCC
ECON SEC
FILE (2)
FLOAT

See (14) (11)

1536

10/655

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

Subject:- Signal FTWS 227.

ALLIED FORCE HEADQUARTERS

19

G-4(Mov & Tn) 5/86-GEN

9 Oct 44

Tel: FREEDOM 443

To :- Allied Control Commission,
Transportation Sub Sec.,
A.P.O. 394.

The attached copy of message PBS-28458 dated 28 Sep is for your information and sent in agreement with TN(A).

1/s.

G. Sweet, Capt.
G. SWEET, Capt.,
for Brigadier,
D.Q.M.G. (Mov & Tn).

GS/MS

Enc.

S/1

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

COPY

HJAQ

FILED: 281504A

AFSC N 1507/28
282102A
MEP

PRIORITY

FROM: PENBASE (KALLOCH)

TO : AGWAR FOR WAR SHIPPING ADMINISTRATION FOR CONWAY, INFORMATION TO COT AFHQ, TO MOV AND TRANSPORTATION AMERICAN AFHQ TO MOV AND TRANSPORTATION BRITISH AFHQ TO MINISTRY OF WAR TRANSPORT AFHQ

REF TO THIS MESSAGE: PBS-28458, 28 September 1944

ITWS 227.

Reference your WSIT 122.

The following refers to Allied Control Commission cargoes handled at ports not under military control.

At meeting with Allied Control Commission in Rome, Monday, AFHQ and Allied Control Commission in accord(?) that cargoes for account of Allied Control Commission arriving for discharge or loaded from ports not under military control such as CIVITAVECCHIA and PALERMO must be handled on the basis of War Shipping Administration or Ministry of War Transport responsibility for discharge to end of ships tackle or loading from ships tackle.

Allied Control Commissions responsibility will be to accept inward cargoes at the end of ships tackle and to deliver outward cargoes to ships side. Allied Control Commission here are not organised or prepared to handle responsibility of discharging or loading vessel.

GIBSON GRAHAM and I are in accord that to insure proper despatch of vessels we should control this feature. This would not in any way change existing practise whereby all cargoes are handled by military authority at ports under military control.

Under these circumstances and considering these cargoes a military equipment, presume you would have no objections to handling vessels at these non-military ports through berth sub-agents, paying agency fees in accordance with General Order No. 34 and accepting Army form bills of lading in accordance with traffic regulation No. 7-A.

This has been agreed by General STEWART and GIBSON GRAHAM.

/over

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

ACTION: M & TI

INFORMATION: PSTO
MWT
SOS NATO
G-5
G-4
G-3
CAO
C/S NATO
AG RECORDS

MC IN 19396 29 Sept 44 0330A Ref No FBS 28458
r/K/J

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

SECRET

Econ Sec 48
1391
(2)

HEADQUARTERS 8 OCT 1944 A. C. C.

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512 61-1 RV

JR/en

Ref. F-1

7 October 1944

A

Answered at (26)

SUBJECT: Closure of Satellite Ports

TO : Headquarters, Allied Control Commission, APO 394. (Rome) Su (9)-(10) (51)

With reference to the proposed closure by PENBASE of the satellite ports of CASTELLAMMARE, TORRE ANNUNZIATA and SALERNO certain difficulties arise.

1. Tackle
At present stevedore gear handling tackle is provided by the army. After closure provision and maintenance will be the responsibility of ACC.

2. Personnel
(a) Early withdrawal of 997 Docks Operating Coy from TORRE ANNUNZIATA and SALERNO is desired. They will, however, be allowed to remain while necessary.

(b) In view of possibility of:

(i) Backlog of vessels for discharge
(ii) Additional outloading commitments
(iii) Bad weather

it is proposed that the South African Company at CASTELLAMMARE should continue to operate as long as required.

The original suggestion was closure upon completion of discharge of vessels now working at these ports, but it has been recommended that operation should continue during October and date of closure is being reconsidered by PENBASE.

Wheat ships will continue to discharge at either CASTELLAMMARE or TORRE ANNUNZIATA or both at ACC discretion.

In view of the foregoing it is requested that in consultation with MWT/WSA, you examine your requirements as to gear and submit your demands accordingly.

For the Asst. Chief of Staff, G-5:

J. Richardson S/1

J. RICHARDSON
Jr. Commander, ATS
Economics & Supply Division.

Copy to:- ACC Southern Region
M & Tn
MWT
WSA.

SECRET

(OVER)

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

SECRET

URGENT

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

30 September 1944

C-32

SUBJECT: Withdrawal of Military from Sardinian Ports

TO : Headquarters, Allied Control Commission, APO 394
Attn.: Transportation Sub-Commission

By 25 October the U. S. installations in Sardinia will be closed and personnel and equipment withdrawn. Will you please say urgently whether you will require any of the present port resources (handling gear, etc.). If any gear is required to continue the use of the ports under civilian arrangements, it is suggested that you should present your requirements without delay so that M & TN, AFHQ, can investigate the question of provision.

M. J. GLENN, Major,
Economics and Supply.

Copy to:

G-4
M & TN

HEADQUARTERS
1 - OCT 1944
A C C

SECRET

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

SECRET

Code Designations

| | |
|---|---|
| AIACCIO | PADU |
| ANCONA | URAF |
| ANZIO | PURK |
| BARI | OHAM |
| BRINDISI | KERU |
| CAGLIARI | LEVY |
| CASTELLAMARE | IBOT |
| CATANIA | DING |
| CIVITAVECCHIA | ILAK |
| CROTONE | EJAR |
| EMPEDOCLE | HURA |
| LIVORNO | AIOL |
| MESSINA | KINA |
| NAPOLI | DUKO |
| PALERMO | DIZO |
| PIOMBINO | WEWE |
| REGGIO | GUGI |
| SIRACUSA | UHOP |
| TARANTO | GABA |
| WEST COAST | MITE - ELBOW |
| EAST COAST | HUNG - HEEL |
| SICILY | TOMB |
| SARDINIA | BOWL |
| CORSICA | FANG |

SECRET

5/11

(1)

ALLIED MILITARY GOVERNMENT
SICILY REGION HEADQUARTERS
APO 394 21/12/43

UNITED NETHERLAND :
" 54:

INSTRUCTIONS TO CAPITANERIE OF PORTS
REGARDING SALVAGE

With reference to Memoranda No. 47 Ser. 2a:

1. The Capitanerie are hereby empowered (as an emergency measure) to supervise, co-ordinate and authorize the initiation of salvage operations on wrecks and floating stranded vessels in Sicilian waters, and will maintain all necessary records for settlement and adjustment of claims.

2. All details of salvaged goods must be reported to the local A.M.G. officer for instructions as to disposal.

3. The necessary clearances from military and naval authorities will be secured through the A.M.G. officer having jurisdiction in each instance.

Charles Poletti

CHARLES POLETTI
Lt. Colonel
Regional Civil Affairs Officer

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## INSTRUCTIONS TO CAPITANERIE DI PORTO REGARDING SALVAGE

With reference to Memoranda No. 47 Par. 2e:

1. The Capitanerie are hereby empowered (as an emergency measure) to supervise, co-ordinate and authorize the initiation of salvage operations on wrecks and floating stranded vessels in Sicilian waters, and will maintain all necessary records for settlement and adjustment of claims.

2. All details of salvaged goods must be reported to the local A.M.G. officer for instructions as to disposal.

3. The necessary clearances from military and naval authorities will be secured through the A.M.G. officer having jurisdiction in each instance.

Charles Poletti

CHARLES POLETTI
Lt. Colonel
Regional Civil Affairs Officer

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