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PORT OF VENICE
APR. 1945 - FEB. 1946

ADRIATIC PORTS

HEADQUARTERS ALLIED COMMISSION

TRANSPORTATION SUB COMMISSION

PORTS & NAUTICIAN DIVISION

PORT REPORT

PORT OF VENICE

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THIS FOLDER

CONTAINS PAPERS

FROM APR - 1945

TO FEB - 1946

CATALOGUE. —

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

MINUTES OF PORT WORKING COMMITTEE

UNRRA IMPORTS THROUGH TRIESTE & VENICE

for

YUGOSLAVIA - AUSTRIA - CZECHOSLOVAKIA - HUNGARY.

CONFERENCE

VENICE

20 FEBRUARY 1946

DELEGATES

UNRRA ERO.

Mr. H. De Waal (Chairman)

UNRRA YUGOSLAVIAMr. J. Krasiuk
Mr. B.K. WhiteUNRRA AUSTRIAMr. Col. Vidler
Major D. LovegroveUNRRA ITALY.Mr. G. Lester
Comd. G.M. CottanUNRRA/AFHQ.Col G.H. Rulf
Mrs. M. MacDougallAUSTRIAN GOVERNMENT.Dr. Katziantschitsch
Mr. Andreas Korp
Mr. Max PetruschECITO/ORMOA, ITALY

Gen. F.

XIII CORPS.Brig. G.E.R. Bastin
Col. C.H. Burnett
Lt.Col. A.J. Milman
Major K. CooperAFHQ (Mov. Liaison)Lt.Col. B.A. Coulson
Major M.P. LaramanHQ 86 AREA

Major W.J.F. Weller

A.C. AUSTRIA.Mr. R. Foy
Col. McFallen
Lt.Col. D.W. Howes
Capt. M.S. Rowe
Miss V.M. OgleCZECHOSLOVAK GOV. REPRESENTATIVELt. Masek
Mr. JermanDA & QMG
DD.Tr
ACIG (Mov)
AMG

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Mr. JermanM.N.I.

Mr R.H.H. Chaplin

V.S.A.Mr. R.R. Spence
Mr. Gino Fremura

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UNRRA THROUGH TRIESTE & VENICE

for

YUGOSLAVIA - AUSTRIA - CZECHOSLOVAKIA - HUNGARY.

CONFERENCE.

VENICE

20 FEBRUARY, 1946.

AGENDA

- (1) Introductory statement by Chairman (Mr. H. De Waal - UNRRA London HQ).
- (2) Statement by AFHQ/XIII Corps of port acceptance/clearance tonnages available to UNRRA during March in respect of Trieste and Venice.
- (3) Statement from UNRRA ERO (Lindisen) of projected shipments for Yugoslavia, Czechoslovakia and Austria programmed for March arrival.
- (4) Allocations and routing of UNRRA shipments, March arrivals.
- (5) Position re Transit Guards.
- (6) Provision of railway waggons. Statements from UNRRA Austria - UNRRA Czechoslovakia - UNRRA Yugoslavia.
- (7) Other business.

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- (7) Other business.

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The proceedings were opened at 1000 hours by the Chairman (Mr. H. De Waal, UNRRA ERO) who welcomed the delegates and submitted the Agenda which was before them. He explained that the meeting was decided upon at the AFHQ/UNRRA Conference held in Rome on 19 Jan 46 and was convened to determine the allocations and routings of UNRRA supplies for Yugoslavia, Czechoslovakia and Austria through the ports of Trieste and Venice, during March 1946. He further advised that some of the delegates from Austria had been delayed en route by storms, and had requested an adjournment of the meeting, but as this would have inconvenienced the majority of the other delegates, he proposed to deal with the first three and possibly the fourth item of the Agenda at the morning session and to consider the rest of the Agenda in the afternoon when it was hoped the absent Austrian delegates would have arrived.

Mr De Waal spoke briefly upon the grave world situation in relation to food supplies - especially grains -- the labour troubles being experienced in the USA and other producer countries, and the serious difficulties which this was causing the USSR in procuring and shipping supplies as programmed. It would be understood therefore that the figures which would be presented to the meeting were the best estimates possible, but no guarantee could be given that these programs would be actually shipped.

The second point made by the Chairman was with reference to supplies for Hungary. He advised that an agreement had now been reached with Hungary for the provision of a small program by the UNRRA. It had been hoped that these supplies could be routed through Constanza, but after negotiations with the authorities on the spot it had been decided that this was not practicable. The UNRRA wished therefore to use Trieste as the port of entry for its Hungary shipments and it was expected that arrangements would shortly be concluded with the Yugoslav authorities for on rail movement through that country. For the present, quantities would be small, and in the figures which would be submitted to the meeting token provision had been made for one ship only during March.

Mr. De Waal then referred to the proposal made at the Rome Conference for the establishment of an UNRRA Trieste Transit Office to co-ordinate movement of the supplies which were the subject of this meeting. Unfortunately it had not yet been decided exactly what form that organisation should take and the matter was still under discussion between the Chiefs of Missions concerned and the European Regional Office, London. Meanwhile, necessary measures had been taken to ensure that operations would proceed smoothly and Mr. Berry White, Trieste Port Representative of the Yugoslav Mission, would act temporarily as co-ordinating officer for all the Missions involved.

2. Statement by HQ XIII Corps of port acceptance/clearance tonnages available to UdrR during March through Trieste and Venice.

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1. Introductory Statement by the Chairman.

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2. Statement by HQ XIII Corps of port acceptance/clearance tonnages available to UNHRA during March through Trieste and Venice.

Brig. Bastin (DA & QMG XIII Corps) presented this statement (reproduced at page 11) and explained the figures in detail, showing available

Trieste	-	3750 tons daily
Venice	-	850 tons daily plus any tonnage not taken up out of the Italian Civil program which was scheduled at 6000 tons daily.

He also stated that as from 1 April, BTA and XIII Corps military tonnages now routed through Trieste would be switched to Venice and this will make a further 400 tons daily available to UNHRA. In addition, from April onwards, with the melting of the winter snows and consequent increased availability of electric power, the clearance through Trieste can be stepped up by 2000 tons daily, thus

giving a total of more than 6000 tons daily available for UNRRA imports.

3. Statement from UNRRA ERO (London) of projected shipments for Yugoslavia, Czechoslovakia, Austria and Hungary programmed for March.

Mr. De Waal presented the statement (reproduced at page 12) which was before the meeting and explained the figures in detail:-

Yugoslavia - 110,000 tons. See explanation at page 13.

Hungary - 8,000 tons. One shipment had been provided for but there was no certainty that this would materialise during March.

Czechoslovakia - 40,000 tons. Conditions for movement of Czechoslovak supplies through Hamburg and Bremen were improving, but there were certain shipments which it was desired to route through Adriatic ports for reasons of economy and speedier delivery. The March program provided for approx. 16,000 tons phosphate from North Africa - including one ship backlog from February - and approx. 24,000 tons from the Western Hemisphere, mostly foodstuffs.

Austria - 23,500 tons. From the Eastern Hemisphere 8,500 tons, including 6000 tons seed potatoes, 800 Fordson Tractors and 1000 tons copper sulphate. From the Western Hemisphere 15,000 tons which would be mostly food. It might be felt that this was rather a disappointing program, but the reason lay principally in the very acute shortage of world food availabilities. There was, however, one bright spot in the Austria program, namely that 1000 trucks would definitely be shipped for March arrival. Of these, 800 were being shipped to Naples, where they will be assembled and consigned under arrangements made by the military, to Austria - and the balance of 200 were being shipped (cased) to Venice for on movement by rail to Graz for assembly.

The Chairman indicated that any questions touching on detailed Supply problems should be put to him personally after the open meetings and he would undertake to transmit them to the Supply Branch concerned.

Mr. Fry (A.C. Austria) spoke with reference to the Yugoslav tonnage which it was proposed to route through the Dalmatian Coast Ports - namely 30,000 in March against 45,000 in February, and queried why more of the Yugoslav tonnage could not be routed that way, thus making possible more tonnage to other countries through Trieste? Mr. Krasiuk (UNRRA Yugoslavia) explained this, pointing out that during the winter months the governing factor on the Dalmatian Coast was not port acceptance but clearance from the port as winter conditions made it impossible to move supplies far beyond the immediate port areas. A portion of the tonnage received during January and February had been stockpiled but storage was now filled to capacity and during March it would only be possible to accept what could be actually distributed.

4. Allocation between Ports and Routing of Shipments - March arrivals

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4. Allocation between Ports and Routing of Shipments - March arrivals

The Chairman said that the problem before the meeting was that it was required to move through Trieste and Venice a total of 181,741 tons during March whereas the port authorities had declared an availability of 3750 tons daily through Trieste and 650 tons daily through Venice, or a monthly total of 138,000 tons only. To this could be added 300 tons a day presently scheduled for military movement to the French Zone of Austria, which gave an additional 9,000 tons and a grand total availability of 147,000 tons. These tonnages are substantially the same as the February figures and left an unfilled requirement of 34,000 tons.

Dealing with the Trieste figures first, the Chairman said that when faced with a similar position at the Rome Conference (February figures), although the military statement showed an availability of 112,500 tons only it was agreed that 130,000 tons could in fact be handled through Trieste, and he asked XIII Corps whether they would again accept that figure for March. The tonnage of 130,000 was agreed by Brig. Bastin. This therefore left some 50,000 tons to be moved through Venice against a declared availability of 26,000 tons and the Chairman asked UNRRA Italy Mission representative whether there would be any difficulty in meeting the surplus 25,000 tons from the scheduled Italian civil tonnage (6,000 tons daily). Mr. Lester, in reply, stated that taking into account the nature of the Italian supplies programmed through Venice there should be no difficulty in providing for the 25,000 tons required.

The Chairman next proceeded to deal with the allocation of Mission tonnages between Trieste and Venice. He said that from the 130,000 tons through Trieste, the Yugoslav requirement of 110,000 tons must be met in full, leaving 20,000 tons to be divided among other claimants and he suggested that the next priority on Trieste should be the 8,000 tons for Hungary.

Col. Barnett (D.D.Tn. XIII Corps) said that this would give an average of 4,000 tons a day over the lines into Yugoslavia, and it was their experience that Zone B cannot handle trains over 3,500 tons daily. He wished to issue a warning that there was considerable trouble in connection with the working of the railways in Zone B and the matter had been taken up with higher authority. The Yugoslavs are tending to try and alter the status quo (referring to railway working) in that Zone and if they persist in doing this, particularly in view of the fact that trains are run with Italian crews into Zone B, the military will be unable to accept responsibility for traffic going through even at the rate of 3,500 tons daily. He went on to say that it is not only rail wagons that will affect the position but if traffic is to go through it is essential that the lines are cleared and that locomotives are sent back. Experience to date has been that trains tend to get lost and then no more traffic can move until the engines get back. A further point is that the present attitude towards the railway workers and the methods of working the railways which is becoming apparent in Zone B are causing liabilities to accidents and a certain amount of discontent among the railway workers. It is extremely important that this should be avoided if we are to continue the UNRRA program.

Mr. Krasiuk (UNRRA Yugoslavia) said that it was his very definite understanding from the Yugoslav Authorities that they could provide for traffic of 4,000 tons a day - and more - and he felt quite sure that the proposed program could be met. It was not within his province to discuss the alleged difficulties of railway working in Zone B - that was a matter between the Yugoslav Government and the Military Authorities - but he did remind the meeting that from time to time they had already operated at more than 4,000 tons a day in moving UNRRA Yugoslav supplies from Trieste, and what had been done before could be done again. With regard to the new Hungarian commitment, he had already had a meeting with the Yugoslav State Railways and they assured the proposed program. It was, of course,

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Lt. Col. Milman (XII Corps) said that in the past there had not always been a regular supply of rail waggons and he emphasised that past performance must be improved upon if congestion in the port was to be avoided.

Mr. Berry White (Yugoslav Mission Port Rep Trieste) said that from his experience over the past seven months he foresaw no difficulty in the proposed rail movement of 4,000 tons a day to Yugoslavia. He referred to the one or two occasions mentioned by Col. Milman when there had been delay in receipt of waggons. Such occasions had however been very rare and considering the whole seven months' operation, he felt that the flow of rolling stock had been very successfully maintained by the Yugoslav State railways.

At this point the Chairman said he felt there was no need to discuss this particular subject further. The military had expressed their concern that it might not be able to move the tonnage proposed due to difficulties in the area which was not under their control, but having noted that warning it was not a matter with which the meeting should concern itself further. It had been decided to allocate 130,000 tons for movement through the port of Trieste, and it will be up to the UNKRA representatives with the help of the military, to get as much of this away as possible. If necessary, use must be made of the storage capacity in the port which he understood was more than ample to provide against any temporary delays in movement. The meeting agreed on the allocation of 118,000 tons for Yugoslavia and Hungary as suggested.

Consideration was next given to the allocation of the 12,000 tons balance through Trieste, whether this should go to Austria or Czechoslovakia. In the course of this discussion, Brig. Bastin reminded the meeting that this forward allocation between ports definitely pre-supposed an even flow of shipping. In actual practice it was most unlikely that this would always apply and he warned that the UNKRA organisation must be flexible enough to provide for last-minute switches. Mr. De Waal agreed that we were considering an ideal situation but pointed out that from April onwards there was every prospect that the flow would be more regular and the whole operation less complicated.

Interval of ten minutes.

On resuming, Mr. De Waal said that he had had discussions with Brig. Bastin during the interval with reference to port allocations. It was clearly most desirable that the port of Trieste should be used to its full capacity and to this end it was suggested that we should plan to move the whole of the Yugoslav, Hungarian and Austrian tonnages through Trieste. This proposal had the full support of the military, and although the tonnage involved exceeded the figures submitted by XI Corps earlier in the meeting, it was agreed by them as a practical working plan. The meeting accepted this proposal and agreed the following allocations:-

Through Trieste - 1st Priority	- whole of Yugoslav requirement.
2nd	- 8,000 tons for Hungary if required.
3rd	- whole of Austrian program subject to diversion to Venice should Trieste become congested and be unable to accept.

Through Venice - whole of Czechoslovak program.

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Mr. De Waal asked if there were any change in the way supplies were to move (rail) for Austria and Czechoslovakia, and Col. Milman confirmed that routing would be the same as agreed at the Rome meeting. Mr. De Waal asked if any of the tonnage would be required in the French Zone and Mr. Foy confirmed that it would, but routing would be as before.

5. Transit Guards.

The Chairman said he had agreed to take this item of the Agenda during the morning session to enable Brig. Bastin making a statement on the subject and to save him being detained for the afternoon session.

Brig. Bastin advised that the position of XIII Corps was that they were fully prepared to accept small detachments of transit guards at Trieste and to accommodate them there, subject to the following conditions:-

- (a) that all personnel would come completely under command of XIII Corps;
- (b) that they would have no guard commitments as such in the dock area but would be used purely as transit guards;
- (c) that Detachments would not exceed 40 men and 3 officers at any one time from any one country.

Arrangements had already been made to accept French and Yugoslav Transit guards who would be allowed to carry arms whilst on duty - "on duty" being strictly confined to the periods when actually guarding supplies in transit. The present position with reference to Czechoslovak and Austrian guards was that they will not be allowed to carry arms. Brig. Bastin asked that XIII Corps be given plenty of notice before the guards arrived and stressed the very acute accommodation shortage which made it necessary for them to insist that while there was no objection to any one country having say a total of 100 guards assigned to this work, certainly not more than 40 men and 3 officers could be accommodated in Trieste at any one time, from any one country.

Considerable discussion ensued and the Chairman said that the whole question of transit guards, armed and unarmed, had been under continuous discussion between the countries and the authorities concerned since the matter was first raised at the Rome meeting on 19 Jan 46. AFHQ had initially refused the request of the Czechoslovak Government to use armed guards - although they agreed that unarmed guards would be accepted - but he was advised that this decision was now under review and the result of negotiations between AFHQ and the Italian Government on the subject was now awaited. Mr. Foy asked whether in the event of guards not being available for UNRRA cargo in transit, e.g. Austria, would the cargo go forward unguarded. Brig. Bastin said that that would be so. Mr. De Waal said it was UNRRA procedure to hand over cargoes to the recipient Government at the port of discharge and from then on they are the responsibility of that Government. On the other hand, the Administration is vitally interested in the safety of its supplies and is obligated to see that the goods do reach their destination and are used for the purpose intended. That is the object of UNRRA and it would certainly not wash its hands of the responsibility. In the circumstances mentioned by Mr. Foy we should probably have no choice but to send the supplies on unguarded, but the Administration will certainly do its utmost to see that guards are provided and that the movement of supplies to their destination is achieved without loss.

The question was raised of guards for the supplies (bulk grain) ex the

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The question was raised ref guards for the supplies (bulk grain) ex the SS SIDNEY SHORT which was the first shipment against the Austrian program and due to arrive at Venice within the next day or two. It was confirmed by Mr. Foy and XIII Corps representatives that special arrangements had been made for HQ BTA to supply military transit guards for this movement, but the undertaking was for this one ship only. For the first Czechoslovak shipments, one ship due to arrive approx 25 Feb and the other early in March, the question of guards would not arise as the cargo was powdered phosphate. As already stated, a satisfactory decision is being pressed for from higher authority and it can be reasonably expected that the problem will be resolved before further substantial shipments are received for either Austria or Czechoslovakia.

6. Other Business.

(a) Mr. Fry suggested that at subsequent monthly meetings a Record should be presented of the operations during the preceding month. The Chairman noted and agreed that this would be done.

(b) Lt. Masek (Czechoslovak Govt) raised the question of freight charges on trains carrying supplies from North Italian ports to Czechoslovakia and asked what kind of Bill of Lading would be used. Major Cooper (AMG XIII Corps) submitted that freight charges for movement to the border should be raised by the Italian State Railways and that the Italian Government should endeavour to negotiate imports against their credits.

The Chairman said that the whole question of who pays and what is paid was too involved and not a subject for that meeting. He was, however, interested to find out who was recording and charging these freights - was it the Italian State Railways and were they raising the debit against UNRRA?

Col. Ping (ECITO) said that in respect of the traffic moving through Venice the UNRRA Italy Mission had agreed to carry out the actual documentary work, using International Bills of Lading, and holding an account for and on behalf of the Italian State Railways. This arrangement was made at a meeting between I.S.Rys., A.C.I., UNRRA Italy Mission, ECITO and others concerned subsequent to the Rome meeting of 19 Jan. The Trieste traffic would similarly be debited against the respective consignee governments but for the time being as a book entry only, and such records in respect of the Venezia Giulia Railways would be maintained by AMG Authorities.

Mr. De Waal noted the documentary procedure that was being followed but said that the statements made regarding who was responsible for the actual payment of these freight charges could not be taken as an official decision or that such would eventually be the position. So far as it affected the Czechoslovak and Austrian supplies, the subject was still under discussion between UNRRA and the respective governments and the final decision would depend upon the terms of the overall UNRRA Agreements with the governments concerned. The question of payments must, therefore, be taken as undetermined for the time being.

(c) Mr. Lester (UNRRA Italy Mission) raised the question of routing ships into Venice and emphasised that the arrival and diversion of ships must be coordinated with Rome (Italy Mission Shipping Div). Mr. De Waal said that the diversion of all UNRRA shipping would be handled through the Naples Office of UNRRA Caserta and it was their responsibility to keep in close touch with Italy Mission respecting proposed diversions to Venice to ensure that these did not conflict with the Italy Mission routings. Col. Rulf confirmed that all shipping information and diversions would be coordinated with Rome as mentioned.

The meeting adjourned until 1600 hours.

On resuming the Chairman reviewed the business and decisions of the

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The meeting adjourned until 1600 hours.

On resuming the Chairman reviewed the business and decisions of the morning session for the benefit of the newly arrived Austrian delegates.

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7. Provision of Railway Wagons

The Chairman asked if the Austrian delegates would speak first reference provision of rail wagons to move their supplies.

Col. McMullen (D.Th.A.C.A.) said he was present to represent the British French and American elements of A.C. Austria only. He noted that the total March allocation for Austria was 23,500 tons only, and he could state there would be no difficulty in providing wagons from Austria to move this tonnage from Trieste or Venice, including flats for the MT vehicles. On the question of routing, the Czechoslovak and Austrian supplies together amounted to 63,000 tons via Tarvisio and so far as Austria was concerned, he was quite happy about that position also. This would mean an additional 2,000 tons a day through Tarvisio on top of the military government traffic which is moving now and he queried with XIII Corps whether that was satisfactory to them. This was confirmed by Col. Barnett. Col. McMullen said he presumed that some portion of the 23,500 tons would be for the French Zone and this was confirmed by Mr. De Waal who said that at the morning session it had been agreed that this would not present any difficulty as the amount involved was so small. In reply to the Chairman, Col. McMullen also confirmed that there would be no difficulty as regards locomotives and coal in the three zones he represented. Col. McMullen further stressed that the Czechoslovak traffic should move through in full trainloads and it was important that trains should not be sent up with mixed supplies for Austria and Czechoslovakia.

Col. Milman (XIII Corps) said that the Port Authorities did not want to have to keep Czechoslovak wagons for Czechoslovak supplies and Austrian wagons for Austrian supplies, etc. but wished to use any wagons for any country as best suited operational convenience, i.e. it was desired to form and operate a common pool of rail wagons for this traffic.

Lt. Masek (Czechoslovak Govt) said that their position was not such a satisfactory one. Following the Rome meeting they had secured with considerable difficulty an allocation of 500 trucks for the movement of UNRRA supplies from North Italian Ports and these were only barely sufficient to meet the February program of 15,000 tons. Unfortunately the wagon situation in Czechoslovakia had not improved and he did not know how they were going to find the additional wagons necessary to move the increased program of 40,000 tons. He would like to ask the Austrian and Italian representatives whether it would be possible for them to assist the Czechoslovak authorities in this connection.

Col. Milman said that a total of 1,500 wagons would be necessary to meet the total Czechoslovak commitment, i.e. 1,000 more than were presently in sight.

Considerable discussion ensued and it was finally agreed that ECITO (Col Ping) should initiate action for provision of additional wagons to meet the Czechoslovak requirement.

On the question of a common pool of wagons, the Austrian representati

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Col. Milman said that a second meeting would be held in Prague to meet the total Czechoslovak commitment, i.e. 1,000 more than the first. He also said that ECITO was finally agreed that ECITO in sight.

Considerable discussion ensued if (Col Ping) should initiate action to meet the Czechoslovak requirement.

(Col pine) should meet the Czechoslovak requirement.

On the question of a common position to this and as to the action to be taken, the Commission and the Council agreed, and agreed, to take action on this point.

Col. McMullen asked what arrangements would be made for Austria to be paid freight charges on the movement of Czechoslovak traffic through Austria as it was desired if possible to use this source as a means of obtaining a credit for the Austrian Government with the Czechoslovak Government. Mr. De Waal said that no firm arrangements had yet been made reference responsibility for freight payments and it will be dependent upon the terms of the UNRRA agreement with the Austrian Government. That agreement was now in course of being negotiated, and Col. Vidler (UNRRA Austria Mission) promised to keep in touch with A.C.A. in that connection.

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Col Howes (A.C.A.) said he viewed with alarm the way the Czechoslovak program had risen as compared with the tonnage figures given at the Rome meeting. Mr. De Waal repeated the explanation given at the morning session pointing out that the March increase was largely dictated by seasonal necessity. Conditions for the movement of Czechoslovak supplies through Hamburg and Bremen were rapidly improving and by April the Elbe and the Rhine should be open to traffic, thus enabling more Czechoslovak tonnage to be routed that way. It may be assumed that there would be no further increase of Czechoslovak tonnage through North Italian ports, and in any case the Czechoslovak tonnage would not be routed that way to the detriment of Austrian requirements when full flow of their program was available for shipment.

Further questions were asked by the Austrian delegates with reference to:- (a) Routing of Hungarian supplies via the Danube; (b) Transit Guards (c) Splitting of the Austrian program between Trieste and Venice. Each of these subjects was dealt with at the morning session and the Chairman reported briefly the earlier proceedings.

Communications

Col. Milman raised the question of advance signals giving information re arrival of shipments and contents of cargo, and asked whether arrangements could be made to let the Port Authorities have earlier information than was received at present. The USA and UNRRA Caserta representatives spoke to this point and Mr De Waal explained the procedure as it affected the London and Washington offices of UNRRA. Both the difficulties and importance of this matter were realised and all concerned would continue to do their utmost to improve the position.

Next Meeting.

The Chairman said that it was proposed to hold the next meeting of this working party approx. 20 March and asked for the views of the meeting as to where it should be held. He felt that as the operation and its organisation was now taking definite shape, the representation at future meetings could be reduced and be restricted to those directly concerned with the actual allocating and routing of the current month's tonnages. The logical place for the meeting was at Trieste, but he was advised that the problem of accommodation was a very difficult one and it might therefore be necessary to select another venue.

Col. McFullen said he had been asked to present a request from the Russian element of A.C.A. for future meetings to be held in Vienna. This was discussed but as it was essential for Port Liaison Officers and Government representatives of the countries concerned to be present at the monthly meetings, it was agreed as unwise to select a meeting place which would take them away from Trieste or Venice for more than 24 hours.

Col Milman confirmed the Chairman's statement re difficulties of accommodation in Trieste and said that XIII Corps would prefer the meeting to be held in Venice rather than Trieste. It was then proposed and agreed that the next working committee meeting should be held in Venice on 20 March, 46.

(c) Splicing of one meeting with the morning session and the Chairman reported briefly the earlier proceedings.

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The Chairman closed the meeting with an expression of thanks to all those who had attended.

UNRELA REPORTS THROUGH ITALY & VENICE
for

YUGOSLAVIA - AUSTRIA - CZECHOSLOVAKIA - HUNGARY

CONFERENCE.

VENICE

20 FEBRUARY, 1946

Statement by HQ XIII Corps of anticipated tonnages per day for
discharge in MARCH 1946.

TAFFET.	VEHICLE
MILITARY - POL	200
" - ETA	280
" - 13 Corps	120
" - Coal	50
ARMY COUNCIL CIVIL - Gen	800
" - Coal	700
ACA AUSTRIA	800
FRENCH ZONE AUSTRIA	300
	ITALIAN CIVIL
	6000
	7150
Available for UNRELA	3750
	Available for UNRELA
	850 *
TOTAL	8000

Statement by HQ VIII Corps of anticipated tonnages per day for
discharge in March 1946.

TRIESTE		VENICE	
MILITARY	- POL	200	600
"	- BTA	200	200
"	- 13 Corps	120	50
"	- Coal	50	
ALL CIVILIA	- Gen	800	300
"	- Coal	700	-
ALL AUSTRIA		800	-
FRENCH ZONE AUSTRIA		300	6000
Available for UMBRA		3250	7150
Available for UMBRA		3750	350 *
TOTAL		7000	3000

* plus any tonnage deducted from Italian civil bids.

port capacity based on TRIESTE 7000 tons clearance rail 6000 tons
clearance road 1000 tons

VENICE 8000 tons clearance rail 6000 tons
clearance road 2000 tons

NOTE:- Commencing 1 Apr 46 rail clearance ex TRIESTE will be increased
to 8000 tons and UMBRA tonnage can be increased accordingly.

UNNRA - ANTICIPATED MARCH ARRIVALS - TRIESTE/VENICE

COUNTRY	EX EASTERN HEMISPHERE	EX WESTERN HEMISPHERE	TOTAL	Through TRIESTE
YUGOSLAVIA			(a) 110,000 **	
HUNGARY			8,000	
CZECHOSLOVAKIA	6,000) Phosphate ex 10,000) N. Africa (3 ships)	(a) 23,646 (3 complete ships) (1 part ship)	39,646	
AUSTRIA	(b) 8,500 plus 200 x 3-ton trucks.	(c) 15,000	23,500 plus 200 x 3-ton trucks (600)	
			181,746	

- (a) includes approx 15,000 tons wheat/flour/oats.
 (b) includes 800 Fordson Tractors and 6,000 tons seed potatoes and 1,000 tons cop.
 (c) food including 3,500 tons bagged wheat
 (d) includes 4,000 tons rock phosphate.

** See Appendix A

- ANTICIPATED MARCH ARRIVALS - TRIESTE/VENICE

	EX WESTERN HEMISPHERE	TOTAL	Through TRIESTE	Through VENICE
		(a) 110,000 **		
		8,000		
ex	(a) 23,646 (3 complete ships) (1 part ship)	39,646		
	(c) 15,000	23,500 plus 200 x 3-ton trucks (500)		

181,746

Page Twelve

approx 15,000 tons wheat/floor/oats.
 800 Fordson Tractors and 6,000 tons seed potatoes and 1,000 tons copper sulphate.
 including 3,500 tons bagged wheat
 4,000 tons rock phosphate.

** See Appendix A

UNHRA - ANTICIPATED MARCH ARRIVALS - TRIESTE/VENICEAPPENDIX 1.1

Total of 110,000 tons through TRIESTE for YUGOSLAVIA is arrived at as follows:-

Ex Western Hemisphere advised in Washington Signal 651 of 12 Feb	150,000
Ex Eastern Hemisphere	15,585
Ex Mediterranean	10,000
Overflow of February program	20,286
	196,471
Deduct possible overflow into April and shortfall of above program	36,471
Deduct shipments through Salonika and Varna	20,000
Deduct shipments through Dalmatian Ports	30,000
	86,471
TOTAL anticipated through TRIESTE	110,000

All figures are exclusive of POL and based on understanding that movement of POL does not affect the clearance/acceptance figures advised by the military.

Above figure is also based on understanding that failure to accept at Varna or SALONIKA will necessitate increasing total of Yugoslav import through TRIESTE.

Ex Western Hemisphere advised in Washington Signal 651 of 12 Feb	150,000
Ex Eastern Hemisphere	15,585
Ex Mediterranean	10,000
Overflow of February program	20,886
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	86,471
TOTAL anticipated through TRIESTE	110,000

All figures are exclusive of POL and based on understanding that movement of POL does not affect the clearance/acceptance figures advised by the military.

Above figure is also based on understanding that failure to accept at Varna or SALONIKA will necessitate increasing total of Yugoslav import through TRIESTE.

Notes on visit to VENICE 11 - 12 January, 1946.

PART I. VENICE.

(a) Berths.

<u>Position</u>	<u>No.</u>	<u>Draft</u>	<u>Purpose</u>	<u>Cranes, etc.</u>	<u>Storage</u>	<u>Clearance</u>	<u>Remarks</u>
Saluti Anchorage	5	29'	Lightening	-	-	Barge	Average per grain ship 600 tons.
Barchini San Basilio	7	20' 22'	General cargo, coasters and very light liberty.	Yes	Sheds 1, 3 to 9 and 13 to 15.	Road and Rail.	
Punto Franco Magazzini Generali.		24'					
Bacino No. 1. (end)	1	27'	General cargo.	Yes	Sheds 103	Road and Rail.	
Bacino No. 1. No. 22.	1	25'	Bulk grain.	3 cranes (2 ships, 1 barge) each 20-25 tons per hr.	Silo 30,000 tons	Barge 400 tons. Rail 700 tons.	Ship can discharge 1,000 to silo, 300 to barge.
Stucky Mill Giudecca	1	27'	Bulk grain.	One sucker, 60 tons per hr.	Silo 12,000 tons	Barge 400 tons.	Ship can discharge 900 to silo.
Laguna	2	26'	General cargo	No.	No.	Road.	-

(b) Shed capacities are as follows:-

<u>Shed No.</u>	<u>Ground floor transit shed</u>	<u>1st floor</u>	<u>2nd floor</u>	<u>Remarks</u>
1	3,000 tons	-	-	Crane and rail served.
3 to 9	3,000 "	1,500 tons	1,500 tons	Elevator broken. Rail served.
12	1,500 "	500 "	-	Crane and rail served.
13	1,500 "	500 "	-	" "
14	1,500 "	-	-	" "
15	1,000 (a)	500 (b)	-	" "

(a) repaired by 1 Feb.

Barceloni	7	20/22'	General cargo, coasters and very light liberty.	Yes	Sheds 1,3 to 9 and 13 to 15.	Road and Rail.
San Basilio		one				
Punto Franco	24'					
Magazzini Generali.						
Bacino No. 1. (end)	1	27'	General cargo.	Yes	Shed 103	Road and Rail.
Bacino No. 1. No. 22.	1	25'	Bulk grain.	3 bunkers (2 ships 30,000 tons each 20-25 tons per hr.)		Barge 400 tons, discharge 1,000 to 700 tons. silo, 500 to barge.
Stucky Mill Gindecca	1	27'	Bulk grain.	One sicker, 60 tons per hr.	Silo 12,000 tons	Barge 400 tons. discharge 900 to silo.
Laguna	2	26'	General cargo	No.	No.	Road.

(b) Shed capacities are as follows:-

Shed No.	Ground floor transit shed	1st floor	2nd floor	Remarks
1	3,000 tons	-	-	Crane and rail served.
3 to 9	3,000 "	1,500 tons	1,500 tons	Elevator broken. Rail served.
12	1,500 "	500 "	-	Crane and rail served.
13	1,500 "	500 "	-	" "
14	1,500 "	-	-	" "
15	1,000 (a)	500 (b)	-	" " " (a) repaired by 1 Feb. (b) " " 1 Mar.
16	1,500 tons	500 tons		Crane and rail served.
17	1,500 "	500 "	-	" "
103	8,000 "	6,000 "	-	" "
112	4,000 "	-	-	No roof.

8258

10,000

AC/24.1

-3-

(a) Berths. (cont.)					
<u>Position</u>	<u>No.</u>	<u>Draft</u>	<u>Purpose</u>	<u>Cranes etc.</u>	<u>Storage</u> <u>Clearance</u> <u>Remarks</u>
Molo A	4	25'	General cargo	Nil	Nil Rail If used for coal average discharge 400 t.p.d.
Chiari & Forte	1	24'	bulk grain	One Sucker 50 tons per hr	10,000 tons Rail 200 tons Barge - 400 tons
Vetro Coke	1	26'	cooking coal	Yes	? Rail 2,000 tons per day but monthly average not more than 1,500 tons per day.

(b) Rail clearance.

M.R.S. give 250 wagons at 15 tons per day for coal = 3,750 tons per day. Rail capacity is thus the bottleneck. The Cape gives 350 wagons per day. He states 700 wagons a day from Venice and Marghera were easily handled at MESTRE pre-war.

(c) Labour.

Ample labour can be obtained from VENICE. Mov. state a ferry can be run.

(d) Port Development.

- (i) The Canal Vittorio Emanuele is now only open to ships of 25', but by dredging a short length the depth can be increased to 27' throughout.
- (ii) The gap, which at present prevents the use of all six berths, will be repaired by 1 Feb.

PART III. Ports of discharge for coal or grain on Po system.

(a) MANTOVA is the principal port.

- (i) Cranes are available at the wharves of the Gas Company at PORTO CATENA and of the Paper Company at FOSSA SERANA. The facilities at the Gas Company quay are, however, poor owing to the age of the cranes and bad road and rail access.

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monthly
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more than
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per day.

Rail

?

Yes

coking
coal.

26'

1

Vetro
Coke

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(i) Cranes are available at the wharves of the Gas Company at PORTO CATENA and of the Paper Company at FOSSA SERANA. The facilities at the Gas Company quay are, however, poor owing to the age of the cranes and bad road and rail access.

(ii) Labour is well organised and ample.

(b) FERRARA is the other main port, cargo being handled at PONTE LAGOSCURO. No cranes are available, but sufficient labour is obtainable. Grain sacks must be supplied by consignee.

(c) To ensure an adequate rate of discharge, it is essential that mobile cranes be provided at MANTOVA, FERRARA, PADUA, TREVISO and perhaps PORTO NOGARO about 20 km south of UDINE.

PART IV. Rail capacities inland from MESTRE.

M.R.S. rep. VENICE, who is the M.R.S. officer responsible for the VENICE and VERONA compartment, gave the following capacities:-

MESTRE - VICENZA 8 trains @ 700 tons net = 5,600 tons.

MESTRE - UDINE 12 trains @ 450 tons net = 5,400 tons.

These figures are in addition to the present military and civil passenger services.

Notes on visit to VENICE 11 - 12 January, 1946.

PART I. VENICE.

(a) Berths.

<u>Position</u>	<u>No.</u>	<u>Draft</u>	<u>Purpose</u>	<u>Cranes, etc.</u>	<u>Storage</u>	<u>Clearance</u>	<u>Remarks</u>
Saluti Anchorage	5	29'	Lightening	-	-	Barge	Average per grain ship 600 tons.
Bancorini San Basilio	7	20/22' one	General cargo, coasters and very light liberty.	Yes	Sheds 1,3 to 9 and 13 to 15.	Road and Rail.	
Punto Franco Magazzini Generali.		24'					
Bacino No. 1. (end)	1	27'	General cargo.	Yes	Sheds 103	Road and Rail.	
Bacino No. 1. No. 22.	1	25'	Bulk grain.	3 cranes (2 ships 30,000 tons each 20 - 25 tons per hr.)	Barge 400 tons. Rail 700 tons. silo, 500 to barge.	Barge 400 tons. Ship can discharge 1,000 to silo, 500 to barge.	
Stucky Mill Giudecca	1	27'	Bulk grain.	One sucker, 60 tons per hr.	Silo 12,000 tons	Barge 400 tons. Ship can discharge 900 to silo.	
Laguna	2	26'	General cargo	No.	No.	Road.	-

(b) Shed capacities are as follows:-

<u>Shed No.</u>	<u>Ground floor transit shed</u>	<u>1st floor</u>	<u>2nd floor</u>	<u>Remarks</u>
1	8,000 tons	-	-	Crane and rail served.
3 to 9	3,000 "	1,500 tons	1,500 tons	Elevator broken. Rail served.
12	1,500 "	500 "	-	Crane and rail served.
13	1,500 "	500 "	-	" "
14	1,500 "	-	-	" "
15	1,000 (a)	500 (b)	-	" "

Magazzini Generali.		very light liberty.		13 to 15.	
Bacino No. 1. (end)	1	27'	General cargo.	Yes	Shed 103
Bacino No. 1. No. 22.	1	25'	Bulk grain.	3 barges (2 silos 30,000 tons each 20-25 tons per hr.)	Barge 400 tons, discharge 1,000 to Rail 700 tons, silo, 500 to barge.
Stucky Mill Giudecca	1	27'	Bulk grain.	One silo, 12,000 tons	Barge 400 tons, discharge 900 to silo.
Laguna	2	26'	General cargo	No.	Shed.

(b) Shed capacities are as follows:-

Shed No.	Ground floor transit shed	1st floor	2nd floor	Remarks
1	6,000 tons	-	-	Crane and rail served.
3 to 9	3,000 "	1,500 tons	1,500 tons	Elevator broken. Rail served.
12	1,500 "	500 "	-	Crane and rail served.
13	1,500 "	500 "	-	" " "
14	1,500 "	-	-	" " "
15	1,000 (a)	500 (b)	-	" " " (a) repaired by 1 Feb. (b) " " 1 Mar.
16	1,500 tons	500 tons	-	Crane and rail served.
17	1,500 "	500 "	-	" " "
103	8,000 "	6,000 "	-	" " "
112	4,000 "	-	-	No roof.

8258

10,000

40/24.1

-1-

-2-

Sheds 114 and 115 are being used by Ordnance for storing tentage etc., but roofs are leaky.

Sheds 10, 11, 12, 19 and 20 are offices.

(c) Rail clearance.

M.R.S. representative at VENICE stated that the maximum average clearance which could be guaranteed was 250 wagons at 12 tons = 3,000 tons per day. Mov. agreed. The Capo di Compartimenti gave 400 wagons per day. The capacity of the causeway line is 8 trains totalling 5,600 tons.

(d) Road clearance.

- (i) All military tonnage, except for distant destinations, is cleared by road.
- (ii) No figure of civil clearance was immediately available but A.C. Th. Sub Commission have since received a figure of 3,000 tons, which it is understood they prefer to accept as 1,500 tons per day.

(e) Clearance by barge.

- (i) A.N.N.I. are confident they can clear a monthly total of 40,000 tons, the bulk of which can go to MANTOVA. This is in spite of a draught restriction of 1.30 metres due to lack of dredging.
- (ii) R.N.S.O. stated that mine clearance was complete except for the sweeping of the sea channel. This was believed clear. Five or six days of decent weather are needed. Temporary buoys are being placed; the permanent buoys have to be shipped from ANCONA.

(f) Labour - ample.

(g) Port reconstruction.

The officer on the staff of the Capitano di Porto, who had until very recently been the Italian Liaison Officer with R.N.S.O., stated that FACINO No.1 could be repaired to take more liberty ships of 25' and that No. 22 berth could be deepened to 27'.

The repair of the whole port will cost a milliard lire. An estimate of the demand for its use and the type of cargo to be handled is required to enable the Italian authorities to assess priorities and decide how much expenditure is immediately justified.

(h) Electric power.

The present capacity of the grain elevators at Venice is 20% below normal, due to reduction of electric power through lack of water. This will continue till the Spring rains and thaw.

- road.
- (ii) No figure of civil clearance was immediately available but A.C. Th. Sub Commission have since received a figure of 3,000 tons, which it is understood they prefer to accept as 1,500 tons per day.

(e) Clearance by barge.

- (i) A.N.N.I. are confident they can clear a monthly total of 40,000 tons, the bulk of which can go to MANITOVA. This is in spite of a draught restriction of 1.30 metres due to lack of dredging.
- (ii) R.N.S.O. stated that mine clearance was complete except for the sweeping of the sea channel. This was believed clear. Five or six days of decent weather are needed. Temporary buoys are being placed; the permanent buoys have to be shipped from ANCONA.

(f) Labour - ample.

(3) Port reconstruction.

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PART II. PORTO MARGHERA.

(a) Berths.	Cranes				Remarks
	<u>Position</u>	<u>No.</u>	<u>Draft</u>	<u>Purpose</u>	
				<u>etc.</u>	<u>Storage</u> <u>Clearance</u>
	Molo A	2	25'	Coal	Elevators Backpile rail 40,000 tons
					Each ship can discharge 15,000 tons per 8-hr day. Total average for both berths for 16-hr day 4,500 tons.

(a) Berths. (cont.)

<u>Position</u>	<u>No.</u>	<u>Draft</u>	<u>Purpose</u>	<u>Cranes etc.</u>	<u>Storage</u>	<u>Clearance</u>	<u>Remarks</u>
Molo A	4	25'	General cargo	Nil	Nil	Rail	If used for coal average discharge 400 t.p.d.

Chiari &
Forte

1	24'	bulk grain	One Sucker 50 tons per hr	10,000 tons	Rail . 200 tons Barge - 400 tons	
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Vetro
Coke

1	26'	coking coal	Yes	?	Rail	2,000 tons per day but monthly average not more than 1,500 tons per day.
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(b) Rail clearance.

M.R.S. give 250 wagons at 15 tons per day for coal = 3,750 tons per day. Rail capacity is thus the bottleneck. The Capo gives 350 wagons per day. He states 700 wagons a day from Venice and Marghera were easily handled at MESTRE pre-war.

(c) Labour.

Ample labour can be obtained from VENICE. Mov. state a ferry can be run.

(d) Port Development.

- (i) The Canal Vittorio Emanuele is now only open to ships of 25', but by dredging a short length the depth can be increased to 27' throughout.
- (ii) The gap, which at present prevents the use of all six berths, will be repaired by 1 Feb.

PART III. Ports of discharge for coal or grain on Po system.

(a) MANTOVA is the principal port.

- (i) Cranes are available at the wharves of the Gas Company at PORTO CATENA and of the Paper Company at FOSSA SERANA. The facilities at the Gas Company quay are, however, poor owing to the age of the cranes and bad road and rail access.

- (ii) Labour is well organised and ample.

Vetro Coke	1	26'	coking coal	Yes	?	Rail	2,000 tons per day but monthly average not more than 1,500 tons per day.
---------------	---	-----	----------------	-----	---	------	--

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(ii) Labour is well organised and ample.

(b) FERRARA is the other main port, cargo being handled at PONTE LAGOSCURO. No cranes are available, but sufficient labour is obtainable. Grain sacks must be supplied by consignee.

(c) To ensure an adequate rate of discharge, it is essential that mobile cranes be provided at MANTOVA, FERRARA, PADUA, TREVISO and perhaps PORTO NOGARO about 20 km south of UDINE.

PART IV. Rail capacities inland from MESTRE.

M.R.S. rep. VENICE, who is the M.R.S. officer responsible for the VENICE and VERONA compartments, gave the following capacities:-

MESTRE - VICENZA 8 trains @ 700 tons net = 5,600 tons.

MESTRE - UDINE 12 trains @ 450 tons net = 5,400 tons.

These figures are in addition to the present military and civil passenger services.

14 December 45

Ref:- PW 5/ 8

To:- TN HQ. A.M.G.

REGION XII
VENEZIA

- 1) Attached is a copy of minutes dated 13 th
November 45.

W. J. Evans
LT. W.J. EVANS
PORT & WAREHOUSE OFFICER
TN. A.M.G. REG. XII.

Copy to:- Movement Shipping TN 3/3 HQ. A.M.G.

Port & Warehouse Division TN 3/3 HQ. A.M.G.

Food Sub Commission

Venezia Province

File

8256

40/24.1

Minutes of the meeting of the Port Committee held at Venice,
on Tuesday, 13th November, 1945, at 0915.

Present :

Mr. R.H.H. CHAPLIN - Chairman
Major C.W.F. DESBOUTES - Port Commandant
Major G.M.M. SAVAGE - Decks Superintendent
Lieut. R.H. PRESKETT - R.N.V.R. - S.T.C. i/c
Lieut. W.J. EVANS - A.M.C. Liaison Officer
Captain G. HARRIS - M.W.T. Representative
Sub.Lieut. B.St.C.M. AVERY - R.N.V.R. - R.N.O. Representative
Colonnell. G. BASILE - Comandante di Porto
Cap. di Corvetta M. FERRARI - R.N.O. Representative
Dott. G. CERNI - Rappresentante il Provveditorato al Porto

The chairman informed the Committee that Lieut. Comdr. Harding and Mr. Collins had left, and that Major Powell had also left and regretted that he had been unable to say good-bye in person. - The chairman added that he also was going to Trieste soon. -

126. The minutes of the previous meeting were approved.

127. Arising out of para 100 Capitaneria di Porto stated that the buoys near the "Giardini" had been placed but that they could not be used yet for some days & having to be tested.

128. Arising out of para. 101 R.N.O. stated that authority had been given for the change of the danger light from green to red. Capitaneria di Porto promised to advise as soon as possible when the work was finished.

129. Arising out of para. 104 R.N.O. stated that he was still awaiting information.

Colonnelli, G. BASILE - Comandante di Porto
 Cap. di Corvetta M. FERRARI - R.N.O. Representative
 Dott. G. JERNI - Representante il Provveditorato al Porto

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129. Arising out of para. 104 R.N.O. stated that he was still awaiting information.

130. Arising out of para. 103 AMG Liaison Officer stated that he had written to Rome about the fuel for cranes in the port but had received no reply yet. Capitaneria di Porto suggested that he could take up this matter with the Commission at Padua when he went there with the Chairman in the next few days.

131. Arising out of para. 100 Port. Commandant asked what was the maximum draft acceptable at Lido entrance. Capitaneria di Porto stated that the depth of water

200

at the Lido entrance was 10 metres. Port Commandant stated that in view of the new policy of getting in Venice ships fully laden, he was anxious to know the drafts. Capitaneria di Porto stated that ships ~~dra~~ drawing not more than 27 Ft. could steam right up to Marghera, and that vessels drawing more than 27 Ft. could be lightened between buoys at Punta della Salute or near the Giudecca and at Sacca Risola, both of these two mooring places being expected to be available in a few days.

132.

Capitaneria di Porto stated that the dredging of Vittorio Emanuele Channel was being given priority as already stated in para. 38 and that they hoped to ~~ee~~ deepen the Channel with little work up to 28 Ft. within the month of December. Capitaneria di Porto added that even now at high tide vessels drawing up to 28 Ft. could proceed safely to Marghera the minimum depth of water at half tide being 8 1/2 metres. M.W.T. Representative stated that according to the latest information received the depth of water at Lido entrance was 28 Ft. Capitaneria di Porto stated that at half tide the depth was 10 metres. M.W.T. Representative pointed out that some vessels could arrive at low tide and in rough weather and that there was no place where they could anchor.

133.

Arising out of para. 114 Port Commandant asked Provveditorato when the work of repairs to sheds 114 and 115 was to begin. Provveditorato replied about the end of November.

134.

AMG Liaison Officer asked whether at para. 115 number 22 was to be referred to as shed 22 or to berth 22. Provveditorato stated that in the above para. "shed No 22" should be amended to read "berth No 22". Agreed. -

135.

AMG Liaison Officer stated that near shed No 61 another shed badly damaged was recently blown up

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135.

AMG Liaison Officer stated that near shed No 61 another shed badly damaged was recently blown up and that the ruins were obstructing the passage and would thus cause collisions between trains and lorries. Provveditorato promised to have a guard put at the dangerous place at any time a train was to pass. The Chairman asked whether the Army was concerned in the removal of the obstructing materials and Port Commandant promised to take up the matter and try to get the material removed. -

8254

136. Arising out of para. 116 AMG Liaison Officer stated that he had written to the Member of Commerce with a view to getting the necessary glass released. Capitaneeria di Porto stated that they had instructions from the Ministry of Marine to signal to Rome details regarding all cargoes arriving on civil account at Venice; and that so far he had not been able to signal any cargo of oil, as all these cargoes were apparently considered military cargoes. M.W.T. Representative stated that all such cargoes were to be regarded as military cargoes, although the Army allocated part of the oil to the civil population.

137. Arising out of para. 102 Capitaneeria di Porto stated that a meeting of the Managers of the Refineries of Marignera was recently held to discuss the position of the safety arrangements in the tanker dock area. It was found that most of the necessary material is available and only very little is missing. Such equipments require only to be repaired and inspected. No work was, however, possible without the previous authority of the Allies.

138. Capitaneeria di Porto added that they had written to CRASC but had received no reply yet. M.W.T. Representative suggested that Capitaneeria di Porto should contact CRASC 13 Petrol Installation - Mostre. - M.W.T. Representative asked who was to bear the necessary expense in connection with the work.

139. Capitaneeria di Porto stated that the Refineries were not working at present on their own account but for account of the Allies. They would probably not be prepared to bear such expenditure. R.N.O. stated that the minesweeping programme for Venice had been cancelled and the minesweepers were to leave for Trieste on the following day. A ship had struck a mine and sank near Trieste.

140. R.N.O. asked what the position about ships going up

night time, one of the lights was out because damaged. That had been repaired. The work of lighting the channel as in pre-war days (5 groups instead of 3) was proceeding. Capitaneio al Porto had received no official request on this subject.

142.

AMG Liaison Officer stated that the civil cargo accommodated in sheds Nos. 61 and 62 was not being removed with the desired dispatch. Provveditorato al Porto stated in reply that this referred to the wine ex S/S " Santa Chiara ". The delay in removal was due to the fact that the purchaser of some parcels did not present himself to take delivery. AMG Liaison Officer stated that they did not want to have wine everywhere in the dock area. The Chairman pointed out that the Provveditorato al Porto have the power to obtain the removal of goods from the sheds should their delayed removal interfere with the working of the port. AMG Liaison Officer asked whether this was not the occasion to enforce such powers. Provveditorato al Porto pointed out that as already stated at para. 92, in pre-war days there was at Venice no difference between storage sheds and transit sheds, and that such a difference was only provided by the regulations but never applied in practice. M.W.T. Representative stated that A.M.G. Liaison Officer had already raised the question before the Committee at para. 92, and the matter had been agreed upon. The Chairman explained that according to para 92 the Receiver was supposed to remove the goods from the dock area within a rent free period of three days, but that this does not mean that the receiver cannot make arrangements with the Provveditorato al Porto to continue to use the shed for a further period paying rent. Provveditorato al Porto having the right to order the removal of the goods under special circumstances such as at present. Provveditorato al Porto stated that the delayed removal of the wine ex " Santa Chiara " was the only one of such cases

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8253

supposed to function as a market. The Chairman agreed with this but pointed out that this should be strictly regulated and that receivers must act reasonably. Port Commandant stated that at present the amount of general cargoes arriving at Venice was larger than in pre-war days and that on the other hand many sheds were no longer available. They could not plan at all the working of the port if receivers did as they pleased. Provveditorato al Porto should ask the receivers when the goods would be removed.

143. Docks Superintendent stated that at AMG Lidoan, Officer's request all barges were being removed from Goemenzera Channel and berthed alongside the North-West quay where an area was being wired off.

144. M.W.C. Representative asked whether the deepening of Marghera Channel up to 27 Ft. included also Tagliabue. Capitanea di Porto replied "yes" and added that he would give a definite reply as soon as they get the soundings.

145. M.W.C. Representative asked about the depth of water alongside the berths and Capitanea di Porto promised to give full information on the whole question as soon as possible, namely probably on the following day.

146. The Chairman suggested that he proposed to call the next meeting either at the request of several members or if he considered it necessary giving 24 hours notice in every case. Problems arising must be solved as far as possible by personal contacts between the parties concerned. Agreed.--

143. if receiver al Porto should ask the receiver would be removed.
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8251

Ref: PW 5/6

8 November 45

To:- TM

Subject:- Minutes of P.C.C.
Meeting

H.Q.A.M.C.

REGION XII

Y E S E I A

1. Attached is a copy of minutes dated 30 th October 1945.

Stewart R.

LT. W.J. EVANS

Copy to:- Movement Shipping T/C HQ A/C
 Port & Warehouse T/C HQ A/C
 Food Sub Commission
 Venezia Province
 File

8250

Minutes of the meeting of the Port Committee held at Venice on Tuesday
30th October 1945, at 0915.

Present :

Mr. R.H.E. CHAPLIN - Chairman
Major G.M.M. SAVAGE - Docks Superintendent
Lieut. Comdr. G.C. HARDING - S.T.O. i/c
Lieut. W.J. EVANS - A.M.G. Liaison Officer
Captain A.C. COLLINS - W.S.A. Representative
Captain G. HARRIS - M.W.T. Representative
Sub. Lieut. B. St. G. M. AVERY - R.N.V.R. - R.N.O. Representative
Colonnello G. BASILE - Comandante di Porto
Dott. G. CERNI - Rappresentante il Provveditorato al Porto

The chairman stated that he had received a letter from Captain J.N. BOWES, A.M.G. Liaison Officer, who stated that he had been transformed away from Venice. He thought that everybody would like Captain Bowes to know how much they appreciated his great assistance to the committee in the change over of the port of Venice from category (C) to category (A).

98. The minutes of the previous meeting were approved.
99. Capitaneria di Porto stated that the fifteen Carabinieri were quartered in shed 17 from the previous Friday. He thought that the barracks for the men of the Pubblica Sicurezza would be ready in the course of the next few days.
- 1000 Capitaneria di Porto stated that the moorings at the Salute were now ready and could accommodate one large ship with a draft up to 29 feet.
101. Capitaneria di Porto raised the question of the lighted buoy over the wreck in Lido port. He stated that "entering" Lido the channel was marked by green light buoys on the starboard side and red on the port side. This green danger light was close other green lights and might be taken for one of them. He suggested that the wreck should be marked according to Italian custom with a red light. ENO promised to enquire. W.S.A. stated that he could not understand why there should be a suggestion that the British regulations for marking wrecks were for a green light and the Italian for a red light. He thought that

0131
Captain G. HARRIS - U.S.N. Representative
Sub. Lieut. B. St. G. M. AVERY - R.N.V.R. - R.N.O. Representative
Colonello G. RASILE - Comandante di Porto
Dott. G. CERRI - Rappresentante il Provveditorato al Porto

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102. Capitaneria di Porto stated that he was responsible for the port safety arrangements. At the moment there were two fire services in the port, one British and one Italian. He thought there was fear of some confusion if a fire occurred. Port Commandant stated that the British fire service was an area and not a port service although stationed in the port. He thought that Area would not agree to the withdrawal of such service so long as military cargoes were being handled in the port. The chairman suggested that Capitaneria di Porto should meet Port Commandant with a view to the efforts

of the two services being coordinated in the event of fire. Agreed.

103. M.W.T. Representative asked whether the Capitaneria di Porto were responsible for fire in the Marghera industrial zone. Yes.
104. Arising out of para. 89 Capitaneria di Porto asked RNO whether the anti-magnetic installation was still in place. RNO replied yes and that he had communicated with FOIL for instructions.
105. Arising out of paras. 82 and 83 Provveditorato al Porto stated that an agreement had taken place about the engagement of port labour outside the port area. The agreement had been circulated amongst the members of the committee.
106. Arising out of para. 89 Provveditorato al Porto stated that a meeting would take place in Rome in the next day or two between themselves and Federeconsorzi about the employment of labour in the port area.
107. A.M.G. Liaison Officer stated that the SANTA CHIARA was being discharged very slowly, one cask at a time, and that she could be handled with much more expedition if more casks were discharged at one time. Provveditorato al Porto stated that this was not due to the lack of equipment but owing to the very large number of separations on the quay necessary. The chairman suggested that this question might be brought up at the berthing meeting.
108. A.M.G. Liaison Officer raised the question of fuel for cranes and other equipment in the port as he understood that the army would supply no more fuel as from November 1st. Provveditorato stated that they had made application through the Chamber of Commerce about ten days previously but had so far received no allocation. A.M.G. Liaison Officer promised to enquire and insist. Docks Superintendent stated that whilst the time limit mentioned by Provveditorato al Porto was correct supplies would not be cut off suddenly and the new source of supplies would be given every reasonable opportunity of getting going before army supplies were completely cut off.
109. RNO asked the Capitaneria di Porto to give some information about the new Italian soundings alongside the port quays. Capitaneria di Porto replied that he hoped to state that the work had been completed at the next meeting. The practical work was more or less finished and they had now to do the necessary paper work.
110. Arising from para. 88 W.S.A. representative asked Capitaneria di Porto to give some information about dredging operations in the port. Capitaneria di Porto stated that the meeting at the Prefecture

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109. RMO asked the Capitaneria di Porto to give some information about the new Italian soundings alongside the port quays. Capitaneria di Porto replied that he hoped to state that the work had been or less completed at the next meeting. The practical work was more or less finished and they had now to do the necessary paper work.
110. Arising from para. 88 W.S.A. representative asked Capitaneria di Porto to give some information about dredging operations in the port. Capitaneria di Porto stated that the meeting at the Prefecture on this subject had taken place and that a programme of priorities had been set up. A first priority was the deepening of Quay A (coal) Emanuele channel to Marghera, both the approaches to Quay A (coal) and to the Tagliabue (tanker) basin. It is hoped to dredge this to a depth of 29 to 30 feet as in pre-war days. After this channel had been dredged and, possibly, even at the same time they hoped to get on with the task of dredging alongside to overcome quay berths. There had been some financial difficulties to overcome but he was happy to state that two days after the meeting the Minister of Public Works had paid a visit to Venice and he had found a way out of the difficulties. The work would be financed by the Dredging Commission in Bari. The sum required was lire 25,000,000. The dredging operations were to commence at the

beginning of November. The quantity of coal necessary for this operation was 500 tons and he hoped to get this coal on his trip to the commission at Padua which he was taking in the next few days with the chairman. He had meanwhile allotted 200 tons of coal to the work from his October allocation.

111. M.W.T. representative asked whether DICSA and SIAP installations at Marghera were private enterprises or under the Capitaneria di Porto. Capitaneria di Porto stated that all the works there were privately owned including even the moorings, they were however under Capitaneria for discipline and Capitaneria also controlled the waters.

112. W.S.A. representative wished to clarify para. 96. In normal times the employment of tugs was a commercial business but at the present times the method of payment was not commercial. He thought that even if payments were not on a commercial basis the services should be on such basis. Capitaneria di Porto stated that so far there had been no shortage of tugs and that so far as he was concerned the financial side did not enter into his calculations, his only concern was the safety of the ship.

113. Capitaneria di Porto asked about petrol for Port Office launches. M.W.T. representative stated that there was a signal according to which RNO would be responsible for this. Capitaneria di Porto stated that on paper he was in order but that in practice he could not obtain the petrol which he had been promised through Italian Naval channels. RNO stated that a proper route for the supply of fuel did exist but that unfortunately it was not functioning. STO asked whether the Capitaneria di Porto was to be considered as Italian Navy or as a separate entity. The chairman stated that this was a domestic problem.

114. Provveditorato al Porto stated that they had the necessary funds for the reconstruction of sheds Nos. 114 and 117 on West Quay but that the sheds were now occupied by military units at the moment. Dock Superintendent stated that the sheds were occupied by Ordnance which did not come under the port authority. He knew that they were gradually withdrawing. He suggested that Provveditorato al Porto should address a letter to the Port Commandant on the subject and they would then take it up.

115. Provveditorato al Porto stated that the railway line leading to shed No. 22 and which was obstructed had now been cleared.

116. Provveditorato al Porto stated that they badly needed some glass for the cranes as the wintry weather advanced. The rain would damage the machinery not only but they would find it impossible to work the cranes in bad weather. A.M.C. Liaison Officer promised to try and get some glass released by Vetrocoke, Marghera.

117. Dock Superintendent stated that a letter had been sent to the

the waters.

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117. Docks Superintendent stated that electric light in the dock area was being wasted. Provveditorato al Porto and Capitaneria di Porto stated that it might be wasted in some places but that in other places there was insufficient light due to lack of electric bulbs. They thought that this assisted pilferage. The chairman suggested that Provveditorato al Porto should look into the matter and that a rational plan of lighting should be adopted.
118. Docks Superintendent stated that some of the sanitary arrangements in the port were kept in a very dirty condition. Provveditorato al Porto promised to enquire.

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- 0136
119. Docks Superintendent stated that some of the constable wearing armlets were inefficient and perhaps even untrustworthy. Capitaneria di Porto stated that the men would be armed in a few days and that they were being carefully watched. Unsatisfactory characters would be eliminated. The number of such men was not large. Provveditorato al Porto stated that in the past several reports had been received by him of thefts and pilferage in which these men had interfered successfully. Dock Superintendent agreed but thought that two or three of these policemen were definitely undependable.
120. Capitaneria di Porto stated that the 1st of November was a full holiday. If necessary labour would work. Docks Superintendent stated that the "Woodland Park" might have to work to a finish as she was due for dry-docking on November 2nd.
121. Docks Superintendent stated that on the "CORDILLERA" the men took one and a half hours for lunch off. The chairman thought that there had been some misunderstanding as to the hours vessel was to work. Provveditorato promised to enquire.
122. M.W.T. representative asked Capitaneria di Porto whether the special tanker mooring buoys were now ready. Capitaneria di Porto stated that they were not ready. The material was ready but the buoys had still to be placed in position.
123. W.S.A. representative complained that certain women were allowed to go on board his ships. Provveditorato al Porto stated that these were authorized laundry women but that in view of W.S.A. Representative objection he would prevent these women going on board American ships in future.
124. E.S.A. Representative stated that he had received a labour scheme from the Provveditorato al Porto which asked that one shift only should be worked in future at Marghera. He would point out that one shift was actually being worked because all work over eight hours was paid as overtime. Provveditorato al Porto in reply stated that they were not concerned at the moment with payment of straight or overtime but that with the present system of work two separate lots of men had to be taken daily to and from work which strained their transport excessively. Even so with the various intervals only about thirteen hours were being worked. He proposed work from 0800 hours to 1800 with an interval of two hours for lunch and rest and then work two more hours overtime. This would greatly reduce the cost of labour and their transport difficulties and even so they could

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125. The chairman stated that he thought that a meeting once a fortnight would now be more than sufficient. He suggested that if problems arose in the meantime the interested parties could discuss them and reach an agreement amongst themselves or, in the case of absolute necessity, they could approach him for an extraordinary meeting which could be held by giving not less than 24 hours notice. Agreed

9216

29 October 45

REF:- P# 5

Subject:- Minutes of P.C.C.
Meeting
-----To:- TN
HQ. A.M.C.
REGION All
Venezia

1. Attached is a copy of Minutes dated 23rd October 1945.

Copy to:- Movement Shipping TN S/C HQ A/C
 Port & Warehouse TN S/C HQ A/C ✓
 Food Sub Commission *W. Evans*
 Venezia Province
 File

LT. WJ. EVANS
 PORT & WAREHOUSE OFFICER
 TN. A.M.C. REG. MIL.

8245

Minutes of the meeting of the Port Committee held at Venice on Tuesday
23rd October 1945, at 0915.

Present :

Mr. R. H. H. CHAPLIN - Chairman
Major R. C. Powell - Port Commandant
Major G. M. M. SAVAGE - Docks Superintendent
Lieut. Comdr. G. C. HARDING - S.T.O. i/c
Major E. H. COOPER - D.A.Q.M.G. - H.Q. 86 Area
Major A. B. CARTER - A.P.M. - H.Q. 86 Area
Captain J. N. BOWES - A.M.G. Liaison Officer
Lieut. C. H. S. BASNETT - R.N.V.R. - R.N.O.
Captain A. C. COLLINS - W.S.A. Representative
Captain G. HARRIS - M.W.T. Representative
Sub. Lieut. B. St. G. MAVERY - R.N.V.R. - R.N.O.
Colonello G. BASILE - Comandante di Porto
Dott. G. CEFNI - Rappresentante il Provveditorato al Porto

The chairman stated that he felt sure that he was interpreting the wishes of all the members of the committee in expressing their sympathy both to the Provveditorato al Porto and to the family for the death of Mr. Pisco which had occurred suddenly on the previous day.

78. The chairman explained that the English version of the minutes of the meeting held on the 5th October contained a clerical error in that para. 33 should read para. 34 and para. 33 - which had been omitted - should be inserted. This para. had been distributed to all receivers of the minutes.

79. S.T.O. explained that he had been in error when he stated that the M.C. 79 had been requisitioned. This launch - being State Property - had never been requisitioned but only registered. Capitaneria di Porto stated that unfortunately the launch had been requisitioned, although possibly in error. He said unfortunately because the launch had been removed from his control and left unguarded and had in consequence been stripped of many important parts. The Officer in charge of the CINTI Yard had promised to do his best and find replacements for the missing pieces. At the moment the launch was unserviceable. S.T.O. stated that if there was a mistake about the requisitioning this was one between the Royal Navy and the Italian Navy.

80. Arising out of para. 63 Capitaneria di Porto stated that they had not intended to suggest at the last meeting that the 15 Carabinieri had moved into shed No. 17 but that the quarters for them were ready. There was no telephone there yet. He hoped that the telephone would be put in that day or next day and the men could then move in.

Lieut. C.H.S. BASSETT - W.S.A. Representative
 Captain A.C. COLLINS - W.S.A. Representative
 Captain G. HARRIS - M.W.T. Representative
 Sub. Lieut. B. St. G. M. AVERY - R.N.V.R. - R.N.O. Representative
 Colonel G. BASILE - Comandante di Porto
 Dott. G. CERNI - Rappresentante al Provveditorato al Porto

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8244

81. AMB Lindson Officer asked whether the Port Carabinieri officer promised had been threatened and arrived. Capitanea di Porto stated that the officer had been threatened from Rome but had not arrived yet. He had spoken to the local authorities and hoped to see an investigator in the matter of uniformed men available for port duty. In reply to a question from the Port Commandant he stated that as a result of his local efforts he hoped to see the Carabinieri increased from 15 men to 20 men. 20 men and 20 men employed for ordinary customs work. In addition to those mentioned men 15 men of the Carabinieri were in plain clothes would be available.
82. Arriving out of port, 67 Port Commandant asked about the Carabinieri. Capitanea di Porto stated that the Carabinieri were in the Port Commandant asked whether arrangements were now available for the engagement of the workmen outside the port area. Provveditorato explained that owing to the fact that port labour and the club house in the port area the difficulties were very real immediately in the present political moment. Port Commandant stated and the committee agreed that the arrangement of engagement labour outside must be enforced and that dock labour could be informed that it was temporary.
83. Port Commandant asked whether the arrangement by which permanent port labour must return their permanent metal pass discs on leaving the dock area was being enforced. Provveditorato stated that for the reasons given at para. 82 it was quite impossible. AMB Lindson Officer stated that it was certainly impossible so long as labour was engaged inside the dock area. Provveditorato also stated that they office staff were being intimidated to give passes. Port Commandant proposed to visit the Army Area and Provveditorato in committee agreed.
84. Capitanea di Porto stated that they had no petrol for their launch because the Italian Navy had none. MIT representative stated that there were ample stocks of liquid fuel available and that it would be enquired. Meanwhile Capitanea di Porto need have no immediate requirements. He thought that Capitanea di Porto had already not made an application for an allocation of petrol. Capitanea di Porto stated that he had the written assurance of the Italian Navy that it would supply him with liquid fuel but they said that it was not done at the moment.
85. Capitanea di Porto stated that opposite S. Basilio dock there was an anti-aircraft installation lost by the Carabinieri. He promised to enquire about its removal.
86. Capitanea di Porto asked whether there was any more about the German corvette sunk in the harbour. MIT suggested that it would be quicker if Capitanea di Porto could get enquiry to go direct to FOIL. Capitanea di Porto stated they could enquire through the Ministry of Marine.
87. Capitanea di Porto stated that in addition to the 30 tons of coal

to them withdrawn men 45 men of the Publica Service in plain clothes would be available.

82. Arriving out of port, 67 Port Commandant asked about the S. Radice Gate, Provveditorato stated that the gate was now closed. Port Commandant asked whether arrangements were being made for the engagement of the workmen outside the port area. Provveditorato explained that owing to the fact that port labour was in this house in the port area, the difficulties were very real especially in the present political moment. Port Commandant stated and the committee agreed that the arrangement of engagement labour outside must be enforced and that dock labour could be informed that it was temporary.
83. Port Commandant asked whether the arrangement by which permanent port labour must return their permanent metal pass discs on leaving the dock area was being enforced. Provveditorato stated that for the reasons given at para. 62 it was quite impossible. AMF Liaison Officer stated that it was certainly impossible so long as labour was engaged inside the dock area. Provveditorato also stated that their office staff was being intimidated to give passes. Port Commandant proposed to limit AMF to Army Area and Provveditorato as committee agreed.
84. Capitaneria di Porto stated that they had no petrol for their launch because the Italian Navy had none. AMF representative stated that there were ample stocks of liquid fuel available and that he would require requirements. Capitaneria di Porto need have no requirements associated with requirements. He thought that Capitaneria di Porto had probably not made an application for an allocation of petrol. Capitaneria di Porto stated that he had the written assurance of the Italian Navy that it would supply him with liquid fuel but they said that they had none at the moment.
85. Capitaneria di Porto stated that opposite S. Radice as there was an anti-aircraft installation left by the German. AMF proposed to enquire about its removal.
86. Capitaneria di Porto asked whether there was any news about the German corvette sunk in the harbour. RNO suggested that he would be quicker if Capitaneria di Porto could get the enquiry to go direct to FOIL. Capitaneria di Porto stated they would enquire through the Ministry of Marine.
87. Capitaneria di Porto stated that, in addition to the 30 tons of coal allocated to them further 200 tons had been allotted to them but all this coal was not yet available. RNO thought these 200 tons might be the same quantity to be supplied by the Italian State Railways to the Italian Navy on loan. Capitaneria di Porto stated that the quantity must be a different one as they were receiving their quantity through AMF Liaison Officer. They added that the sub-allocation of coal in the harbour area by the Commission at Padua was most unsatisfactory. They would press for the allocations to be made en block to Capitaneria di Porto who would suballocate.

82/23

88. Capitania di Porto stated that they were to attend that afternoon a meeting at the Prefecture on the subject of dredging the port. They would press as a priority operation the deepening of the Vittorio Emanuele Channel to Marghera. Their programme included the approaches to the industrial basin which at the moment was practically only used by tankers.
89. Provveditorato al Porto asked whether the Federalconsorzi was to be treated as a private concern or as a State concern. AMG Liaison Officer stated that the concern was semi-state; Provveditorato stated that under these circumstances it must pay as semi-state organizations paid. AMG Liaison Officer suggested that Provveditorato al Porto should refer the matter to the Prefect.
90. Provveditorato al Porto stated that Federalconsorzi were engaging labour in the port area other than Provveditorato labour which they ought to employ. Provveditorato labour was being paid by the State for doing nothing at the moment. AMG Liaison Officer stated that this was due to the fact that Provveditorato labour had proved inefficient. There was a considerable volume of opinion expressed to the effect that the port labour situation must go back to peace time conditions. Port Commandant suggested a meeting at the office of AMG Liaison Officer with Provveditorato al Porto, and Federalconsorzi. Agreed.
91. Provveditorato al Porto stated that the Association of Forwarding Agents were asking to be allotted space for assembling export goods. AMG Liaison Officer stated that there were sheds No. 61 and 62 but Provveditorato al Porto stated that they were insufficient. The "Santa Chiara" was discharging wine on the quay for lack of storage space. AMG Liaison Officer stated that sheds for export goods would be allocated by berthing committee when required as in the case of the hump which was just being shipped to the U.K.
92. Provveditorato al Porto stated that they considered too short the period of 24 hours during which the goods must be taken delivery of. In pre-war days there had been a rent free period of twelve days. In pre-war days there was no difference between storage sheds and transit sheds. The chairman pointed out that both 24 hours and 12 days were unreasonable for a normal port, Venice situation was not the same as pre-war and he suggested to increase the period to three days after the completion of discharge of the ship. Agreed.
93. Port Commandant on behalf of Docks Superintendent stated that in future he would pass after the berthing meetings a detailed working programme for military cargoes for the use of the Provveditorato al Porto so that what in the past was done between Movement and Port Commandant would in future be done between Provveditorato al Porto and ships' agents. WSA representative stated that he would do the same.

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94. Port Commandant suggested that the Berthing Meeting in its present form should be suspended and that the Capitaneria del Porto should hold a Meeting with the concerned Italian Authorities to which the Port Commandant would send his Liaison Officer who would supply all the details about requirements of berths etc. for ships carrying military cargoes. Capitaneria di Porto stated that he could start this new system straight away and it was decided that he and the Port Commandant would discuss this matter and make the necessary arrangements.
95. STO stated that an important point about ships' berths was the question of draft of water alongside berths and that there were great discrepancies between the British and Italian figures. Capitaneria di Porto

stated that all the Italian figures were not up to date but promised that they would be up to date in the course of the next few days. The Genio Civile were carrying out this operation at the moment. STO stated that the British figures also were not always reliable and that as he was responsible so long as he was here for any accident, owing to possible error he was most anxious that the full official Italian figures should be made available at the earliest possible moment. He had some doubts therefore about bringing the form of the berthing meeting at the moment. Capitania di Porto, however, assured STO that his figures would be available in the course of the next ten days.

96. MMT representative raised the question of tugs and stated that on the following day three large ships would be leaving the port. Capitania di Porto stated that the *USFIRE LINDOR*, *GORGONA*, one *TENAC* and possibly a second *TENAC* would be available. Capitania di Porto stated that when the *"JULIANO"* and *"CALIO"* were available he would be obliged to return the two naval tugs *"GORGONA"* and *"CORREVOLE"* to the Italian Navy but that the Navy had agreed to loan these tugs if and when required. MMT representative stated that one *TENAC* tug could not be considered a tug. The chairman stated that he thought one could not ask the port of Venice to supply more tugs than had been available before the war. WSA representative stated that there were many private tugs in Venice. The chairman agreed that such tugs could be had against payment.

97. The next meeting was fixed for Tuesday, 30th October, 1945.

owing to possible error he was most anxious that the full official Italian figures should be made available at the earliest possible moment. He had some doubts as to the accuracy of the figures of the berthing meeting at the moment. Capitanea di Porto, however, assured STO that his figures would be available in the course of the next ten days.

96. MWT representative raised the question of tugs and stated that on the following day three large ships would be leaving the port. Capitanea di Porto stated that the THREE MINION, GORGONA, one TENAC and possibly a second TENAC would be available. Capitanea di Porto stated that when the "MILANO" and "CAMO" were available he would be obliged to return the two naval tugs "GORGONA" and "CORDEVOLE" to the Italian Navy but that the Navy had agreed to loan these tugs if and when required. MWT representative stated that one TENAC tug could not be considered a tug. The chairman stated that he thought one could not ask the port of Venice to supply more tugs than had been available before the war. WSA representative stated that there were many private tugs in Venice. The chairman agreed that such tugs could be used against payment.

97. The next meeting was fixed for Tuesday, 30th October, 1945.

8241

25 October 45

Ref:- PW5

Subject:- Omitted Minute of P.C.C.
Meeting

To:-

TM

HQ A.M.G.

REGION XII

V E N E Z I A

1. Attached is a copy of Minute No 74 which was omitted at the minutes of 16 th October 45.

J.H. Bowles Capt.

J.H. Bowles Capt.

Port Officer

TN.A.M.G. REG. XII

Copy to: -

Movement Shipping TM S/C HQ A/C

Port & Warehouse TM S/C HQ A/C ✓

Food Sub Commission

Venezia Province

File

AC/24.1

To be attached to minutes of 16 th October Port Control Committee
Venice.

The following minute N° 74 which was omitted:

- 74 Capitania di Porto stated that he had been requested for
30 tons oil for the trials trip of C.85 building by Breda.
The chairman stated that this was not a Capitania di
Porto responsibility but that builders should apply to
Captain Harris of Petroleum Section.

23 October 45

Ref: PW 5

Subject:- Minutes of P.C.C. Meeting

To:- TH

HQ. A.M.G.

REGION XII

Padova

1. Copy of minutes dated 16 th October is
attached .

J.N. Bowes Capt.

Port Officer

TH. A.M.G. REG. XII

Copy to:- Movement Shipping TH S/C HQ A/C

Port & Warehouse TH S/C HQ A/C ✓

Food Sub Commission

Venetia Province

File

AC/24.1

To be attached to minutes of 5 Oct. 45 .Port Control Committee
Venice .

The following minute N° 33 which was omitted:

33. U.S.A. Representative stated that the six conveyors which were in a state of repair would be very busy in the coming months. He was anxious to know when the six conveyors now temporarily out of action would become available again. Provveditorato stated that the conveyors was expected to be at work again within the next ten days. the chairman stated that a breakdown such as had occurred in this case should have been reported to the Port Committee.

Minute N° 33 to be amended to N° 34.

8237

Minutes of meeting of the Port Committee held at Venice on Tuesday
16th October, 1945 at 0915

Present:

Mr. R. H. H. GIAPPA - Chairman
Major R. C. R. POWELL - Port Commandant
Major G. M. M. SAVAGE - Rocks Superintendent
Lieut. Comdr. C. C. HANDING - T.O. i/c.
Captain J. A. BOWEN - A.M.G. Liaison Officer
Captain G. Harris - M.V.T. Representative
Captain A. C. COLLINS - W.S.A. Representative
Colonello G. BASILIO - Comandante di Porto
Signor L. MARIGNONI - Manager Provveditorato al Porto
Signor G. PICCOLO - Assistant Manager Provveditorato al Porto

62. The chairman stated that he had received a telephone message that morning from R.S.O. to the effect that it was regretted that no Officer was available that day to attend the meeting.
63. The minutes of the previous meeting were approved.
64. Arising out of para. 57 S.T.O. stated that M.C. 79 had been de-requisitioned as from 28th September last. Captain Harris took note and pointed out that the boat had been received back in a very bad condition the Civil Yard having evidently used the engine for the purpose of spare parts. S.T.O. promised to enquire.
65. Arising out of para. 46 and 47 Provveditorato stated that they took note of the complaints. Their main difficulty was lack of transport for labour at present they were using water transport but in the winter this method was not possible. He had taken up the matter in Rome but the lorries had not passed from one Ministry to another. Ministry and there would be delay. Port Commandant suggested rail transport as pre-war although there were technical difficulties. Provveditorato added that these difficulties were increased by reason of the working of two or three shifts. Provveditorato suggested a small committee. Agreed. Composition: Port Commandant with his technical adviser, Provveditorato, Italian Railways.
66. Provveditorato stated that the four conveyors still out of action (two small and two large) would be ready by the end of December. He had not gone through the usual routine of surveys and sanction from Rome entailing great delay but had passed the order to the original makers. In reply to a question he stated that the supply of power would be enough for the ten conveyors even without the power station being built. As the emergency transformers would deal with the situation. It was true he added, that one of these was situated nearer the end of the quay than the damage area but he proposed to get some conveyors over the damage spot and utilize that part of the quay. This by the end of the year. Two of the three rail tracks on the sea side would be in order by then.
67. A.M.G. Liaison Officer stated that the S. Basilio Gate still being used unofficially. He proposed that if necessary it could be kept locked with an additional padlock to be used only when lighters were loaded from and to. Port Commandant stated that they had two meetings with Provveditorato. He stated that they had agreed to close S. Basilio. Provveditorato stated that it had been represented to him that the Port Committee had agreed that the arrangement was not to be made.

62. The chairman stated that he had received a telephone message that morning from R.M.O. to the effect that it was regretted that no Officer was available that day to attend the meeting.
63. The minutes of the previous meeting were approved.
64. Arising out of para. 57 S.T.O. stated that S.C. 79 had been derelinquently as from 28th September last. Capitaneria took note and pointed out that the boat had been received back in a very bad condition the Civil Yard having evidently used the engine for the purpose of spare parts. S.T.O. promised to enquire.
65. Arising out of para 46 and 47 Provveditorato stated that they took note of the complaints. Their main difficulty was lack of transport for labour at present they were using water transport but in the winter this method was not possible. He had taken up the matter in Rome but the lorries had passed from one Ministry to another Ministry and there would be delay. Port Commandant suggested rail transport as preferable although there were technical difficulties. Provveditorato added that these difficulties were increased by reason of the working of two or three shifts. Provveditorato suggested a small Committee. Agreed. Composition: Port Commandant with his technical adviser, Provveditorato, Italian Railways.
66. Provveditorato stated that the four conveyors still out of action (two small and two large) would be ready by the end of December. He had not gone through the usual routine of surveys and sanction from Rome entering great delay but had passed the order to the original makers. In reply to a question he stated that the supply of power would be enough for the ten conveyors even without the power station being built as the emergency transformers would deal with the situation. It was true he added, that one of these was situated nearer the end of the quay than the damage area but he proposed to get some conveyors over the damage spot and utilize that part of the quay. This by the end of the year. Two of the three rail tracks on the sea side would be in order by then.
67. A.M.O. Liaison Officer stated that the S. Basilio Gate still being used unofficially. He proposed that if necessary it could be kept locked with an additional padlock to be used only when lighters were loaded from shed No. 2. Port Commandant stated that they had two meetings with Provveditorato on the subject and it had been agreed to close S. Basilio. Provveditorato stated that the labour representative who had been present at these meetings had agreed that the arrangement was reasonable but had been overruled by the workmen. He thought that the workmen would have to accept this arrangement which the Port Commandant explained would be temporary. Agreed that the S. Basilio Gate remain closed as proposed by Port Commandant and A.M.O. Liaison Officer.
68. Capitaneria stated that shed 17 was now fit for habitation and that fifteen Carabinieri could be moved in.
69. Docks Superintendent stated that he had attended a meeting on harbour tugs but that he had retired with I.W.P. representative half way through the meeting when the question of the use of military tugs had been settled. The meeting was thereafter a purely naval one. The Capitaneria did not state that the Committee on tugs had decided that the following use was to be made of the four tugs available. One tug exclusively for towing, one tug for Provveditorato to use in the port area only, and one tug in reserve with additional private tugs they could always rely on four tugs.
70. Docks Superintendent stated that on that morning labour had turned up on two ships with no cargo handling gear and the ships would have been idle if he had not come to the rescue. Provveditorato promised to inquire.

- 2 -

71. W.S.A. asked whether there were restrictions about moving ships at night especially up the V.B. Channel to Marghera where ships had no restrictions now and this situation was now as pre-war. The lighting in V.B. Channel was reduced but considered sufficient for safe navigation. The only exception was the industrial basin of Marghera which for the time being meant tankers at Tagliabue. Owing to the dangerous double bend this water way was not practicable in the dark but this was the situation also pre-war.
72. Arising out of para. 13, T.O. stated that R.M.C. and the pilots did not consider the lightning sufficient for safe navigation. Even after the lights in V.B. Channel had been reorganized the situation could not be considered satisfactory. Commandante di Porto stated that this statement was a considered statement after consultation with the head pilot who was his subordinate. Decided that the moving of ships in port area was a Capitanea di Porto responsibility.
73. Capitanea complained that the 400 tone coal allotted to him for the month of October had not been received and the port was nearly at a standstill in consequence. He understood that the quantity had been approved but this particular coal had not arrived yet. The Italian Navy had no coal. The liquid fuel situation was also causing anxiety. He added that accordingly to advise from the A.O.I.C. he had understood that the distribution of fuel was Capitanea's responsibility. Now he understood that consumers must apply direct to Chamber of Commerce and through it to the Coal Commission at Padua. The 400 tons was also very small; his application for November which includes the needs of the ferry boats, was 2000 tons. The chairman stated that the 400 tons were specifically for harbour tugs and dredgers. A.M.C. Liaison Officer stated that he thought the matter a domestic one but would enquire into it. As regards oil he had forwarded the instructions received from Rome to the Capitanea. According to these instructions the oil was to be received from the Ministry of Marine. A.M.C. Liaison Officer stated that in any case as far as his coal allocation was concerned it did not, as ferries had not for some months drawn coal.
75. Fees for health service. Capitanea di Porto asked whether these should be charged to the ships or the Italian Government and paid by him. A.M.C. Liaison Officer stated that he could charge such fees to Italian ships and schooners but that in respect of Allied Shipping the charges in question would be for the Italian Government.
76. Capitanea stated that Rome had agreed that the National Tariff, which was intended for ports worked by ships gear, could not apply to Venice. It was agreed that the Venice Tariff should apply plus a surcharge of 7% for Unemployment Insurance. The Capitanea di Porto added that he would now hold meetings with the interested parties such as Provveditorato di Porto, Shipowners Representatives, Forwarding Agents and Labour. He invited A.M.C. M.W.T. and WSA Representatives to attend. WSA Representative stated that the matter was a domestic one, but he and his M.W. colleague would send suggestions from their experience of the use of the port to the Capitanea di Porto before the meeting.
77. Decided that next meeting would be held on Tuesday, 23 rd October 1945.

Ref:- PW 5

16 October 45

Subject:- Minutes of P.C.O. Meeting

To:- TM

HQ. A.M.G.

REGION XII

P.O. VA

1. Copy of minutes dated 9 October is attached.

J.M. Bowes

J.M. Bowes Cent.

Port & Warehouse
Officer

TM.A.M.G. REG.XII

Copy to:- Movement Shipping TM S/C HQ A/C
 " " Port & Warehouse TM S/C HQ A/C ✓
 " " Food SubCommission
 " " Venezia Province
 " " File 8234

AC/24.1

W.A.C. Colangelo, U.S. Agent, New York, N.Y., U.S. Representative
 Sub. Agent, U.S. Agent, New York, N.Y., U.S. Representative
 Gen. Col. J. Venzoni, General Manager, Brown, Al Porto.
 Sig. C. Piccolo, Assistant Manager, Brown, Al Porto.

43. The chairman recommended that more agreed schemes should be brought before meetings. Points could be threshed out more effectively by two or three members and the adopted course brought to meetings and time could be also saved by this course.
44. The minutes of the previous meeting were adopted with the following amendments:
45. Docke Superintendent stated that some 35 would better convey his meaning if in the place of "the word" that three bugs had time to transfer three tugs. The word "transfer" could be inserted. been for some time in picture of transfer to give 25 that his meaning. Capt. Collins stated with regard to give 25 that his meaning would be better conveyed on line 7 if the words "claim damages" appeared.
46. Provveditorato stated that there was in harbor a small ship called *Alitalia* proposed to load 100 tons of the service from the 100 tons lying at quay. A. M. C. stated that owners should apply to A. M. C. Padova. He had given this information to him on the previous day.
47. A discussion rose regarding some drivers for the *Barbiera* conveyors (see para 46) conveyed to state that the gang which did not work on the *Alitalia* had not worked because going to the lack of transportation the second shift in the morning to the *Alitalia* had to work a third shift from 8.30 a.m. to 12.30 p.m. on the previous day. This shift was not mentioned to U.S.A. on the previous day. That day, Provveditorato explained again therefore at 10 hours of that day, Provveditorato pointed out that only two gangs had been worked, thought that thought three gangs had been worked. The chairman thought that with a supply of drivers for 2 shifts of six conveyors, it was very probable that the scheme worked so rapidly as to prevent four gangs being worked on one day, because there had been three gangs working on the previous day and a fifth had already started. Provveditorato stated that in the past had worked for 24 hours on end but that was not possible under prevailing conditions. The chairman stated that the latter situation in regard to these key men was certainly not satisfactory. A. M. C. stated that *Barbiera* was not working properly. A. M. C. were watching results and the port of Venice would keep its reward accordingly. The whole thing was being better when they started with *Barbiera* than now. Decided that Provveditorato should appoint one of their officials to watch for the next fortnight the working of *Barbiera* and report.
48. Arising out of para 46 Provveditorato stated that the lack of transport for labour of *Barbiera* was a not Provveditorato's fault. The chairman thought it was Provveditorato's fault as they had had notice of the change some weeks ago. Provveditorato stated that they had been promised fifty lorries on the one hand and four lorries for labour transportation. A. M. C. stated that no promises had been given. Provveditorato stated that at any rate for the four lorries a firm promise had been given. The chairman pointed out that they were drifting away from the point of the discussion. Provveditorato stated that the question of transportation was the cardinal point of the whole problem.
49. A. M. C. stated that as the *Alitalia* at *Barbiera* was unsteady factory he thought they should consider the possibility of sending colliers to *Vetrocco* (Vetrocco). A. M. C. was worried about clearance facilities but A. M. C. Representative stated that the

50. B. A. stated that he had been informed that I. S. F. were prepared to loan two trucks at any time if 24 hours notice. He had had the use of two of these trucks, coupled recently and they had been very successful.
59. Arising out of item 51 he was pleased to report that consignments of lightered cargo were now taking delivery.
60. The chairman asked whether the Committee did not think that in future one man should get week week office. Prevostite stated that he agreed that one weekly meeting was enough providing the business of introducing goods into the country was dealt with by the Boarding Committee. A. S. F. thought the Committee should be left with much business when they asked to the giving of advice for export of goods. The chairman stated that in future both the allocation of business and advice for ships and goods provided. He thought it was better at the same time. It was agreed that Prevostite should be asked to be reached for good recommendations for civilian cargoes through A. S. F. himself and would then allow cargo accommodation.
61. Arising out of item 60 decided to hold weekly meeting in future. Also decided to call extra meetings if necessary giving not less than 24 hours notice. The next meeting to be held on Tuesday 13th October 1945.

RECEIVED
JAN 10 1964
U.S. DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D.C. 20535
MEMORANDUM
TO : DIRECTOR, FBI
FROM : SAC, NEW YORK (100-100000)
SUBJECT: [REDACTED]
RE: [REDACTED]

[illegible]

3231

Mr. Allman?

Will you please get from the files, the minutes of the Service post meeting for 5 Oct 1945. Read them and see if there is anything for action by this division. Thanks.

Chick

Minute 28 - Cargo handling equipment - alleged shortages in some instances but this is being taken care of locally.

Minute Nos. 22 & 25: Shortage of handling bags - these items bags provided by West. Ind. Port Corp. now ready to be handed over to Eskom. who say they have ample personnel to man them.

8220

[Signature]

NAC/2411

9 Oct. 45

Subject:- Minutes of P.C.C
-----Meeting

Ref:- PV 5

To:- TN

~~HQ.A.M.G.~~~~REG. XII~~~~P a d o v a~~

1. Copy of minutes dated 5 October 1945 is attached.

J.H. Howes
J.H. Howes Capt.
Port & Warehouse
Officer

TE.A.M.G. REG. XII

Copy to:- Movement Shipping TA S/C HQ.A/C
Port & Warehouse TA S/C HQ.A/C ✓
Food Sub-Commission
Venetia Province
File

8229

MINUTES OF MEETING OF THE PORT COMMITTEE HELD AT VESICO ON FRIDAY

5th OCTOBER 1942, at 0915.

Present:-

Mr. A. H. H. Chaplin, Chairman,
Major R. C. M. Powell Port Commandant

Major G. M. H. Savage, Dock Superintendent
Commander R. C. Aldridge R.A.F., S. 3, T.O.
Captain J. M. Davis, A.C. Liaison Officer
Captain G. Harris, A.C. Representative
Captain Collins, D.S.A. Representative
Sub. Lieut. S. C. Avery R.A.F., S. 3, T.O.
Colonel G. G. Basilio, Commandant di Porto.
Capitano di Corvetta A. Frigerio, Italian Navy Liaison Officer.
Signor G. Piccolo, Assistant Manager, Provveditorato di Porto.

10. The minutes of the previous meeting were approved with the following amendments:-
 - a) Provveditorato di Porto asked that minute 1 after the words "Italian Government" (second line of text) the words in brackets "Federal Government" should be inserted.
 - b) Captain Collins W.S.A. asked that minute 8 should be amended. It was decided that the first sentence should stand early and the following word added: "The Captain of the port agreed to look into the matter." Agreed.
11. With reference to minute 6 Capitaineria di Porto stated that at his request customs officers were carrying out a 24 hours service on all ships discharging at Marghera. He would introduce similar conditions at Venice as soon as there was sufficient personnel available.
12. With regard to minute 2 Commandante Frigerio stated that two letters had been sent by the officer in charge of Works (now stationed at Trieste) in response to the letter from Capitaineria di Porto. One was addressed to Capitaineria di Porto stating that the officer in question had informed the firms concerned of the new situation and the other to the firms themselves.
13. Arising out of minute 12 Capitaineria di Porto stated that the firms concerned were willing to do their duty but in some cases lacked the necessary material. He decided that Capitaineria di Porto should make out a list of material required. A.M.G. liaison officer stated that the problem was a domestic one and that the Ministry of War would probably be able to supply the requirements. The meeting agreed with A.M.G. liaison officer but still thought that a list of requirements should be supplied.
14. Capitaineria di Porto stated that he had been in touch with Maj. Harris A.M.G. security officer, and that he hoped in the next few days to have a port security police available. The men would be armed but without uniform. They would wear an armband.
15. Capitaineria di Porto stated that the pre-war security scheme sheet for the port (see minute 2) had been sent to Port Commandant.
16. With reference to minute 5 Capitaineria di Porto will send an application for the necessary launches to Commandante Frigerio.
17. A.M.G. liaison officer reported that a local forwarding agent had advised a shipment of hemp to go to the U.K. He stated that no information had been received by the local port authorities. He had

THE UNIVERSITY OF CHICAGO

11. With reference to minute 13, the Liaison Officer reported that the 14 hours service on the request customs officers were carrying out a 14 hours service on the ships discharging at Marghera. He would introduce similar conditions at Venice as soon as there was sufficient personnel available.
12. With regard to minute 2, Commandante Prigione stated that two letters had been sent by the Officer in Charge of Works (now stationed at Trieste) in response to the letter from Capitanea di Porto. One was addressed to Capitanea di Porto stating that the Officer in question had informed the firms concerned of the new situation and the other to the firms themselves.
13. Arising out of minute 12, Capitanea di Porto stated that the firms concerned were willing to do their duty but in some cases lacked the necessary material. He decided that Capitanea di Porto should make out a list of material required. A.M.G. Liaison Officer stated that the problem was a domestic one and that the Ministry of Marine would probably be able to supply the requirements. The meeting agreed with A.M.G. Liaison Officer but still thought that a list of requirements should be supplied.
14. Capitanea di Porto stated that he had been in touch with Maj. Harris A.M.G. security officer, and that he hoped in the next few days to have a port security police available. The men would be armed but without uniform. They would wear an armband.
15. Capitanea di Porto stated that the pre-war security seems short for the port (see minute 4) and been sent to Port Commandant.
16. With reference to minute 5, Capitanea di Porto will send an application for the necessary launches to Commandante Trivierio.
17. A.M.G. Liaison Officer reported that a local forwarding agent had advised a shipment of hemp to go to the U.K. He stated that no information had been received by the local port authorities. He had communicated with A.M.G. Milan and stressed the importance of future official advice when similar shipments were authorized.
18. Arising out of minute 17, warehousing space was authorized for 400 tons of hemp in the two east and west ends of shed N.14. Provveditorato took note.
19. A.M.G. Liaison Officer stated that he had approached C.A.I. regarding the removal of the bauxite stored on the coal quay. He had been told that the possibility of submitting the bauxite to a further industrial process was being considered and the removal of this bauxite would be then be arranged.
20. Port Commandant asked Capitanea di Porto to state what the procedure was in regard to the issue of dock passes to Italian service personnel. He pointed out that as allied personnel in uniform carried dock passes the same procedure must be adopted also by Capitanea di Porto for their personnel in uniform. Dock passes would be also necessary for officers and men in uniform of the Italian Army, Navy, and Air Force. It was decided that Italian service personnel would be issued with dock passes on Provveditorato form but bearing the stamp and signature of Capitanea di Porto. Port Commandant to have 10 blank Capitanea di Porto passes, stamped and signed, as samples for the military police.

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21. R.M.O. Representative asked whether the crews of the Italian tug required dock pass. Reply yes unless they were on a seasonal engagement and had valid seamen's identity cards.
22. Docks Superintendent stated that the docks were still full of idlers and suggested that this was due to the permanent dock labour having permanent passes. Decided that labourers with permanent passes must be only re-issued when the man was again at work in the port. Port Commandant explained that the system of passes was unimportant to him but he expected Provveditorato di Porto to provide an effective system. A.M.O. Representative suggested that idlers in dock area should be arrested and the Docks Superintendent replied that he would have no objection in arresting such men.
23. Arriving from the previous minute Docks Superintendent stated that the port labour was being engaged inside the port area contrary to regulation and this would nullify any pass system. Provveditorato stated that this was due to S. Basilio Gate being closed owing to the Italian Customs who stated that they wanted the agreement of the Allied Authorities before they opened it. Port Commandant promised that he would look into the matter and would report. Capitanea di Porto would meanwhile contact the customs authorities.
24. Port Commandant, as chairman of the berthing committee, asked the Capitanea di Porto and Provveditorato di Porto whether their delegates at berthing meetings were authorized to make binding engagements on their behalf. Both authorities stated that these delegates were only authorized within the limits of the business proper to berthing meetings.
25. W.B.A. Representative stated that he was reverting to pre-war custom of American flag ships by which on arrival at any port a letter of arrival and readiness was addressed by the master to the port. The chairman pointed out that this would not help the port in general as the American Customs referred to was not universal. Although quite excellent of course, W.B.A. stated he would claim demurrage if there was delay after such a letter. Docks Superintendent stated that he had some doubt whether cargo was enforceable in a port still rather under war conditions. The chairman thought that under the new conditions in the port damaged by negligence could and should be enforced as in peace time. A claim for actual demurrage as demurrage might not lie against the port authorities. A claim for damages for delay by reason of negligence would be more usual in such cases but in the end it was very much the same thing.
26. W.B.A. asked whether it was not a fact that Provveditorato was being furnished with all information about ship's name, nature of cargo, berth allotted, and name of agent and if so whether he should not contact the interested parties and see that there was no delay. W.B.A. stated that there had been a sequence of unfortunate misunderstandings which caused delay. The Provveditorato promised that in future he would get in touch with the agent of the ship. The Provveditorato delegate at berthing meetings would be the responsible officer for this.
27. Commandante Frigerio stated that at the moment berthing troubles must be expected and he hoped that interested parties would approach him in case of difficulty. Capitanea di Porto stated that as a matter of fact Capitanea di Porto was the competent authority and application must be made to such authority. Commandante Frigerio agreed but hoped that his good offices would be utilized when necessary.
28. Docks Superintendent stated that since the change over in October last

- that this was one of the reasons of the berthing committee, asked the Customs who stated that they wanted the agreement of the Allied Forces before they opened it. Port Commandant promised that he would look into the matter and would report. Capitanea di Porto would mean while contact the customs, authorities.
24. Port Commandant, as chairman of the berthing committee, asked the Capitanea di Porto and Provveditorato di Porto whether their delegates at berthing meetings were authorized to make binding engagements on their behalf. Both authorities stated that those delegates were duly authorized within the limits of the business proper to berthing meetings.
25. W.S.A. Representative stated that he was reverting to pre-war custom of American flag ships by which on arrival at any port a letter of arrival and readiness was addressed by the Master to the port. The chairman pointed out that this would not help the port in general as the American Custom B.S.A. stated he would claim demurrage if there was delay after such a letter. Decks Superintendent stated that he had some doubt whether demurrage was enforceable in a port still rather under war conditions. The chairman thought that under the new conditions in the port damaged for negligence could and should be enforced as lie in peace time. A claim for actual demurrage as damage might not be against the port authorities, a claim for damages but in the end it was of negligence would be more usual in such cases but in the end it was very much the same thing.
26. W.S.A. asked whether it was not a fact that Provveditorato was being furnished with all information about ship's name, nature of cargo, berth allotted, and name of agent and if so whether he should not contact the interested parties and see that there was no delay. Decks Superintendent Trigerio stated that in the case of the B.S. sailings which commenced there had been a sequence of unfortunate misunderstandings which caused delay. The Provveditorato promised that in future he would get in touch with the agent of the ship. The Provveditorato delegate at berthing meetings would be the responsible officer for this.
27. Commandante Trigerio stated that at the moment berthing troubles must be expected and he hoped that interested parties would approach him in case of difficulty. Capitanea di Porto stated that as a matter of fact Capitanea di Porto was the competent authority and application must be made to such authorities. Commandante Trigerio agreed but hoped that his good offices would be utilized when necessary.
28. Decks Superintendent stated that since the change over in October last a large number of delays had been experienced owing to lack of equipment which delays were important in themselves, because important in the aggregate. Provveditorato stated that this complaint was not understood. They had applied for gear sufficient for their needs but ships were arriving without any gear. Provveditorato had applied to the military authorities for gear on a pre-war scale, but if ships arrived complete ly without gear they would have to revivify their estimates. It was pointed out that it was for the Provveditorato to reopen the question of equipment. It was wished, but gear might not be available to the Superintendent. It stated that as expected, Provveditorato to reopen the question of face all eventualities and was prepared to reopen the question of Port equipment supplies left to the Italians.
29. RNO representative stated that arrangements had been completed by which all messages sent by ships of a commercial nature were received. All would be communicated to the interested parties when received. All ships sailing from intermediate ports would have to pass all signals. be in touch with the W/I station at Lido and would pass all signals.

- 3 -

30. RMO representative stated that a ship had recently arrived without advice. J.S.W.O. said that he would give the necessary information in future.
31. W.S.A. representative stated that at a recent meeting of coal interests the Italian side had made a direct invitation for coal ships with full cargoes to be directed to Venice, they were to lighten at Lido before proceeding to Marghera. Consignees of coal cargo were refusing to take delivery of lightered cargo. Decided that W.S.A. representative to write a letter pointing out that the ship must discharge into lighter for whom it might concern and that the way extra expense was allocated amongst the receivers had nothing to do with the ship.
32. Arising out of minute 31 W.S.A. stated that a ship had arrived recently with coal for the Italian State Railways. The consignees had pointed out that the State Railways did not want any of their coal into lighter but all delivered by rail. The chairman pointed out that the receivers of coal for forwarding by water had stated that their credit was unsuitable for Lido discharge. The problem was General, there were, and not confined to railway coal ships. A.M.G. representative stated that he would contact the Coal Commission in Milan on the subject.
33. W.S.A. representative supported by M.W.T. stated that the supply of tugs recently had been entirely inadequate. A large tanker on the previous day had gone to Togliattigrad with only one tug, two tugs were absolutely necessary in this case. She was followed by a large collier, empty laden, without any tug at all. Minors required in this case being one large tug. Capitaneia di Porto stated that they could with the available means. RMO representative stated that they were his responsibility. His duties were heavy in view of the many draft ships now going up to Marghera on high tide which all required the services of a tug at about the same time. In the case in point one of the tugs was busy at Marghera and he had ordered the tanker to proceed up channel with one tug with the understanding that the other tug would come down from Marghera in time to help her round Togliattigrad. He would enquire whether anything had gone wrong with this programme. He was not minimizing the shortage of tugs but pleaded that he had acted reasonably in a difficult situation. M.W.T. representative stated that the case must arise in the coming winter when several ships would enter or leave Marghera at the same time on a high tide under bad wind and weather conditions and he thought the supply of tugs was totally inadequate. It was suggested that the military should be approached and asked to lend several TMAO tugs as two of such tugs coupled could be utilized in lieu of a second tug. Locks Superintendent stated that he would make enquiries but that usually these tugs were fully employed.
34. Locks Superintendent stated that three tugs for some time have been in process of transference to Capitaneia di Porto but he understood that there had been some difficulty about crews. Capitaneia explained that the tugs would be handed over to Revveditorato al Porto who would man and operate them. He would supply the crews as in the case of all Italian ships. There were plenty of men available. Locks Superintendent stated that they could have the tugs at any time.
35. W.S.A. representative stated that cases had been reported when the naval personnel of the tug EMPIRE MINNOW had not obeyed the orders from the Italian Pilots. RMO representative promised to enquire. W.S.A. and M.W.T. representative urged that it was imperative for tugs to obey instructions received by signal or voice from the tow.
36. M.W.T. representative stated that complaints had been received of

- 4 -

39. Port Commandant asked whether salvage position was and who was responsible for salvage. The meeting discussed that the Capitanea di Porto was not responsible for salvage, should prepare salvage cases in exactly the same way as in peace time but that the meeting should be asked in all cases for final approval. Such approval would not be withheld lightly as the Port Committee was most anxious to see salvage work carried on.
40. Arriving out of the preceding part, Port Commandant stated that a small vessel was to be salvaged near shore and asked whether any intervention to navigation was anticipated during salvage operations. Capitanea di Porto said no and the operation was agreed to.
41. A.M.C. Liaison Officer stated that as a large amount of coal was being discharged at Marghera lighters into which coal and oil were discharged might be unloaded into railway wagons at S. Basilio and so relieve Marghera. He suggested berth 24. Approved for table. Porto agreed providing the particular berth had enough suitable for extra bucket discharge. A.M.C. Liaison Officer pointed out that the cranes at berth 24 were identical with those at berth 25 where coal had been discharged in this manner.
42. Capitanea di Porto asked the chairman whether merchant seamen's billets had been arranged which would permit him to investigate ships. The chairman stated that he could not make a statement that dry but that the matter was well in hand.
43. The chairman stated that they had a very long meeting. He would like if more agreed schemes could be brought before meetings and so avoid unnecessary discussion.

5 Oct. 45.

Ref:- PW 5

Subject:- Minutes of P.C.C. Meeting

To: - TN

~~HQ. A.M.G.~~~~REGIONS XII~~~~PADOVA~~

1. Copy of minutes dated 2 October 1945 is attached.

J.N. Bowes
J.N. Bowes Capt.
Port & Warehouse
Officer

TN A.M.G. REG. XII

Copy to:- Movement Shipping TN S/C HQ. A/C.
Port & Warehouse TN S/C HQ. A/C. ✓
Food Sub - Commission
Venetia Province
File

8224

AC/24.1

Minutes of the meeting of the Port Committee held at Venice on

Tuesday 2 nd October, 1945, at 09.15

The following were present:

Mr. R.H.H. Chaplin (chairman) Ministry of War Transport,
Major R.C. Powell, Port Commandant
Major G.M.M. Savage, Docks Superintendent,
Commander H.C. Aldrige, S.S.T.O.
Captain J.M. Bowes, A.M.C. Liaison Officer
Mr. A.C. Collins, W.S.A. Representative
Sub. Lieut. B.S.G. Avery, R.M.V.R., Representing RMO
Colonello G. Basile, Comandante di Porto
Capitano di Corvetta A. Frigerio, Italian Navy Liaison Officer
Signor G. Piccolo, Assistant Manager, Provveditorato al Porto.

After the chairman had made a few introductory remarks both in English and Italian the meeting proceeded to business.

1. A.M.C. Representative submitted a scheme for the use of the port by the various civilian interests in accordance with the scheme for the use of sheds Nos. 15 - 17 for Italian Government Miscellaneous and medical stores sheds 15 - 17 and the first floor of shed No 103 Italian Government (E.C.A.) foodstuff, the remaining civilian traffic to have the first floor Nos. 61 and 62, also the Scemenzera Channel with the proviso that bulk grain would have to be accepted in the Silos Berth 22 when such grain arrived. Provveditorato accepted the scheme on the understanding that it was not a rigid rule laid down permanently but would be adjusted as occasion demanded. Agreed.

2. Capitaneria di Porto pointed out that as from October 1st they were responsible for safety arrangements in the port area. Before the war the Petroleum installations adopted certain precautions such as lines of buoys around tankers discharging, and chemical and water fire equipments. He had sent a letter to RMO on the subject. Captain Frigerio was asked to enquire and report.

3. Capitaneria di Porto raised the question of security. He had been unable to obtain so far the Carabinieri Officer and 30 men reinforcement asked for but had been given assurances on the subject in Rome. He was however supplying 24 hour service with Carabinieri, Guardia di Finanza and Polizia Sicurezza plain clothed men. As soon as first floor of shed No 17 had been placed in a state of efficiency some 15 Carabinieri would be quartered there permanently and so be on the spot. The question arose of arming the forty special constables Capitaneria promised to raise the question with A.M.C. security officer. Agreed.

4. Capitaneria promised Port Commandant to prepare a security scheme chart for the port as it existed pre war. Action Capitaneria.

5. On the question of security on the water front Capitaneria assured Capitaneria that the water launch situation was now

After the chairman had made a few introductory remarks both in English and Italian the meeting proceeded to business.

1. A.M.C. Representative submitted a scheme for the use of the port by the various civilian interests in accordance with the scheme proposed by the various sheds Nos. 15, 17 and the first floor of shed No. 103 and medical stores sheds 15, 17 and the first floor of shed No. 103. Italian Government (P.C.A.) foodstuffs, the remaining civilian traffic to have the first floor Nos. 61 and 62, also the Scomenzera Channel with the proviso that bulk grain arrived. Provveditorato accepted the scheme berth 22 when such grain arrived. Provveditorato accepted the scheme on the understanding that it was not a rigid rule laid down permanently but would be adjusted on occasion demanded. Agreed.

2. Capitaneria di Porto pointed out that as from October let they were responsible for safety arrangements in the port area. Before the war the Petroleum Installations adopted certain precautions such as fire lines of buoys around tankers discharging, and chemical and water fire equipments. He had sent a letter to NOIC on the subject. Captain Frigerio was asked to enquire and report.

3. Capitaneria di Porto raised the question of security. He had been unable to obtain so far the Carabinieri Officer and 50 men reinforcement asked for but had been given assurances on the subject in Rome. He was - however - supplying 24 hour service with Carabinieri. Guardia di Finanza and Publica Sicurezza plain clothed men. As soon as first floor of shed No. 17 had been placed in a state of efficiency some 15 Carabinieri would be quartered there permanently and so be on the spot. The question arose of arming the forty special constables Capitaneria promised to raise the question with A.M.C. security officer. Agreed.

4. Capitaneria promised Port Commandant to prepare a security scheme chart for the port as it existed pre war. Action Capitaneria.

5. On the question of security on the water front Capitano Frigerio assured Capitaneria that the motor launch situation was now easier and he would enquire whether it was not possible to allow one or more launches for the Guardia di Finanza to perform their pre war duties on this front. Action Italian Naval Liaison Officer.

6. W.S.A. asked whether it was not possible to have Guardia di Finanza on board in order to increase security in view of the little authority of the private watchman. The Capitaneria undertook to look into the matter to report.

7. W.S.A. stated that in view of the fact that vessels no longer called at Ancona for routing it was very necessary that they should announce their expected time of arrival and draft on arrival by W.I. Capitano Frigerio stated that if ships used the primary commercial wave length and reported themselves by W/I such reports would be communicated to interested parties.

8. W.S.A. stated that a collier was expected at 11.30 for lightening on the following day and he wanted to have the assurance that Provveditorato considered itself responsible for labour and transport of such labour. Provveditorato agreed that this was so.

9. W.S.A. asked what the tug situation was after the withdrawal the Royal Navy. The chairman stated that in view of the situation day that the Empire Minnow was to be Italian manned in 1945.

assumed that this tug would remain for the present in Venice. Capitano Frigerio stated that the tug "TITANUS" would be ready by the end of the month and the "CARLO" by the end of November.

SECRET

Ref:- PW 5

Subject:- Minutes of P.C.C.
Meeting

To: - TN

~~HQ.A.M.C.~~
~~REGION XII~~
~~PADOVA~~

1. Copy of minutes dated 28 September 1945 is attached.

J.N. BOWES Capt.
J.N. BOWES Capt.
Port & Warehouse
Officer

TN.A.M.C. REG. XII

Copy, to:- Movement Shipping TN S/C HQ A/C
Port & Warehouse TN S/C HQ A/C ✓
Food Sub-Commission
Venezia Province
File

622

MINUTES OF PORT CONTROL COMMITTEE MEETING No. 47HELD AT C915, Friday, SEPTEMBER 28.

Present: Ministry of War Transport Representative
 Port Commandant
 Dock Superintendent
 Allied Military Government Representative
 War Shipping Adm. Representative
 A.P.H.Q. Petroleum Section Representative
 S.S.T.O.
 Italian Liaison Officer.

The minutes of the previous meeting were read and approved.

2. With reference to para 3 of the previous minutes, A.M.G. Representative stated that Polish troops were leaving Shed No. 4 on Saturday. Capitaneria di Porto should be informed that their quarters would be available if necessary.

3. With reference to para 5 of the previous minutes, A.M.G. Representative stated that he had seen the Electrical Officer and that the latter would see whether temporary arrangements were not possible for the 4 remaining coal conveyors.

4. With reference to para 6 of the previous minutes, A.M.G. Representative stated that he had not been able to speak to C.E.M. about the clearance of the bauxite ore from the coal quay.

5. With reference to para 7 of the previous minutes, Dock Superintendent said that Provveditorato al Porto had suggested going back to peace time working hours: 8 - 12, 13.30 - 17.30 in Winter and 8 - 12, 14 - 18 in Summer. This was agreed.

6. The Port Commandant stated that he had attended a meeting at 26 (Army) Area on the previous day in which the Provveditorato al Porto scheme for Port Passes had been approved. Provveditorato al Porto in future would issue all civilian passes, as from October 1st. Port Commandant would issue passes for Allied services and would write a letter to all concerned. One Military Police would be present in future at each gate, working with the Carabinieri. The Provveditorato-

The minutes of the previous meeting were read and approved.

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6. The Port Commandant stated that he had attended a meeting at 26 (Army) Area on the previous day in which the Provveditorato al Porto scheme for Port Passes had been approved. Provveditorato al Porto in future would issue all civilian passes, as from October 1st. Port Commandant would issue passes for Allied services and would write a letter to all concerned. One Military Police would be present in future at each gate, working with the Carabinieri. The Provveditorato al Porto Office of Labour and Passes was situated outside the docks ~~area~~ so that nobody without a pass need enter the dock area in future. Port Commandant asked that all passes issued to civilians should be returned.

7. Italian Liaison Officer stated that the harbour workers organisation had given assurance the day before that the workers would not go on strike, even should a general strike be declared, and this would be the case also in future. Port Commandant said that in the event of harbour workers striking, German prisoners would be employed for the handling of military supplies and, if agreed, also for civilian discharge.

AC/24.1

18. The question of signals was raised and why signals were not being distributed as usual from Navy House. I.L.O. stated that no naval signals were passing through the Italian Naval Service, except for Mine Sweepers messages, because F.O.I.L. had not accepted the scheme put forward that the Italian Navy should take over the Signal Service from the Royal Navy in its entirety. M.W.T. Representative stated that all his signals came from the Army and that his organization was receiving a very generous distribution but other members were apparently receiving nothing. Port Commandant promised to take up the question of the distribution of messages and if this could not be done by the Army some other method of circulating information received by some organization and affecting others should be resorted to.

9. W.S.A. Representative asked permission to work the collier Henry Waterson on Sunday next to a finish. This was agreed.

10. The Chairman pointed out that this would be the last meeting of the Port Committee in its present form owing to the passage of the port from category 'C' to 'A', and it was decided that the first meeting of the Committee in its new form would take place at the usual time and premises, therefore on Tuesday next at 9.15. The next one would take place on Friday as usual but it was hoped that soon only one weekly meeting would be necessary. The first meeting of the Committee would take place on Monday, October 1st at 10.30 in the Port Commandant's Office.

11. A.M.G. Representative suggested that ITMARE should be represented in the Port Committee. M.W.T. Representative had some doubts because if port users were to be represented on this Committee, labour would be entitled to the same treatment and he thought it would be better to leave Italian representation entirely official. This was agreed & M.W.T. Representative suggested that the Pilotage Officer, being a subordinate of Comandante del Porto should not be a member of the Berthing Committee. It was made clear that this would not prevent the Comandante di Porto to bring with him to the meetings the Pilotage Officer or any other of his departmental officers in an advisory capacity. Agreed.

12. It was agreed that the distribution of notices to the

ceiving nothing. Port Commandant promised to take up the question of the distribution of messages and if this could not be done by the Army some other method of circulating information received by some organization and affecting others should be resorted to.

9. W.S.A. Representative asked permission to work the collier Henry Waterson on Sunday next to a finish. This was agreed.

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11. A.M.C. Representative suggested that ITHARE should be represented in the Port Committee. M.W.T. Representative had some doubts because if port users were to be represented on this Committee, labour would be entitled to the same treatment and he thought it would be better to leave Italian representation entirely official. This was agreed & M.W.T. Representative suggested that the Pilotage Officer, being a subordinate of Comandante del Porto should not be a member of the Berthing Committee. It was made clear that this would not prevent the Comandante di Porto to bring with him to the meetings the Pilotage Officer or any other of his departmental officers in an advisory capacity. Agreed.

12. It was agreed that the distribution of notices to the Italian members of the Committee was to be sent to the Offices of the Capitaneria di Porto and I.L.O. promised to make the necessary arrangements.

8220

L. H. DOWLING, CAPT
PORT AND WAREHOUSE
OFFICE
EN. A.M.C.

~~SECRET~~

Ref:- PW 5

Subject:- ~~Minutes of P.C.C.~~
~~Meeting~~~~To:- TN
HQ. A.M.C.
REGION XII
P.D.O.V.A~~

1. Copy of minutes dated 29 September 1945 is attached.

J.M. Bowes Capt
J.M. Bowes Capt.
Port Officer~~Copy to:- Movement Shipping TN S/O HQ A/C
Port & Warehouse TN S/O HQ A/C ✓
Tenezia Province
Food Sub-Commission
File~~

8219

AC/24.1

S E C R E T

MINUTES OF PORT CONTROL COMMITTEE MEETING N° 46

HELD AT 0915Z TUESDAY, 25 SEPTEMBER

Present: Ministry of War Transport Representative
 Port Commandant
 Dock Superintendent
 Allied Military Government Representative
 War Shipping Administration Representative
 A.F.M.Q. Petroleum Section Representative
 Italian Liaison Officer

The minutes of the previous meeting were read and approved with one amendment (see para .3)

2. With reference to paragraph 2, War Shipping Administration Representative said that 20' drafts could be accepted in the North Industrial Canal including Vetrococke berth and the necessary signals had now been made.

3. Allied Military Government Representative said that paragraph 4 regarding port security Carabinieri was not quite correct as the pre-war barracks were only suitable for 40 men and so other accommodation would still be necessary. This was available over Ghed 17 but still needed sanitary and other facilities. It was agreed that Italian Liaison Officer would see the Capitaneria di Porto to have this attended to as soon as possible.

5. With reference to paragraph 8, Italian Liaison Officer reported that 12 hours notice had now been accepted by the crane drivers. Allied Military Government Representative asked about the electric plant and Ministry of War Transport Representative said that it was expected to be ready by the end of December. The new power station was the main factor and it was agreed that Allied Military Government Representative see Electrical Officer to have this speeded up.

6. Regarding paragraph 10, Allied Military Government Representative said he was seeing Area about having the bays cleared away. As regards the work on the damaged quay it was agreed that this was not an urgent Allied requirement and it was up to the Italian authorities to carry out the necessary work themselves if they required its use.

7. Port Commandant reported that he had agreed with S.S.T.O. to work Coasters only one shift from 8 till 1800. After discussion it was agreed that this was the normal practice but if it was found necessary more shifts would have to be worked and labour would be demanded.

8. Dock Superintendent said that if Provveditorato needed any assistance regarding handling gear on the docks Dock Superintendent would do what he could if Provveditorato applied to him.

4. With reference to paragraph 7 A.F.M.Q. Petroleum Section Representative said that he had discussed with M.Q. and was informed that it would be quite in order for all ships to obtain diesel or fuel oil at Gladseden.

SECRET

Ref:- PW 5

Subject:- Minutes of P.C.C.
Meeting

To:- TN

~~HQ.A.M.G.~~
~~REGION All~~
~~PADOVA~~

1. Copy of minutes dated 21 September 1945 is attached.

J.N. Bowes Capt.

Port Officer

TN.A.M.G. REG.All

Copy to:- Movement Shipping TN S/C HQ A/C
Port & Warehouse TN S/C HQ A/C ✓
Venezia Province
Food Sub-Commission
File

8217

AC/24.1

MINUTES/OW PORT CONTROL COMMITTEE MEETING NO. 45 HELD AT
0015, WEDNESDAY, 21 SEPTEMBER 45.

**U.S.O.
Post Commandant
Book Superintendent**

[illegible]

the minutes of the previous meeting were read and approved.

with reference to carrying the survey of the North American Canal. Officer Wood reported that the survey figures were not yet in the office and would be completed by the middle of the month. He stated that the survey was of the greatest interest.

3. Regarding paragraph 5, Imlison Imlison Officer said that the necessary instructions had been given to the local authorities, Owing to a misunderstanding which had occurred it was feared that when Roberts did not speak English they should be accompanied by an interpreter.

The security position was discussed, as differing and increasing and might, soon become very serious. Allied Military Government representative reported that accommodation was being already available for the additional civilian alien who had been asked for from home. As this accommodation is not permanent it was agreed that they did pre-war barracks be repaired. D.A.Q.M. reported that the whole was under discussion at area. I Corps and then asked to provide further guards.

[illegible]

9. Allied Military Government Representative reported that 66 at North 19 are being detained in the near future and that a signal would be transmitted giving by No. 19 and that a notice. Port Commandant said that two guns at North 20 and Italian Liaison Officer said he would have them attended to.

... would have been attended to.
... could have been attended to.
... would have been attended to.

th his own HQ. war shipping Representative said that it was possible they arrived before the crane driver was willing to take it always

The minutes of the previous meeting were read and agreed.

2. With reference to paragraph 1, Admiral Berthiaume's Officer reported that the survey of the North Indochina Canal had now been completed. But actual figures were not yet to hand. As soon as they were available he said he would inform the interested parties of the previous draft.

3. Regarding paragraph 2, Italian Liaison Officer said that the necessary instructions had been given to the Health Authorities, owing to a misunderstanding which had occurred. It was agreed that when doctors did not speak English they should be accompanied by an interpreter.

4. The security position was discussed, as differing and increasing and might soon become very serious. Allied Military Government Representative reported that accommodation was already available for the additional Chinese who had been asked for from Hong Kong. As this accommodation is not permanent it was agreed that their old pre-war barracks be repaired. D.A.Q.M.G. reported that the whole question was under discussion at Area, and 11 Corps had been asked to provide further guards.

5. Naval Officer in Charge said that approximately 300 tons of ammunition needed carrying and a scheme was being arranged whereby this was loaded in two barges and taken out to sea and dumped.

6. Allied Military Government Representative reported that messages to 66 of North 13 were being delivered in the near future by G.R.C. and said that a signal would be brought giving of least 24 hours notice. Port Commandant said that two guns needed moving to North 22 and Italian Liaison Officer said he would have this attended to.

7. A.C.M.G. Representative reported that the Italian Liaison Officer was for Italian use only. It was agreed that he clear this point with his own HQ.

8. War Shipping Representative said that it was possible to work colliers on the same day as they arrived. Both Provveditorato and Capitania were willing, but the crane driver refused to work without 24 hours notice, which it was always possible to give. It was agreed that Naval Officer in Charge see the Provveditorato and see if the position could be rectified.

9. Ministry of War Transport Representative said that he had had a meeting with the Capitania of Porto re port tariffs, as the position had now changed and the national tariff was to apply to Venice.

10. Minister of War Transport Representative said that there are still heaps of German bricks at Berghera which he was clearing. Allied Military Government Representative said that he would see C.M.G. in order to have this disposed. Minister of War Transport Representative also said that the tracks at Area they needed clearing as they were causing many breakdowns. Italian Liaison Officer said that he would have this attended to.

11. Naval Officer in Charge said that he would like to turn over the chairmanship of the Committee to Ministry of War Transport Representative, who agreed to do this.

VENEZIA PROVINCE
 VENEZIA REGION
 ALLIED MILITARY GOVERNMENT
 A P O 394

SECRET

PT 5

Subject:- Minutes of P.C.C. Meeting.

To:-

TM
 HQ A.M.G.
 REGION XII
 Padova

- 1) Copy of minutes dated 16 and 18 Sept. 45 are attached.

J.N. BOWES
 J.N. BOWES Capt.
 Port Officer
 TM AMG REG XII

Copy to:- Movement Shipping To S/C HQ A/C
 " " Port & Warehouse TM S/C HQ A/C ✓
 " " Food Sub-Correlation
 " " Venezia Province
 " " File

8215

AC/24.1

SECRET

Minutes of Port Control Committee Meeting #44

held at 0915, Tuesday, 18 September.

Present: Naval Officer in Charge

S.S.T.O.
 Port Commandant
 Dock Master/Port Officer
 Admiralty Berthing Officer
 Allied Military Government
 Staff Captain (Movements)
 Ministry of War Transport
 War Shipping Administration Representative
 A.P.M.Q. Petroleum Section Representative
 Italian Liaison Officer

The minutes of the previous meeting were read and approved, paragraph 2 being amended and re-issued.

2. Naval Officer in Charge said that the mine sweepers had now completed the work in which they had been engaged for the past four months, and the channel to the Lido entrance was now clear.

3. Staff Captain (Movements) said that civilian authorities had asked whether it was possible to berth ships in the North Industrial Canal, thus raising the question of whether ships could be allowed to berth in unsurveyed places. After discussion it was agreed to leave this question to the Berthing Committee for decision.

4. War Shipping Administration Representative said that the Provveditorato al Porto had approached him regarding the payment of quay labour when military coal cargoes were discharged. Dock Superintendent reported that he had referred this question to his finance authorities and would clear this point up as soon as a reply was received.

5. A.P.M.Q. Petroleum Section Representative said that the boarding of ships by Health Officers was not satisfactory, and after discussion it was agreed that instructions to Health authorities should be that ships coming from suspected areas, and not solely suspected ships, be boarded at the Lido entrance. It was agreed that the Liaison Officer should see the Health authorities and have that done.

6. A.P.M.Q. Petroleum Section Representative asked if soundings at Tagliabue were yet available. These were given by Admiralty Berthing Officer and it was agreed that 25 drafts could now be taken there. A.P.M.Q. and "Alap" barges were also reported as capable of taking 25 drafts.

7. S.S.T.O. reported that he had now agreed to de-requisition the I.W.T. lighter pool.

8. S.S.T.O. said that none of the oil cargo ships have gas proof lighting and this cannot be provided by him or by the Army. He suggested that they only work these ships from 8 to 6 unless any special circumstances arose. It was agreed that the interested parties have a further meeting and send off an agreed signal.

The minutes of the previous meeting were read and approved, paragraph 2 being amended and re-issued.

2. Naval Officer in Charge said that the minesweepers had now completed the work in which they had been engaged for the past four months, and the channel to the Lido entrance was now clear.

3. Staff Captain (Movements) said that civilian authorities had asked whether it was possible to berth ships in the North Industrial Canal, thus raising the question of whether ships could be allowed to berth in unurveyed places. After discussion it was agreed to leave this question to the Berthing Committee for decision.

4. War Shipping Administration Representative said that the Provveditorato at Porto had approached him regarding the payment of any labour when military coal cargoes were discharged. Back of Superintendent report of that he had referred this question to his finance authorities and would clear this point up as soon as a reply was received.

5. A.P.M.O. Petroleum Section Representative said that the boarding of ships by Health Officers was not satisfactory and after discussion it was agreed that instructions to Health authorities should be that ships coming from suspected areas, and not solely suspects should be taken to the Lido entrance. Italian Liaison Officer agreed to use the Health authorities and have that done.

6. A.P.M.O. Petroleum Section Representative asked if soundings at Tagliero were yet available. These were given by Admiralty Berthing Officer and it was agreed that 25 drafts could now be taken there. British and Italian basins were also reported as capable of taking 25 drafts.

7. G.S.T.O. reported that he had now agreed to de-requisition the I.M.T. lighter pool.

8. S.N.T.O. said that none of the oil cargo ships have gas proof lighting and this cannot be provided by him or by the Army. He suggested that they only work these ships from 3 to 5 unless any special circumstances arose. It was agreed that the interested parties have further meeting and send off an agreed signal.

8.11.4

S E C R E T

MINUTES OF PORT CONTROL COMMITTEE MEETING N° 43 HELD AT

0915 . SUNDAY, 16 SEPTEMBER 1945

Present: Naval Officer in Charge
 Area Commander
 S.S.T.O.
 Port Commandant
 Dock Superintendent
 Commanding Officer, N° 1 Port Operating Group
 A.C.M.G., Movements 13 Corps
 Admiralty Berthing Officer
 Allied Military Government Representative
 Staff Captain (Movements)
 Ministry of War Transport Representative
 War Shipping Administration Representative
 A.P.H.C. Petroleum Section Representative
 Italian Liaison Officer

The minutes of the previous meeting were read. and approved.

2. Area Commander said that large and valuable cargoes were still being received and it was our responsibility to discharge, guard and clear these cargoes. Naval Officer in charge reported that the Italian authorities have an adequate signal organisation ready to be put into operation as soon as the Naval party is withdrawn. After a long discussion it was agreed that it was acceptable for the Port to be classified as "A" on 1st October 1945.

VENEZIA PROVINCE
 VENEZIE REGION
 ALLIED MILITARY GOVERNMENT
 A P O 394

Ref: PM 5

Subject:- Minutes of P.C.C.
 Meeting.

To:- TM

~~HQ A.M.C.~~~~REGION XII~~~~PADOVA~~

- 1) Copy of Minutes dated 14 September 1945
 is attached.

J.A. BOWEN Capt.

Port Officer

TM A.M.C. REC XII

Copy to:- Movement Shipping TM S/C HQ A/C
 " " Port & Warehouse TM S/C HQ A/C ✓
 " " Venezia Province
 " " Food Sub-Commission
 " " File.

AC/24.1

S212

SECRET

Minutes of Port Control Committee Meeting No 42

held at 0915, Friday, 14 September

Present : Naval Officer in Charge

U.S. Port Commandant
 Dock Superintendent
 Admiralty Berthing Officer
 Allied Military Government Representative
 Ministry of War Transport Representative
 War Shipping Administration Representative
 A.M.C. Petrolium Section Representative
 Italian Liaison Officer

The minutes of the previous meeting were read and approved with the amendment of paragraph 6 to read "end of October" and not 10th of October, though Italian Liaison Officer reported that everything was being done to make this date earlier.

2. With reference to paragraph 4, Naval Officer in Charge pointed out that warships not carrying a doctor and auxiliaries must conform to the rules of the port the same as Merchant Shipping.

3. War Shipping Administration Representative reported that the coal commitment for October was 89,000 tons. It was agreed that this increased tonnage could be discharged and cleared if the additional rolling stock promised was forthcoming.

4. Naval Officer in Charge reported that apart from U.S.N.O. and A.C.C. Naval activities could be almost finished tomorrow. There appeared to be only two questions which needed settling before a definite recommendation could be made. A very re-clarification to category of signal office, both internal and soon afterwards, the question of signal office, both internal and external, and the question of police. Naval Officer in Charge said he would look into these matters before the next meeting which was fixed for Sunday, 16 September.

5. War Shipping Administration Representative asked if it was possible to have ships brought from Trieste earlier, as an hour or two would make all the difference to discharging. Naval Officer in Charge said he would ask Trieste.

6. Regarding paragraph 3 of the previous minutes, Dock Superintendent's Representative reported that sufficient quay space had now been cleared to meet Allied Military Government's requirements should be no working this Sunday, except the clearance of the coal quay. This was agreed.

7. Port Commandant asked if it was agreed that there should be no working this Sunday, except the clearance of the coal quay. This was agreed.

8. A.M.C. Petrolium Section Representative said that two tankers had not contacted their escort at 11.5 hours, thus causing delay. Naval Officer in Charge said that the escorts had not found it possible owing to the weather, and added that now that the channel was so wide and a lightship was being put there, permission was being asked to withdraw escorts.

Naval Officer in Charge said that his boat pool was

Ministry of War Transport Representative
War Shipping Administration Representative
A.M. H.C. Petroleum Section Representative
Italian Liaison Officer

The minutes of the previous meeting were read and approved with the amendment of paragraph 6 to read: "and of October 1st and not 15th of October", though Italian Liaison Officer reported that everything was being done to make this date earlier.

2. With reference to paragraph 4, Naval Officer in Charge pointed out that warships not carrying a doctor and auxiliaries must conform to the rules of the port the same as merchant shipping.

3. War Shipping Administration Representative reported that the coal commitment for October was 69,000 tons. It was agreed that this increased tonnage could be discharged and cleared if the additional rolling stock promised was forthcoming.

4. Naval Officer in Charge reported that apart from M.C. 1.0. and M.C. 6.3. Naval activities could be almost finished tomorrow. There appeared to be only two questions which needed settling before a definite recommendation could be made. A very re-clarification to category of ships and then to category A very soon afterwards; the question of signals traffic, both internal and external, and the question of police. Naval Officer in Charge said he would look into these matters before the next meeting which was fixed for Sunday, 16 September.

5. War Shipping Administration Representative asked if it was possible to have ships brought from Trieste earlier, as an hour or two would make all the difference to discharging. Naval Officer in Charge said he would ask Trieste.

6. Regarding paragraph 3 of the previous minutes, Lord Superintendent's Representative reported that officially any space had now been cleared to meet Allied Military Government's requirements.

7. Port Port Commandant asked if it was agreed that there should be no working this Sunday, except the clearance of the coal quay. This was agreed.

8. A.M. H.C. Petroleum Section Representative said that two tankers had not contacted their escort at 2.5.50, thus causing it delay. Naval Officer in Charge said that the escorts had not found it possible owing to the weather, and added that now that the channel was so wide and a lightship was being put there, permission was being asked to withdraw escorts.

9. Naval Officer in Charge said that his boat pool was being handed over to the Italians and asked that anyone who has boats in that pool let him know their requirements and they would be forthcoming from the Italian authorities.

10. Italian Liaison Officer raised the question of passing into the Maritime dock area, the trouble being that too many passes had been issued in the first place. After discussion, he agreed that Provveditorato di Porto should prepare new docks for approval.

VENETIA PROVINCE
 VENEZIE REGION
 ALLIED MILITARY GOVERNMENT
 A P O 394

~~SECRET~~

Ref: PV 5

Subject: Minutes of P.C.C.

 meeting.

To:- TR

~~HQ A.M.G.
 REGION XII
 PADOVA~~

- 1) Copy of Minutes dated 11 September 1945
 is attached.

J.N. BOWEN Capt.

Port Officer

TR A.M.G. REG XII

Copy to:- Movement ~~Shipping~~ TR S/C HQ A/C

" " Port & Warehouse TR S/C HQ AC

" " Venezia Province

" " ~~File~~

~~Food s/c~~

8210

AC/24.1

SECRET

Minutes of Port Control Committee Meeting No 41 held

at 0915, Tuesday, 11 September 1945

Present : Port Commandant

S.S.T.O.
Admiralty Berthing Officer
Dock Superintendent's Representative
Allied Military Government Representative
Ministry of War Transport Representative
War Shipping Administration Representative
A.F.H.Q. Petroleum Section Representative
Naval Control Service Officer
Italian Liaison Officer

In the absence of Naval Officer in Charge, the chair was taken by Port Commandant.

2. With reference to paragraph 5, War Shipping Administration Representative reported the actual coal commitment for September as 43,000 tons.
3. Regarding paragraph 2, Admiralty Berthing Officer said that soundings of the Scomenzera Canal were now available and he would pass them to the Port Commandant. Port Commandant said that Allied Military Government wished to berth Schooners in the Scomenzera Canal and Dock Superintendent's Representative said that he would look into the possibilities.
4. Port Commandant reported that the Port Health and Sanitary services had been taken over by the Italians. Bills of Health would now be issued to all ships by Health Officers who would go on board at the Idco.
5. Port Commandant said that he had held another meeting with Provveditorato al Porto concerning labour and the general working of the Port, pointing out to him that the position must improve or it would have to be taken to higher authorities. The main troubles were lack of supervision and double-banking of labour at times, this resulting in Dock Superintendent's requirements not being met. Port Commandant said that one representative of the Syadica and one Representative of the Provveditorato al Porto were now working with the Dock Superintendent in order to rectify anything unsatisfactory.
6. With reference to paragraph 6, S.S.T.O. asked whether the small tugs could handle traffic if Naval tugs were withdrawn. Italian Liaison Officer said that the larger Italian tugs Titonus and Mario might be ready by the end of October, but he hoped to be able to give a definite date at the next meeting.
7. A.F.H.Q. Petroleum Section Representative asked if soundings could be taken at Tagliabue. Marghera, in order that it might be seen whether bargeage was possible.

0195
Allied Military Government Representative
Ministry of War Transport Representative
War Shipping Administration Representative
A.F.H.Q. Petroleum Section Representative
Naval Control Service Officer
Italian Liaison Officer

In the absence of Naval Officer in Charge, the chair was taken by Port Commandant.

2. With reference to paragraph 5, War Shipping Administration Representative reported the actual coal commitment for September as 43,000 tons.
3. Regarding paragraph 2, Admiralty Berthing Officer said that soundings of the Scornozera Canal were now available and he would pass them to the Port Commandant. Port Commandant said that Allied Military Government wished to berth Schooners in the Scornozera Canal and Dock Superintendent's Representative said that he would look into the possibilities.
4. Port Commandant reported that the Port Health and Sanitary services had been taken over by the Italians. Bills of Health would now be issued to all ships by Health Officers who would go on board at the Lido.
5. Port Commandant said that he had held another meeting with Provveditorato al Porto concerning labour and the general working of the port, pointing out to him that the port labour must improve or it would have to be taken to higher authorities. The main troubles were lack of supervision and double-banking of labour at times, this resulting in Dock Superintendent's requirements not being met. Port Commandant said that one representative of the Syndicato and one Representative of the Provveditorato al Porto were now working with the Dock Superintendent in order to rectify anything unsatisfactory.
6. With reference to paragraph 6, S.C.T.O. asked whether the small tugs would handle traffic if Naval tugs were withdrawn. Italian Liaison Officer said that the larger Italian tugs Titanus and Carlo might be ready by the end of October, but he hoped to be able to give a definite date at the next meeting.
7. A.F.H.Q. Petroleum Section Representative asked if soundings could be taken at Tagliabue, Marghera, in order that it might be seen whether bigger drafts than 24' could be taken. In view of the danger of mines being still present it was agreed that M.C.S.O. look into the possibility of tankers going there and Admiralty Berthing Officer to obtain soundings.

8209

SECRET

Ref: PW 2

Subject: Minutes of P.C.C.
Meeting

TO: TN

~~HQ.A.M.G.~~~~REGION XII~~~~PADOVA~~

1. Copy of minutes dated 7 September 1945 is attached.

J.E. Bowes capt;

Port Officer

TN.A.M.G. REG. XII

Copy to: Movement Shipping TNS/C HQ.A/C

" " Port & Warehouse TN S/C HQ AC ✓

" " Venezia Province

" " Food Sub-Commission

" " File

EAB

AC/24-1

SECRET

MINUTES OF PORT CONTROL COMMITTEE MEETING No.40 Held

AT 0915, FRIDAY, 7th SEPTEMBER 1945

Present: Naval Office in Charge
Port Commandant
Admiralty Berthing Officer
Dock Superintendent's Representative
Allied Military Government Representative
Ministry of War Transport Representative
War Shipping Representative
Italian Liaison Officer

The minutes of the previous meeting were read and approved.

2. With reference to paragraph 4, Admiralty Berthing Officer said that the last survey of the Scomengera canal was carried out in 1942 and so another was being made and it was expected that this would be to hand the following day.

3. Regarding paragraph 6, Ministry of War Transport Representative said that though the final decision regarding tariffs would have to come from Rome, he thought that the interested parties in Venice should be able to make their proposals before this was reached. After discussion it was agreed to send the following signal. From DMWTR Venice to MEDBO (R)ALCOM. "Port labour tariffs are being studied. Request permission to make recommendations on this subject. Agreed Control Committee".

4. With reference to paragraph 5, Port Commandant reported that a large amount of pilferage was still continuing and it was impossible to obtain Provost personnel. Italian Liaison Officer reported that 1 officer and 50 Carabinieri were being sent for Port Guard duties. It was agreed that a signal be sent requesting this number be augmented considerably if practicable.

5. Naval Officer in Charge said that the Commander in Chief was not satisfied that all mines in the Vittorio Emanuele canal had been swept and that therefore every effort should be made to discharge as far as possible at Venice instead of Marghera. After discussion it was agreed that in view of the heavy commitments for September, such as at least 35000 tons of coal, it was impossible to deal with this at Venice, even if discharge to railway cars and barges went on at the same time. It was agreed that ships could bunker in Venice instead of Marghera. It was also agreed considered necessary for periodical sweeping of the channel from Lido to Marghera.

6. Naval Officer in Charge reported that arrangements were in hand to requisition several small tugs for harbour duties as these would be especially necessary during the winter months.

7. Port Commandant read a letter which he had received the main point of which was that work on Sundays should be discontinued, except in exceptional cases. It was agreed that the Port Control Committee could decide at Friday meetings what were exceptional cases and that anything later than that could be decided by the Port Commandant.

8. Italian Liaison Officer raised the question of trucks for transporting steyedores between Venice and Marghera. Allied Military Government Representative said that trucks had been supplied by them and were now being run by the Italian authorities at a controlled hire price.

~~SECRET~~

Ref: PW 5

Subject: Minutes of P.C.C.
Meeting

To: TN

HQ. A.M.C.
REGION XII
P A D G V A

1. The Copy of minutes dated 4 September 45
is attached.

J. H. Dwyer capt.

Port Officer

TH. A.M.C. RAO. All

Copy to:- Movement Shipping ~~TS. D/C HQ A/C~~
 " " Port & Warehouse ~~TS. D/C HQ AC~~ ✓
 " " Venetia Province
 " " File

7 September 45

8206

AC/2411

SECRET

MINUTES OF PORT CONTROL COMMITTEE MEETING No.39

HELD AT 0915, TUESDAY, 4 SEPTEMBER 1945

Present: Naval Officer in Charge
 S.B. T.O.
 A.A. & Q.M.C. (86 Area ARMY)
 Port Commandant
 Admiralty Berthing Officer
 Dock Superintendent's Representative
 Allied Military Government Representative
 Ministry of War Representative.

The minutes of the last meeting were read and approved.

2. With reference to paragraph 3, Port Commandant reported that by that evening all the coal on the quay should be cleared.

3. Naval Officer in Charge said that the Commander in Chief, Mediterranean was visiting on Thursday, 6th September and would be in Venice from 1000 to 1300. His programme had yet been arranged, but he hoped that the Port Committee would be able to meet the Commander in Chief, possibly at berth 24.

4. Port Commandant asked when dredging at berth 16 would be completed. Admiralty Berthing Officer said that he would ascertain the probable date. Port Commandant also asked what was the depth of water in the Scemenzera Canal and Admiralty Berthing Officer said that he would find out, though the hydrographic officer.

5. Port Commandant said that a great deal of coal being stolen from Marghera owing of the inadequacy of the guards. A.A. & Q.M.C. said that there was a very great shortage of Provost personnel, and men couldn't be spared for what was really an Italian Commitment. It was agreed that the Capitaneria di Porto should set up his own organisation, and Allied Government Representative said that he would see about having this force armed. Port Commandant said that he understood from the A.A.M. that he would supply a patrol until others could be raised, but A.A. & Q.M.C. could not verify that at the moment.

6. Ministry of War Transport Representative said that he had received a list of tariffs from Capitaneria di Porto which had been agreed by the local authorities but by no one else. Allied Military Government Representative said that he had not seen these tariffs, but he had submitted his own proposals to Rome but as yet had no approval. After discussion it was agreed that Ministry of War Representative forward these local tariffs to MEDBG with his suggestions and also send a copy to Allied Military Government.

SECRETSubject: Minutes of P.C.C.
Meeting

Re: P.C. 5

To: HQ.A.M.C.
REGION XII
PARDOVA

1. Copy of minutes dated 31 August 45
are attached.

M. Bove
J.H. Bove capt.
Port Officer
HQ. A.M.C. REG. XII

4 September 45.

Copy to: - Movement Shipping TR. 2/C HQ AC
" " Port & Warehouse TR. 2/C HQ AC ✓
" " Venezia Province
" " File

AC/2411

8204

MINUTES OF PORT/CONTROL COMMITTEE MEETING

No. 38 HELD AT 0915, FRIDAY 31st

AUGUST 45

SECRET

Present: Naval Officer in Charge
S.S. T.O.
A.A. & Q.M.G., 86 (ARMY) Area
Port Commandant
Admiralty Berthing Officer
Dock's Superintendent's Representative
Allied Military Government Representative
Ministry of War Transport Representative
War Shipping Administration Representative
Italian Liaison Officer.

The minutes of the previous meeting were read and approved.

2. With reference to paragraph 7, Ministry of War Transport Representative said that this daily state was now being signalled and A.A. & Q.M.G. said that it would be particularly valuable now as clearance was not expected to be as speedy as previously. He said that transport was the trouble, but it was hoped that extra drivers would be obtained in the near future. Port Commandant raised the point that tonnage was being reduced to 600 tons a day as from 3rd September, and that the Port might be reclassified on 1st October. After discussion it was agreed to wait a week and review the position then.

3. Ministry of War Transport Representative said that coal discharge at Marghera in the last three days had been 8300 tons and with such big discharges, the difficulty was transporting it away, owing to the shortage of trucks. Port Commandant said that the rolling stock position was expected to improve shortly. Ministry of War Transport Representative also said that in order to work the ships evenly it was sometimes necessary to work a third shift, and though labour had always been available as yet, there was a definite shortage of crane drivers. It was agreed that the Provveditorato al Porto be asked to have further men trained as crane drivers.

4. Ministry of War Transport Representative said that out of 20 bags of rice which had been discharged and left overnight on the quay, 4 had been stolen. Port Commandant said that it was not possible to remove everything from the quay, but if they could be told beforehand of any special items, they would be moved. There is no possibility of increasing the guard, but it was agreed that the Customs guards be instructed to keep a more careful watch.

SECRET

Subject:- Minutes of P.C.C. Meeting

Ref:- PW 5

To: - TN

HQ.A.M.C.

REGION XII

PATONA

- 1 Copy of minutes dated 28 August 45 are attached .

J. N. Bowes
J. N. Bowes capt.

Port Officer

TN, A.M.C. RMG. XII

31 August 45

Copy to: - Movement Shipping TN S/C HQ AC

" "

Port & Warehouse TN S/C HQ AC ✓

" "

Venezia Province

" "

File

8202

AC/24.1

S E C R E T

MINUTES OF PORT CONTROL COMMITTEE MEETING NO. 37 HELD

AT 0915, TUESDAY, 20 TH AUGUST.

Present: Naval Officer in Charge
 Port Commandant's Representative
 Admiralty Berthing Officer
 Dock Superintendent's Representative
 Ministry of War Transport Representative
 War Shipping Administration Representative
 Italian Liaison Officer
 Allied Military Government Representative

The minutes of the previous meeting were read and approved.

With reference to paragraph 3, War Shipping Administration Representative said that the capacity of these 5128 tons had been confirmed as 3000 tons and would be increased to 12000 tons by the middle of September. Naval Officer in Charge said that the officer in charge of War and examined all discharge arrangements and was quite satisfied that the new machinery was adequate to discharge any ship.

Paragraph 4, Admiralty Berthing Officer said that a waiting list of ships for the Gunter coal and been allocated in 100 days. Allied Military Government Representative pointed out that there was only one night-watchman there, and it was decided that the Italian Liaison Officer should see Capitania di Porto if the guard could be increased.

Paragraph 5, Allied Military Government Representative said that bulk wine ships were expected shortly and he asked if they could be discharged at 14.00. It was decided that there was no objection.

Paragraph 6, Ministry of War Transport said that he understood that the dredging would be made by an Italian committee and asked if there was any objection to his approaching Allied Military Government for a certain quantity to be done. Naval Officer in Charge said that if Ministry of War Transport was quite satisfied about the position there was no objection.

Paragraph 7, War Shipping Administration Representative asked if the ships at Berths 22 and 23 could be cleared and cleaned. Allied Military Government Representative said that the grain there was drying and would be removed shortly.

Paragraph 8, Ministry of War Transport Representative said that the Italian authorities asked whether they could see signal details of ships, such as time of arrival and departure, daily state, cargoes etc. It was agreed that all ship movements could be given except major warships, and that details of civilian and but civilian warships could be given. Naval Officer in Charge

Deck Superintendent's Representative
 Ministry of War Transport Representative
 War Shipping Administration Representative
 Italian Liaison Officer
 Allied Military Government Representative

The minutes of the previous meeting were read and approved.

With reference to paragraph 3, War Shipping Administration Representative said that the capacity of these ships had been estimated as 6000 tons and would be increased to 12000 tons by the middle of September. Naval Officer in Charge said that Officer in Charge of Port and explained all discharge arrangements and said quite satisfied that the machinery was adequate to discharge any ship.

Paragraph 4, Admiralty Berthing Officer said that a ship would be expected to have coal and been allocated in to 1 basin. Allied Military Government Representative pointed out that there was only one night-watchman there, and it was decided that Italian Liaison Officer should see Capitania di Porto if the guards could be increased.

4. Allied Military Government Representative said that bulk wine ships were expected shortly and he asked if they could be discharged at 1st quay in 2nd basin at Ancona. Naval Officer in Charge said that there was no objection.

5. Ministry of War Transport said that he understood that a ship dredging would be sent to Italian commitment and asked if there was any objection to his approaching Allied Military Government for a certain amount to be done. Naval Officer in Charge said that if Ministry of War Transport was quite satisfied about the position there was no objection.

6. War Shipping Administration Representative asked if the ship at Bertha 22 and 23 could be cleared and moved. Allied Military Government Representative said that the grain there was drying and would be removed shortly.

7. Ministry of War Transport Representative said that the Italian authorities asked whether they could see signal details of ships, such as time of arrival and departure, daily state, cargoes etc. It was agreed that all ship movements could be given except major warships, and that details of civilian and not military cargoes could be given. Naval Officer in Charge said that this should be put into operation at once and Italian Liaison Officer said that he would see to it.

~~SECRET~~

Ref:- PM 5

Subject:- Minutes of P.C.C.
Meeting

To: - TN

HQ. A.M.C.

REGION XII

~~2 A.D.C.V.A~~

1 Copy of minutes dated 24 August 45 are attached

J.N. Bowes
J.N. Bowes Capt.

Port Officer

TN. A.M.C. REG. XII

26 August 45

Copy to: Movement Shipping TN. S/C HQ AG

" " Port & War House TN. S/C HQ AG ✓

" " Venetia Province

" " File

AC/24.1

SECRET:

MINUTES OF THE PORT CONTROL COMMITTEE MEETING No. 36 HELD

AT 0915, FRIDAY, 24 TH AUGUST

Present: Naval Officer in Charge

S.S.I.O.
 Port Commandant
 Admiralty Berthing Officer
 Dock Superintendent's Representative
 Allied Military Government Representative
 Ministry of War Transport Representative
 War Shipping Administration Representative
 A.F.H.Q. Petroleum Section Representative.

The minutes of the previous meeting were read and approved.

2. With reference to paragraph 2 of the minutes, Port Commandant said that another transport er would be available next week, but he would look into the matter still further.

3. Regarding the capacity of the silos of berths 22 and 23, War Shipping Administration Representative said that the maximum figure at the moment was 2000 tons, but when repairs were made to the roof, which he reported would be done within the next week, this would be brought up to 12000 tons. Allied Military Government Representative queried whether the machinery was adequate for sucking direct from liberty ships, and after discussion it was agreed that Naval Officer in Charge obtain a complete report on the method and the machinery of discharge, from Officer in Charge of works.

4. Port Commandant said that the signal had been received from A.F.H.Q. postponing the re-classification of the port as a category 3 port. Naval Officer in Charge said that he did not think this would affect the reduction of the Naval party, though he still had no information.

5. Ministry of War Transport Representative said that he was expecting 2000 to 3000 tons of bunker coal arriving at the end of the month, and wanted to be certain that storage space would be available. It was agreed that he go, together with the Port Commandant, and ensure a suitable place.

~~SECRET~~

Subject: Minutes of P.C.C.
Meeting

Ref:-PW 5

To:- TN

~~TQ. A.M.C.~~~~REGION XII~~~~PADOVA~~

- 1 Copy of minutes dated 21 August 45 are attached.

J.M. Bowes

J.M. Bowes Capt.

Port Officer

TN.A.M.C. REG. XII

24 August 45

Copy to: Movement Shipping TN S/C HQ AC

" " Port & Warehouse TN S/C HQ AC ✓

3 " Venezia Province

" " File

8.00

AC/24.1

MINUTES OF PORT CONTROL COMMITTEE MEETING No. 35**Held at 0915, Tuesday, 21 August 1945**

Present: Naval Officer in Charge
 Area Commander
 Brigadier Munn-Phillips
 S.G.I.O.
 Port Commandant
 Admiralty Berthing Officer
 Dock Superintendent
 Allied Military Government Representative
 Ministry of War Representative
 War Shipping Administration Representative
 A.F.R. Petroleum Section Representative
 Lieutenant Commander A.A. Collins, R.N.V.R.
 Allied Commission Port Warehouses (Lt. Lester)
 Italian Liaison Officer

The minutes of the previous meeting were read and approved.

2. Naval Officer in Charge presented details of the instructions which he had received for reducing the Port from category C to category B. This amounted to a minimum operation and signal staffs, against Ministry of War Transport and Port Commandant to run the Port. S.G.I.O. and M.A.O. would not be selected. He gave September 1st as the earliest date, but the actual date was not yet known. Port Commandant said that the possibility had arisen of the Army not reducing until November 1st, but it was agreed that it was advisable to make all necessary arrangements now, so as to be ready whenever the change came.

3. The proposed scheme of Port Organisation was discussed and it was agreed that the representative of movements and transport should be bracketed at the head with Ministry of War Transport and also in the Berthing Commission. Also that the British Military Police be selected. As regards the Chairmanship of the Berthing Committee, it was agreed that it should be held by Port Commandant and not Capitano di Porto.

4. Naval Officer in Charge said that regarding the question of Port Security, the Navy were examining the possibility of having small craft on patrol of the lagoon entrances.

5. S.G.I.O. said that inland water transport had requests to re-requisition the lighter pool, stating that in an emergency they could always provide W.D. craft or oiler lighters. After discussion it was agreed that the requisitioning could be carried out provided that 1500 to 2000 tons could be available at 48 hours notice.

6. Allied Military Government Representative raised the question of warehousing and it was decided that no hard and fast rules could be made at the present, except that all quay warehouses should be used only as transit warehouses and not as storage depots.

7. War Shipping Administration Representative said that there had been some difficulty over the transport of stores to and from Marghera. Dock Superintendent, a representative said that this always be arranged by him through S.A.I. but only when asked for, giving at least 24 hours notice.

The minutes of the previous meeting were read and approved.

2. Naval Officer in Charge presented details of the instructions which he had received for receiving the Port Free category to category 2. This amounted to a minimum operation and signal staffs, assisted by a Ministry of War S.O. would not be Commandant to run the Port S.S.I.O. and S.O. would not be expected. He gave September 1st as the earliest date, but the actual date was not yet known. Port Commandant said that the possibility had arisen of the Army not reducing until November 1st, but it was agreed that it was advisable to make all necessary arrangements now, so as to be ready whenever the cargo came.

3. The proposed scheme of Port Organisation was discussed and it was agreed that the Representative of Movements and Transport should be bracketed at the head with Ministry of War Transport and also in the Berthing Commission; also that the British Military Police be selected. As regards the Chairmanship of the Berthing Committee, it was agreed that it should be held by Port Commandant and not Captain Marin di Porto.

4. Naval Officer in Charge said that regarding the question of Port Security, the Navy were examining the possibility of having small craft on patrol in the lagoon entrances.

5. S.G.F.O. said that inland water transport had requested to de-requisition the lighter pool, stating that in an emergency they could always provide W.D. craft or obtain lighters. After discussion it was agreed that the de-requisitioning could be carried out provided that 1500 to 2000 tons could be available at 48 hours notice.

6. Allied Military Government Representative raised the question of warehousing and it was decided that no hard and fast rules could be made at the present, except that all quay warehouses should be used only as transit warehouses and not as storage depots.

7. War Shipping Administration Representative said that there had been some difficulty over the transport of stored goods to and from Marghera. Dock Superintendent's Representative said that this always be arranged by him through S.A.R. but only when asked for, giving at least 24 hours notice.

8. War Shipping Administration Representative asked if there was any possibility of increasing the allocation of railway trucks. Port Commandant said that he had taken the matter up with 13 Corps and everything possible was being done.

9. Regarding the question of the Transporters at Marghera which had already been referred to C.R.E., Area Commander said he would see them again.

10. The capacity of the silos at berths 22 and 23 was queried and Naval Officer in Charge said that he would obtain an Intelligence Report.

11. War Shipping Administration Representative raised the question of tariffs, on which no uniform ruling had yet been given. S.G.F.O. said that he had written to A.F.H.Q. but was still awaiting definite instructions.

12. A.F.H.Q. Petroleum Section Representative said

12
A.P.H.C. Petroleum Section Representative said that ship
to ship discharges would finish on September 1st, and the bugs at
the Vico would no longer be required.

~~SECRET~~

Subject: Minutes of P.C.C.
Meeting

Ref:- PM 5

To: - TN

HQ.A.M.C.

REGION XII

P.D.O.V.A

- 1 Copy of minutes dated 14 August are attached.

Arthur Charles
A.M. McClure Major R.A.
Port Officer
TN.A.M.C. REG. XII

21 August 45.

Copy to: Movement Shipping TN S/C HQ AC
" " Port & Warehouse TN S/C HQ AC ✓
" " Venetia Province
" " File

8199

AC/24.1

MINUTES OF PORT CONTROL COMMITTEE No 34

HELD AT 0915, TUESDAY, 14th AUGUST.

Present:

Naval Officer in Charge
Area Commander
Port Commandant
S. E. W. O. Representative
Admiralty Representative
Dock Superintendent
Allied Military Government Representative
Minister of War Representative
War Shipping Administration Representative

The minute of the previous meeting were read and approved.

Naval Officer in Charge said that the hydrographic survey of the Port had been completed and that the Port had been surveyed up to 20 ft. could be accepted there he pointed out, however, that it was inadvisable to move ships around there and that lighters would have to be moved.

Ministry of War Transport Representative asked for lighting beacons inside the harbour and Admiralty Representative said that they could use the buoy at the end of the channel. He said that one buoy would be available near the house, but the dredging report was still awaited. He said it would take about 40 days to dredge the channel to a depth of 20 ft. Naval Officer in Charge said that the dredging is being done and that there should be a big tank and that would give another lighting berth.

With reference to paragraph 5 of the previous meeting's minutes, the Area Commander said that the position had now been satisfactorily settled.

Port Commandant presented the minutes of a meeting which had been held to discuss the working of the Port when the meeting commenced to operate as a category port. It was decided to leave discussion of any points arising from this meeting until the next meeting. Naval Officer in Charge pointed out that when the port did change category Ministry of War Transport would be Chairman of Port Control Committee.

Naval Officer in Charge said that the minesweepers were now working at night in connection with barge traffic from the Brenta river.

Naval Officer in Charge thanked Lieut. Col. David Curtis Royal Fusiliers, for the role manner in which he had carried out his duties as Port Commandant. Area Commander concurred. Mr. Collins joined the Committee as War Shipping Administration Representative.

The minute of the previous meeting were read and

approved.

2. Naval Officer in Charge said that the hydrographic survey of the West Indian Channel has now been completed and that liberty ships lighted up to 24 ft. could be accepted there he pointed out, however, that it was inadvisable to move ships around there and that lighters would have to be used.

3. Ministry of War Transport Representative asked for attention be paid to the Harbour and Admiralty Porting Naval Officer said that they could not be moved to the light. Naval Officer in Charge said that they would be available now it was known, but the dredging report was still awaited. He said it would take approximately 10 days to dredge the channel to that depth to a depth of 20 ft. Naval Officer in Charge said that the dredging lightening berth. give another lightening berth.

4. With reference to paragraph 5 of the previous meeting's minutes, the Area Commander said that the position had now been amicably settled.

5. Port Commandant presented the minutes of a meeting which had been held to discuss the working of the Port when Venice commenced to operate as a category 1 port. It was decided to leave discussion of any points arising from this meeting until the next meeting. Naval Officer in Charge pointed out that until the port did change category, Ministry of War Transport would be Chairman of Port Control Committee.

6. Naval Officer in Charge said that the minesweepers were now working at Chicago in connection with barge traffic from the Brenta River.

7. Naval Officer in Charge thanked Lieut. Col. David Curtis Royal Fusiliers, for the able manner in which he had carried out his duties as Port Commandant. Area Commander concurred. Mr. Collins joined the Committee as War Shipping Administration Representative.

SECRET

Ref:- PW 5

Subject:- Minutes of P.C.C.
Meeting.

To: - TR

HQ.A.M.S.

REGION X 11

P a d o v a

- 1 Copy of minutes dated 10 August are attached.

Andrew Ch...
A.M. Mc CRANE Major R.A.
Port Officer
TR.A.M.C. REG. 11

14 August 45

Copy to:- Movement Shipping TR S/C HQ AC
" " Port & Warehouse TR S/C HQ AC
" " Venezia Province
" " File

END

AC/24.1/Tn6 Venice

4682

MINUTES OF PORT CONTROL MEETING NO.33

HELD AT 0915, FRIDAY, 10 th August .

Present:

Naval Officer in Charge
Area Commander
Port Commandant
S.S.T.O.
Lt. Commander Harding (S.T.O.)
Admiralty Berthing Officer
Dock Superintendent, Representative
Allied Military Government Representative
Ministry of War Transport Representative
Mr. Murphy (War Shipping Administration)
A.F.H.Q. Petroleum Section Representative
A.A. and Q.M.G. 86 Area

The minutes of the previous meeting were read and approved.

2. Naval Officer in Charge said that all mines had now been cleared from the Marittima.
3. Admiralty Berthing Officer gave the programme for the "Vulcania" and the Gradisca, both of which ships were being sailed to Trieste on Sunday, 12th August.
4. It was decided that the possibility of berthing Liberty ships, which might arrive with grain, in the West Indus trial Canal, be further investigated. Admiralty Berthing Officer gave the depth opposite Chiara Mili as 24 feet.

Allied Military Government Representative asked if it would be possible to use berth 16 now that the Marittima was fully swept. Naval Officer in Charge said that the Marittima could berth there, but only if lightened to 21ft. This raised the point as to whether it would be worth while dragging, and Port C. Commandant said that if there was any question of priority he wanted the channel to Marghera dragging first. It was decided that the times and work involved be investigated before coming to any decision.

6. Regarding the rooms at Marghera which had been requisitioned by the Petrol Depot, Port Commandant said, he had had no success, and it was agreed that the Area Commander go and see them.

7. Ministry of War Transport Representative raised the question of tallying ships' cargoes. Deck Superintendent, Representative said that they were checked when delivered, but there was no actual check in the ships' cargoes. It was agreed that there was no objection to the Italian Authorities checking civilian cargoes.

Dock Superintendent Representative
Allied Military Government Representative
Ministry of War Transport Representative
Mr. Murphy (War Shipping Administration)
A.F.H.Q. Petroleum Section Representative
A.A. and Q.M.G. 86 Area

The minutes of the previous meeting were read and approved.

2. Naval Officer in Charge said that all mines had now been cleared from the Marittima.

3. Admiralty Berthing Officer gave the programme for the "Vulcania" and the Grandisca, both of which ships were being sailed to Trieste on Sunday, 12th August.

4. It was decided that the possibility of berthing Liberty ships, which might arrive with grain in the West Industrial Canal, be further investigated. Admiralty Berthing Officer gave the depth opposite Chiara Mili as 24 feet.

5. Allied Military Government Representative asked if it would be possible to use berth 16 now that the Marittima was fully swept. Naval Officer in Charge said that Liberties could berth there but only if lightened to 21ft. This raised the point as to whether it would be worth while dragging, and Port C Commandant said that if there was any question of priority he wanted the channel to Marghera dragged first. It was decided that the times and work involved be investigated before coming to any decision.

6. Regarding the rooms at Marghera which had been requisitioned by the Petrol Depot, Port Commandant said, he had had no success, and it was agreed that the Area Commander go and see them.

7. Ministry of War Transport Representative raised the question of tallying ships' cargoes. Deck Superintendent's Representative said that they were checked when delivered, but there was no actual check in the ships' cargoes. It was agreed that there was no objection to the Italian Authorities checking civilian cargoes.

2198

SECRET

VENEZIA PROVINCE
 VENEZIA REGION
 ALLIED MILITARY GOVERNMENT
 A P O 394

Ref:- TW 5

Subject:- Minutes of S.C.C.
Meeting.

To:- TW

TW 5

TW 5

TW 5

- 1) Copy of Minutes dated 27 July 45 are
 attached.

31 JUL 45
 Venice

J.W. BOWEN Capt.

Port Officer

TW A.M.C. R.I.A.I.

Copy to:- Movement Shipping TW S/C HQ AC
 " " " TW S/C HQ AC ✓
 " " " TW S/C HQ AC ✓
 " " " TW S/C HQ AC ✓

95

SECRET

MINUTES OF PORT CONTROL COMMITTEE MEETING N° 29

HELD AT 0915, FRIDAY 27th JULY.

Present: Naval Officer in Charge

Area Commander
Port CommandantS.S.T.O. Berthing Officer
Admiralty Representative
Dock Superintendent's Representative
Allied Military Government Representative
A.F.H.Q. Petroleum Section Representative
Ministry of War Transport Representative
Mr. Chaopeli (M.W.T.)
War Shipping Administration Representative
Italian Liaison Officer.

Minutes of previous meeting were read and approved. Arising out of the minutes the Port Commandant pointed out that the berth 24 had not been allocated to the Italians for schooners.

2. Naval Officer in Charge said that Salvage Party hoped to move ~~to~~ Leonhardt the following day. As soon as she was out of the way mine clearance could be carried out. Naval Officer in Charge asked if the Army were using shed N°100. Dock Superintendent was using them for Offices etc. but he could move without ~~difficulty~~ much difficulty. Naval Officer in Charge should contact P.M./S.O. to find out when they should move on account of mine clearance.

3. Port Commandant raised the question of ships chandlers boats going alongside ships. He asked Ministry of War Transport Representative to ensure that they had passes. Naval Officer in Charge said that the Customs Guards assisted by Naval Provost Company and Military Police were keeping a look-out.

4. With reference to the fire near 26 Berth, the Port Commandant said that the cause was unknown. However it had been established that the Royal Air Force had been keeping Petrol and Paraffin there contrary to the Port Orders. He considered that a strong letter be written to the Royal Air Force unit concerned.

5. Ministry of War Transport Representative enquired about dock passes for merchant seamen. It was decided to adopt the agreed ~~system~~ system whereby blocks of passes were drawn from Naval Officer in Charge's Office and given to the Master of the ship, who was responsible for issuing them.

6. A.F.H.Q. Petroleum Section Representative said that the "Empire Jot" which broke adrift early Thursday morning had been well secured fore and aft. However the lines were hemp and there was a strong current where she was moored. It was decided to get the opinion of the pilots on the use of this berth in the winter.

7. Naval Officer in Charge said that Italian Liaison Officer had drafted a diagram of the Italian Port organisation but it was not quite ready.

8. A.F.H.Q. Petroleum Section Representative said that the "Sergio Laghi" was ready to be moved out to buoys and that the pipe lines were to be moved.

0134

0219

0
VENEZIA PROVINCE
VENEZIA REGION
ALLIED MILITARY GOVERNMENT

A P O 394

Ref:- PW 5

Subject:- Minutes of P.C.C. Meeting

To:- ME

HQ A.M.G.

REGION XII

~~PADOVA~~

- 1) Copy of Minutes dated 24 July 45 are attached.

27 July 1945

J. S. BOWEN
J. S. BOWEN Capt.
Post Officer
HQ A.M.G. REG. XII

Copy to:- Movement Shipping HQ 3/C HQ AC
" " Port & Warehouse HQ 3/C HQ AC ✓
" " Venezia Prov.
" " ~~File~~

6-83

Secret

MINUTES OF PORT CONTROL COMMITTEE MEETING No 28

HELD AT 0915, TUESDAY, 24 JULY 45

Present: Naval Officer in Charge
 Area Commander's Representative
 Port Commandant
 Dock Superintendent
 Admiralty Berthing Officer
 Senior Transport Officer's Representative
 Allied Military Government's Representative
 Ministry of War Transport Representative
 Ministry of War Transport Representative, Trieste
 War Shipping Administration Representative
 A.F.H.Q. Petroleum Section Representative
 Italian Liaison Officer.

Minutes of meeting No 27 were read and approved subject to following amendments: (1) paragraph 4 - Schooners can be sent directly to berths 9 and 10; (2) Day of those present - Major Savage (Dock Superintendent) (delete "Designate").

2. Arising out of the minutes, Italian Liaison Officer said that, owing to lack of cranes, berths 9 and 10 were not suitable for civil cargo schooners. If possible he would like berths 21, 22, 23 allocated for this purpose.

3. Naval Officer in Charge said that Porto di Lido was now open. 1 Coaster and 1 tanker were arriving that day. Port Commandant said that Naval Officer in Charge, Venice's 23, 1220 stating 3 liberties and 1 tanker could be accepted was not agreed movements. Naval Officer in Charge asked if Sergio Laghi could be sent away. A.F.H.Q. Petroleum Section representative said that she was still needed here as there was not sufficient storage at Marghera. In reply to a question as to whether the pipe lines had been moved, Petroleum Section Representative said they had not. Admiralty Berthing Officer mentioned that the Italian had complained that they were leaking. Naval Officer in Charge said that new Marghera was available, the fire risk attached to the use of "Sergio Laghi" could not be accepted.

4. With reference to the fire in the warehouse near 26 berth, the Port Commandant said that the Fire Fighting Company had been asked for a report.

5. A.F.H.Q. Petroleum Section Representative said that the DICSA basin was now clear of obstruction.

6. M.W.T. Representative, Trieste, asked if colliers of more than 12' draft could be accepted. It was suggested that if they were lighter than 12' draft they could be sent to Marghera. It was pointed out that only four transporters were available at Marghera. It was decided that a Representative of the Transporter firm and the Dock Superintendent should investigate this matter and report.

7. M.W.T. Representative asked if storage for 5000 tons of coal could be provided at Marghera. This was agreed to.

8. The question of Venice transferring from a "C" to a "B" port on 1st August was discussed. It was decided to ask the Italian Liaison Officer to provide an outline of the Italian port organisation. It was further decided that the 1st August was rather early for the switch over and the following TACT signal was made:

Addressed : MWHV (Med) FOR MALDO (R) PSTO MED: MOV 13 CORPS: FREEDOM cite CHGDM: from: DMWTR VENICE

"At meeting of Port Control Committee, Venice, on 24th July, it was agreed that proposed change of Venice Port category from class C

lowing amendments: (1) delete "of those present"; (2) delete "and 10; designate 9 and 10; designate 9 and 10; delete (delete) (delete) Italian Liaison Officer said that, suitable for civil cargo for this

2. Arising out of berths 9 and 21, 22, 23 and lack of cranes, berths 9 and 21, 22, 23 would like possible he would open. Lido was now open. Port. Commandant said that schooner. If possible, Port. Commandant and tanker purpose.

[illegible]

4. With reference to the wire fighting company, Port Commandant said that the DCSA representative said that the DCSA report.

5. A.E.H.A. Petroleum Co.
basin was now clear of obstruction.
6. M.W.T. Representative, Trieste, asked if colliers of more than 10, draft could be accepted. It was suggested that if they were lightened to 24 they could be sent to Argentina. It was pointed out that a four Transports were available at Lima and the Superintendent should investigate this matter and report.

7. A. W. T. Representative. This was agreed to by the Italian Liaison. It was provided at Marghera. The Venice transferring to the Italian. It was

9. The question of whether it was decided to port or starboard the switch over on 1st August was discussed. If the Italian port or starboard was rather early for the officer to provide an outline of what was made. The officer decided that the 1st August was made. The following TACT signal was made: (R) 300 30000 (R) PSTO MED: MOV 13 CORPS: FREEDOM cite further from: DMWTR VENICE and the following (R) 300 30000 (R) PSTO MED: MOV 13 CORPS: FREEDOM cite further from: DMWTR VENICE

Addressed : MAFIRV (med) FOR INFO. C

"At meeting of Port Control Committee, Venice, on 24th July, it was agreed that proposed change of Venice Port category from military to class B on 1st August, is premature in view of the fact that the change over shall be deferred to 1st September. Agreed Port Control Committee.

... said that no programme for dredging

9. Naval Officer in charge at Marghera was being considered.

0222

VENEZIA PROVINCE
VENEZIA REGION
ALLIED MILITARY GOVERNMENT

~~SECRET~~

A P O 394

Ref:- PW 5

Subject:- Minutes of P.C.C. Meeting

To:- TM

H.Q. A.M.G.

REGION ALL

- 1) Copy of minutes dated 20 July 1945 are attached.

24 JUL 45

M. Bowe Capt.
J. R. BOWE Capt.

Port Officer

IN A.M.G. REG. ALL

Copy to:- Movement Shipping TO C/O HQ AG
" " Port & Warehouse TO C/O HQ AG
" " General Proviseo
" " File.

8191

S U R B I

MINUTES OF PORT CONTROL COMMITTEE MEETING NO 27

HELD AT 0915, FRIDAY, 20th JULY

Present: Naval Officer in Charge

Area Commander

Port Commandant

Major Savage (Dock Superintendent's Designate)

Admiralty Berthing Officer

Dock Superintendent's Representative

Allied Military Government Representative

A.F.H.Q. Petroleum Section Representative

War Shipping Administration Representative

Italian Liaison Officer

Minutes of last meeting were read and approved.

2. Naval Officer in Charge said that Marghera was completely clear with the exception of the Brentilla Canal. Commander Minesweeping, Adriatic, had said that the Lido entrance would be clear within four days. 25' draughts could be accepted but depth of berths in Venice restricted maximum to 27'. In answer to a question by A.F.H.Q. Petroleum Section Representative, Naval Officer in Charge said that the buoys near the Arsenale would be used for big tankers.

3. Port Commandant said that 41 Harbour Construction Company had left. There were no military personnel available for underwater work. Naval Officer in Charge mentioned that 77 C.A.S. had contracts with Genio Civile. A.F.H.Q. Petroleum Section Representative said that he was interested in this point because there were three piles at bottom of DCCA Basin.

4. Naval Officer in Charge said that when schooners with civil cargoes arrive they were to be held for a day and question of berthing discussed at next berthing meeting.

Port Commandant
 Major Savage (Dock Superintendent) Designate
 Admiralty Berthing Officer
 Dock Superintendent's Representative
 Allied Military Government Representative
 A.F.H.Q. Petroleum Section Representative
 War Shipping Administration Representative
 Italian Liaison Officer

Minutes of last meeting were read and approved.

2. Naval Officer in Charge said that Marghera was completely clear with the exception of the Brentilla Canal. Commander Minesweeping, Adriatic, had said that the Lido entrance would be clear within four days. 28' drafts could be accepted but depth of berths in Venice restricted maximum to 27'. In answer to a question by A.F.H.Q. Petroleum Section Representative, Naval Officer in Charge said that the buoys near the Arsenale would be used for big tankers.

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0100

SECRET

VENEZIA PROVINCE
 VENEZIE REGION
 ALLIED MILITARY GOVERNMENT
 A P O 394

Ref:- PW 5

Subject:- Minutes of P.C.C. Meeting.

To:- TM

~~HQ A.M.G.~~~~REGION XII~~

- 1) Copy of minutes dated 17th July 1945 are attached.

20 July 1945

J.S. NOTES Capt.

Port Officer

TS.A.M.G. HQ.AIR

Copy to:- Movement Shipping TM S/C HQ AC
 " " Port & Warehouse TS S/C HQ AC ✓
 " " Venezia Adv.
 " " File

C-89

S e c r e t

MINUTES OF PORT CONTROL COMMITTEE MEETING N°25.

HELD AT 0915, TUESDAY, 17 JULY.

Present: Naval Officer in Charge
 Area Commander
 Port Commandant's Representative
 Admiralty Berthing Officer
 Sea Transport Officer's Representative
 Dock Superintendent's Representative
 Allied Military Government Representative
 A.F.E.G. Petroleum Section Representative
 War Shipping Administration Representative
 Italian Liaison Officer.

Minutes of last meeting were read and approved.

2. Naval Officer in Charge said that the whole of Marghera with the exception of the North Industrial Canal and one other canal was now clear. Work was proceeding on the North Industrial Canal but the other would not be swept as it was not intended to use it. The wreck in the Malamocco Canal had been lifted by the floating crane "Romanus".

3. Port Commandant raised the question of the "Don" arriving from Malta. In view of the risk of bubonic plague, it was decided that the Base Medical Officer and A.D.N.S. should go out with the pilot and board the ship.

4. Petroleum Section Representative asked if any limit had been fixed for the length of vessels berthing in the DICSA basin. Naval Officer in Charge said he would investigate the position of DICSA and SIAP. Approval was given for ships at Murano to be brought into Venice for wiping.

5. Naval Officer in Charge said that steady progress was being made at Lido and that an average of six mines per day were being dealt with. An officer has been received from 200 German Prisoners of War who were underwater experts to assist in mine clearance. This matter was being considered but there were administrative difficulties.

Area Commander's Representative
 Port Commandant's Representative
 Admiralty Berthing Officer
 Admiralty Berthing Officer's Representative
 Dock Superintendent's Representative
 Dock Superintendent's Representative
 Allied Military Government Representative
 A.P.M.C. Petroleum Section Representative
 War Shipping Administration Representative
 Italian Liaison Officer.

Minutes of last meeting were read and approved.

Naval Officer in Charge said that the whole of Marghera with the exception of the North Industrial Canal and one other canal was now clear. Work was proceeding on the North Industrial Canal but the other would not be swept as it was not intended to use it. The wreck in the Malamocco Canal had been lifted by the floating crane "Romulus".

Port Commandant raised the question of the "Don" arriving from Malta. In view of the risk of epidemic plague, it was decided that the Base Medical Officer and A.D.M.S. should go out with the pilot and board the ship.

Petroleum Section Representative asked if any limit had been fixed for the length of vessels berthing in the DICSA basin. Naval Officer in Charge said he would investigate the position of DICSA and SIA. Approval was given for ships at Murano to be brought into Venice for wiping.

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8158

RESTRICTEDPW 43
JULY 201000F/562
JULY 210835
ROUTINE

ALCOM PLO VENICE

HQ ALCOM FOR AC TPT BAZZANELLA INFO HQ AMG REGION 12 FORTN
PADOVA.

RESTRICTED.

4 schooners may be berthed at 8 and 9 berths VENICE at 1 time.
Salt schooner berth at salt monopoly depot. Information on GIORGIO
NOGARO to follow.

DIST

ACTION - TN SC 2
INFO - CHIEF COMMISSIONER
ECON SEC
FILE

P. + HAD

GUARANTEED
21 JUL 45
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VENEZIA PROVINCE
VENEZIA REGION
ALLIED MILITARY GOVERNMENT
A P O 394

SECRET

Ref:- P.W.5

Subject:- Minutes of P.C.C. Meeting.

TO:- TE

H.Q. A.M.G.

REGION XII

- 1) Copy of minutes dated 3rd July 1945 are attached.

6 July 1945
Venice

J.M. Howes
J.M. HOWES Capt.
Port & Warehouse
Officer
TH.A.M.G. REG. XII

Copy to:- Movement Shipping TE S/C HQ AC
Port & Warehouse TH S/C HQ AC ✓
" " Venezia Prov.
" " File

0186

S e c r e t

MINUTES OF PORT CONTROL COMMITTEE NO 12 HELD AT
0915, TUESDAY, 3rd JULY 1945.

Present:-

Naval Officer in Charge
Area Commander
Port Commandant
Sen. Transport Officer Representative
Dock Superintendent Representative
Admiralty Berthing Officer
C.R.E. Representative
A.F.H.C. Petroleum Section Representative
Allied Military Government Representative
Ministry of War Transport Representative
W.S.A. Representative
Italian Liaison Officer

The minutes of meeting No 20 were read and approved. In connection with paragraph 2, Naval Officer in Charge said that investigations were proceeding. Allied Military Government Representative asked if a check up on the draft at Stucky Berth had been made. Naval Officer in Charge said that a survey had been arranged and advised Allied Military Government Representative to look into the question of the flexibility of the grain pipes.

2. Naval Officer in Charge said that a check sweep had been carried out at Marghera but, as a mine had been exploded, another check sweep would be necessary. As the Lido entrance clearance was first priority, sweeping at Marghera was carried out only when the weather made operations at the Lido impossible. The date of opening was, therefore, postponed.

3. Port Commandant raised the question of mixed military and civilian cargo on board the "Itu". It was decided that when such cases arose in future, a civil representative should attend the berthing meeting in order to co-ordinate the berthing arrangements. It would also be necessary to ensure that advance notification was received in Venice.

4. The Port Commandant gave the average daily figures for June, which were as follows

Average daily discharge	- 3005 tons.
Average daily clearance	- 3031 "
Average remaining on quay daily	616.7 "

The average time of completion for coasters was 42 hours and for craft, 8.5 hours. In his opinion, these figures were very satisfactory and were largely due to the cooperation and assistance of 86 (Army) Area in providing labour and transport.

5. Naval Officer in Charge said that a large force of Minosweepers was operating at the Lido entrance. Operations had been hampered by the bad weather prevailing during the last five days.

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5. Naval Officer in Charge said that a large force of mine sweepers was operating at the Lido entrance. Operations had been hampered by the bad weather prevailing during the last five days.

8185

Ref:- PW 4

Subject:- Labour for A.M.G. Supply Depot.

To:- Federazione dei Consorzi Agrari
Venice.

- 1) Attention is drawn to the continual labour difficulties, which seem to happen each day, culminating with the refusal of four of the eight squads ordered to unload SULPHUR on 5 July.
- 2) It is suggested that you confer with the labour authorities and point out the serious situation, which will arise if the discharge of ships is delayed.
- 3) The opportunity is taken of pointing out the following matters for serious consideration:-
 - a) The Port of Venice has only been re-opened so quickly, as the risk of the lives of men of the British Royal Navy.
 - b) The ships bringing the cargoes have run risks of mines, and have been manned by most nations, including Italians.
 - c) The unsettling times experienced by all in Northern Italy are fully appreciated, and many small difficulties will be encountered in re-starting operations.
 - d) This Port is more fortunate than others and the conditions of living are much easier.
 - e) It is the Policy of the Allied Government to restore Civilian conditions in the Port, just as soon as possible.
 - f) Shipping is extremely short, and the quick turn round of ships is essential.
 - g) Road transport is short and trucks from ships must be unloaded quickly.
- 4) If the present labour authority is not able to provide the necessary force to unload the supplies you are to receive, which include foodstuffs, coal, copper sulphate, more sulphur and tobacco, all of which are considered by the authorities to be essential to the National economy, then it will be necessary to recommend the following alternatives to the Allied Military Government:-
 - a) The appointment of another labour authority.
 - b) The employment of Italian soldiers.
 - c) The closing of the Port for Civilian supplies.
- 5) I am quite sure that other nations will be only too pleased to make use of any shipping made available by closing this Port to civilian supplies.

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- 2) It is suggested that you confer with the labour authorities and point out the serious situation, which will arise if the discharge of ships is delayed.
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 - a) The Port of Venice has only been re-opened so quickly, at the risk of the lives of men of the British Royal Navy.
 - b) The ships bringing the cargoes have run risks of mines, and have been manned by most nations, including Italians.
 - c) The unsettling times experienced by all in Northern Italy are fully appreciated, and many small difficulties will be encountered in re-starting operations.
 - d) This Port is more fortunate than others and the conditions of living are much easier.
 - e) It is the policy of the Allied Government to restore Civilian conditions in the Port, just as soon as possible.
 - f) Shipping is extremely short, and the quick turn round of ships is essential.
 - g) Road transport is short and trucks from ships must be unloaded quickly.
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 - a) The appointment of another labour authority.
 - b) The employment of Italian soldiers.
 - c) The closing of the Port for Civilian supplies.
- 5) I am quite sure that other nations will be only too pleased to make use of any shipping made available by closing this Port to civilian supplies.
- 6) Probably few Italians are aware, that since VS day the more ration in Great Britain have been cut still further, in order to supply provide supplies for Europe. This fact makes the A.M.C. officer realise the serious world-wide shortage of Shipping.

6 July 45
Venice

J.M. BOWES Capt.
Port & Warehouse
Officer
TH.A.M.C. *TH.A.M.C.*

Copy to:- Port Commandant, Venice
TH.A.M.C. Region XII
P & W TH S/C HQ AC ✓

VENEZIA PROVINCE
 VENEZIA REGION
 ALLIED MILITARY GOVERNMENT
 A P O 394

~~Secret~~

Ref:- P.W.5

Subject:- Minutes of P.C.C. meeting.

To:- TM

H.Q. A.M.G.

~~RECEIVED XII~~

- 3) Copy of minutes dated 29th June 1945 are attached.

3 July 1945

M. Bowles capt
 J.H. BOWLES Capt.
 Port & Warehouse
 Officer

TM.A.M.G.B.W.XII

Copy to:- Movement Shipping TM S/C HQ AC
 " " Port & Warehouse TM/S/C HQ AC ✓
 " " Venezia Prov.
 " " ~~File~~

S e c r e t

MINUTES OF PORT CONTROL COMMITTEE No 20 HELD AT

0915, FRIDAY, 29th JUNE 1945

Present: Naval Officer in Charge

Area Commander

Port Commandant

S.S.T.O.

Deck Superintendent Officer

Admiralty Berthing Officer

Allied Military Government Representative

C.R. Representative

Ministry of War Transport Representative

Captain Harris, A.F.M.C. Ret. Sec. Representative

Italian Liaison Officer

Minutes of meeting No 19 were read and approved. In connection with paragraph 2, Naval Officer in Charge said that dredging of berths 2 and 6 were complete. Ships of 27' draft could be accepted up to 150' out. Drafts of 22' could be carried out here. Salvage work on S.S. Otto Leonhardt had had to be abandoned owing to the tides from the calcium carolide. Naval Officer in Charge said that one mine had been accounted for at Malamocco, two at the Lido and four at Marghera. It was probable that Marghera would be open before the Lido entrance.

2. With reference to complaints about berthing, Admiralty Berthing Officer said that Pilots get their instructions when they leave, which is early in the morning. Any subsequent alterations in berthing have to be notified by signal and occasional arrivals when the signal is not passed by the ship to the pilot.

3. Naval Officer in Charge said that "Vulcania" would not be moved back to the old berth. Ministry of War Transport Representative said it would be very convenient if she could be berthed alongside the Gradisca.

4. In connection with tanker policy, Naval Officer in Charge said that tankers shuttling to and from Malamocco would be restricted to 19' draft.

5. Italian Liaison Officer asked if the lighters, etc., in sunk in the approach channels could be lifted. Naval Officer in Charge asked him to provide details.

6. Next meeting arranged for Tuesday, 3rd July, at 0915.

connection with paragraph 2, draft of 22, could be fired up to 170' out. Drafts of 22, could be accepted at the Stucky berth and survey was going to be carried out there. Salvage work on 5.3. Otto Lechner had had to be abandoned owing to the fumes from the mine had been accounted for at Officer in Charge said that one mine had been accounted for at Malampocco, two at the lido and four at Marghera. It was probable that Marghera would be open before the lido entrance.

2. With reference to complaints about berthing, Admiralty Berthing Officer said that Pilots set their instructions when they leave, which is early in the morning. Any subsequent alterations in berthing have to be notified by signal and occasional arise when the signal is not passed by the ship to the pilot.

3. Naval Officer in Charge said that "Vulcania" would not be moved back to the old berth. Ministry of War Transport Representative said it would be very convenient if she could be berthed alongside the Cradisa.

4. In connection with tanker policy, Naval Officer in Charge said that tankers shuttling to and from Malampocco would be restricted to 19,000 tons.

5. Italian Liaison Officer asked if the lighters, etc., sunk in the approach channels could be lifted. Naval Officer in Charge asked him to provide details.

6. Next meeting arranged for Tuesday, 3rd July, at 0915.

8182

1
VENEZIA PROVINCE
VENEZIA REGION
ALLIED MILITARY GOVERNMENT
A P O 394

SECRET

Ref:- P.W.5

Subject:- Minutes of P.C.C. Meeting

To:- TR
H.Q. A.M.G.
REGION XII

- 1) Copy of minutes dated 26th June 45 are attached.

29th June 1945

J.N. Bowles
J.N. BOWLES Capt.
Port & Warehouse
Officer
TN.A.M.G.REG.XII

Copy to:- Movement Shipping TR S/C HQ AC
" " Port & Warehouse TR S/C HQ AC
" " Venezia Prov.
" " File.

8181

(Venezia)

SECRET

MINUTES OF PORT CONTROL COMMITTEE MEETING HELD AT
0915, TUESDAY, 26th JUNE 1945.

Present: Naval Officer in Charge,
Representative of Area Commander
Representative of Port Commandant
Representative of S.S.T.O.
Dock Superintendent
Admiralty Berthing Officer
C.R.B. Representative
Allied Military Government Representative
Captain Harris, A.V.H.Q. Port Sec. Representative
Mr. Clementson, M.W.F. Representative
Mr. Murphy, W.S.A. Representative
Italian Liaison Officer

- 1) Minutes of meeting 17 and 18 were read and approved. Admiralty Berthing Officer said with reference to paragraph 2 of minutes of meeting 18, the berth where this had occurred was not suitable for L.S.T.s. Port Commandant's Representative was unable to say whether any more L.S.T.s would arrive.
- 2) Naval Officer in Charge said that the Commanding Officer of L.S.T. 77 had stated that he would like tilted bollards with lips for securing an L.S.T. The Salvage Party were starting work on the Otto Leonhardt. Since she was clear, mine clearance in the rest of the basin could be proceeded with. There would be a two days delay in the clearance of the Lido entrance, making the completion date 2nd July. In answer to a query by the Dock Superintendent's Representative, vessels Naval Officer in Charge said that the Lido entrance would take vessels of up to 18 draught. The German Channel was now clear as far as Murano the floating crane "Romanus" and dredger would be out tomorrow.
- 3) Ministry of War Transport Representative had received instructions from Naples that the tankers "Figaro" and "Juliana" would be required, so Allied Military Government would not be able to have them.
- 4) In reply to a query by Port Commandant's Representative, Naval Officer in Charge said that he would enquire into the question of dredging at berths 5 and 6.
- 5) C.R.B. Representative said that authority to start work on shifting the cranes in the dockyard had been received and that work would be proceeded with.
- 6) In connection with the question of late transport for the stevedores, Area Commander's Representative said that a military vehicle had been arranged for them.
- 7) Italian Liaison Officer raised the question of payment of the berthing personnel. Naval Officer in Charge replied that Base Supply Officer was dealing with this.
- 8) Allied Military Government Representative enquired whether the Sticky Mills could be used for Allied Military Government grain cargoes. No military supervision would be necessary. The committee had no objection and its use for this purpose was approved.
- 9) Next meeting was arranged for Friday, 29th June, 1945, at 0915.

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VENEZIA PROVINCE
 VENEZIA REGION
 ALLIED MILITARY GOVERNMENT
 A P O 394

SECRET
 OF THE ALLIED MILITARY GOVERNMENT

Ref:- PW 5

Subject:- Minutes of P.C.C. Meeting.

To:- TM

HQ A.M.G.

REGION XII

- 1) Copy of minutes dated 20th 21st June 45 are attached.

26 June 1945

J.F. BOWEN Capt.
 Port & Warehouse
 Officer
 TM.A.M.G.RS.XII

Copy to: Movement Shipping TM S/C HQ AG
 " " Port & Warehouse TM S/C HQ AG ✓
 Venezia Prov.
 File

519

S E C R E T

MINUTES OF PORT CONTROL COMMITTEE MEETING No 17

HELD AT 0915, WEDNESDAY, 20th JUNE, 1945

Present: Naval Officer in Charge
 Area Commander
 S.S.T.O.
 Port Commandant
 Dock Superintendent
 Admiralty Berthing Officer
 C.A.L. Representative
 Allied Military Government Representative
 W.W.I. Representative
 Italian Liaison Officer

Amended minutes of meeting No 15 and the minutes of meeting No 16 were read and approved. With reference to the "Vulcania", Naval Officer in Charge stated that the "Vulcania" would be kept at her present berth for the time being and then sent out to the anchorage. S.S.T.O. said that the stevedores were still asking about a late trolley bus. It was decided that S.S.T.O. should contact the trolley bus authorities.

2. Naval Officer in Charge stated that Port Salvage Officer wanted permission to deposit lifting gear from the "Romanus" on berth 23. Permission was granted. With reference to Tankers, Naval Officer in Charge stated that up to 28 draft could be berthed at Port of Genoa di Savoia. S.T.O. had been asked when troopships could be accepted. A rough statement of the position of the "Vulcania", "Illiria" and "Grediasca" was given:

"Illiria" was practically ready and would be sailed to Taranto

"Grediasca" would possibly be towed to Trieste to complete

"Vulcania"; it was not yet clear as to date and place of completion

Minesweeping at Marghera was making satisfactory progress and the hydrographic survey was almost complete.

3. M.W.T. representative enquired position re Masters of ships telegraphing their owners in England via commercial channels. It was decided to get Ministry of War Transport, Mediterranean, to clarify the situation.

4. S.S.T.O. was having a meeting tomorrow with the ferry owners in connection with the question of ferries reverting to civil control.

5. Italian Liaison Officer raised the question of Italian dockworkers who had hitherto been paid by Provveditorato al Porto. The organization found itself unable to continue payment. It was decided that the Italian Liaison Officer should discuss this matter with S.S.T.O.

6. The question of cranes that were in good working order but not in use was discussed. It was decided to make a survey of these cranes and the general position before taking action.

7. In connection with the question of troopships at Venice the Port Commandant said that the Western Quay would provide the best berths. There were good rail and assembly facilities there.

8. After a discussion on the policy to be adopted at Marghera it was recommended that, once civilian traffic starts on a big scale, a combined berthing committee be formed so that the best economic system of operating the whole port area could be arrived at.

Charge stated that the valise was taken out of the trolley bus. It was decided that the time being and still asking a lot of bus authorities. The valise was taken out of the trolley bus. It was decided that the time being and still asking a lot of bus authorities.

2. Naval Officer in Charge stated that Port Salvage Officer wanted permission to deposit lifting gear from the "Roverus" on berth 23. Authorization was given. With reference to tankers, Naval Officer in Charge stated that up to 28 draft could be berthed at eastern end of Satalia. A rough statement was given.

"William" was practically ready and would be sailed to Taranto "Crediacon" would possibly be towed to Trieste to complete "Vulcania"; it was not yet clear as to date and place of completion

Minesweeping at Waghorn was making satisfactory progress and the hydrographic survey was almost complete.

3. M. V. F. representative acquired position as Masters of ships belonging to their owners in England via commercial channels. It was decided to get Ministry of War Transport, Mediterranean, to clarify the situation.

4. S.S.T.C. was having a meeting tomorrow with the Perry owners in connection with the question of ferries reverting to civil control.

5. Italian Liaison Officer raised the question of Italian dockworkers who had hitherto been paid by approved contractors at ports. The organization found it impossible to continue payment. It was decided that the Italian Liaison Officer should discuss this matter with C.S.I.C.

6. The question of cranes that were in good working order but not in use was discussed. It was decided to make a survey of those cranes and the current position before taking action.

7. In connection with the question of troopships at Venice the Port Commandant said that the Western Quay would provide the best berth. There were good rail and assembly facilities there.

8. After a discussion on the policy to be adopted at hereafter it was recommended that a Civilian Affairs Committee be formed so that the best economic system of operating the whole port area could be arranged.

C. A.M.C. Representative said that the Allied Military Government needed suitable warehouses for handling their cargoes. He had observed that the warehouses near the Oeyo Lechi would be very suitable after these certain amount of clearance had been carried out. C.R.M. be requested to should be put at the disposal of A.M.C. and that C.R.M. be requested to do the necessary work.

10. Dock Superintendent said that the lighter quay on the west side of the west quay was now in commission.

11. In answer to a query by M. W. T. Naval officer in Charge said that there would be a direct sea route to Trieste by the end of the month.

87-0000

S E C R E T

MINUTES OF PORT CONTROL COMMITTEE MEETING HELD

HELD AT 0915, 22nd June, 1945

Present: Naval Officer in Charge.

Area Commander

Port Commandant

Dock Superintendent

S.T.O. Representative

Admiralty Berthing Officer.

Allied Military Government Representative.

C.R.E. Representative

Capt. Harris A.F.H.Q. Port Sect., Representative

Italian Liaison Officer

Mr. Stoker, H.W.T. Representative.

Mr. Murphy, W.S.A. Representative

Mr. Thompson M.W.T. Representative.

Naval Officer in Charge apologised for the minutes of the last meeting not being ready.

2. Naval Officer in Charge stated that the Degaussing of the "Illiria" was unsatisfactory and that it was proposed to move her out to sea by sweeping ahead of her. In reply to a question by M.W.T., Naval Officer in charge said that compass adjustment could be done five miles out.
3. C.R.E. Representative reported that out of 11 available cranes not in use, 6 were capable of being ~~used~~ moved. It was decided to move them to the Western Quay and to ask C.R.E. to provide necessary material.
4. S.T.O. Representative said that he was getting a report on tugs, lighters, etc., owned by civilian companies on Friday.
5. Naval Officer in charge reported that L.S.T. 77 had got her wire across the fairway and that Admiralty Berthing Officer was inspecting it that morning.

6. C.R.E. Representative reported that there had been several cases of theft of electric light fittings and bulbs at the Basilic Quay.

7. A.H.G. Representative enquired about the position of the water carriers, "Misardo" and "Gulionan".

Capt. Harris A.P.H.Q. Pet. Sect., Representative
 Italian Liaison Officer
 Mr. Stoker, M.W.T. Representative
 Mr. Murphy, V.S.A. Representative
 Mr. Thompson S.W.T. Representative

 Naval Officer in Charge apologised for the minutes of the last

meeting not being ready.

2. Naval Officer in Charge stated that the Degaussing of the "Williria" was unsatisfactory and that it was proposed to move her out to sea by sweeping ahead of her. In reply to a question by M.W.T., Naval Officer in Charge said that compass adjustment could be done five miles out.

3. C.R.N. Representative reported that out of 11 available cranes not in use, 8 were capable of being ~~used~~ moved. It was decided to move them to the Western Quay and to ask C.R.N. to provide necessary material.

4. S.T.O. Representative said that he was getting a report on tug, lighters, etc., owned by civilian companies on Friday.

5. Naval Officer in Charge reported that L.S.T. 77 had got her wire across the fairway and that Admiralty Berthing Officer was inspecting it that morning.

6. C.R.N. Representative reported that there had been several cases of theft of electric light fittings and bulbs at the Basilio Quay.

7. A.M.C. Representative enquired about the position of the water carriers, "Edgardo" and "Giuliana". There were, apparently, no immediate commitment for them. It was decided to leave the matter over until the next meeting.

9177

SECRET

Ref:- P W 5.

Subject:- Minutes of P.C.C.
meeting.

To:- ~~TE~~
~~HQ~~ A.M.C.
 REGION XII

- 1) Copy of minutes dated 14th and 16th June 45
are attached.

20th June 1945
 Venice

J.E. POWELL Capt.
 Port & Warehouse
 Officer
 TE.A.M.C.REG.XII

Copy to:- Movement Shipping TE S/C HQ AC
 " " Port & Warehouse TE S/C HQ AC ✓
 " " Venezia Prov.
 " " File.

copy/tnb (Venice)

Secret

MINUTES OF THE PORT CONTROL COMMITTEE MEETING

HELD AT 0915, THURSDAY, 14 JUNE 1945

No 15. Continued.

Present: Naval Officer in Charge.

Area Commander

Port Commandant

Dock Superintendent

Ministry of War Transport Representative

Allied Military Government Representative.

C.R.A.

S.S.T.O.

Admiralty Maritime Officer

Capt. Harris, A.P.M.O. Pet. Sec. Representative

Minutes of meeting No 14 were read. With reference to paragraph 5 it was pointed out by the Port Commandant that the berths on the Western Quay required, had been definitely specified, viz. 4, 5, 6, 7 and 8

2. In order to avoid using Grand Canal DYKs should take the water at hard at lighter berth and pass down Commenzaire Canal. Mine risk was slight and should be accepted. The "Vulcania" was moving next day to berth 3 and then returning. A preliminary survey showed insufficient depth at the West End of Giudicea Canal.

3. Naval Officer in Charge mentioned that Commander "B" L.C.T. Squadron has stressed the need for ensuring cleanliness of L.C.T.s. The Dock Superintendent said that he had made the necessary arrangements for removing loose cargo from them and stacking dunnage on completion of unloading.

4. Log Superintendent said that he had referred the question of 2" craft removing warble slabs to the 6 I.V.I. Group.

5. Naval Officer in Charge asked Area Commander what were the Army local orders for short leave. Area Commander said normally leave expired at 2200 but late passes until 2359 could be issued at the discretion of Commanding Officers of Units.

6. Port Commandant asked what was the position re the Lido Entrance. Naval Officer in Charge replied that the position was practically the same. Yesterday's strong wind had impeded operations somewhat and fifty more slides for the 2" craft had been ordered. The entrance would probably be open by end of June.

7. S.S.T.O. said the stovedores wanted to know if a late trolley-bus could be put on between the port and Marghera. At present the last one was at 2300. Area Commander said the matter would be taken up with trolley-bus company.

8. Captain Harris (A.P.M.O. Pet. Sec. Representative) drew attention to the fact that the "Vulcania" might not increase her draft very much on loading as it was possible she had a certain amount of ballast on board. He mentioned that the "Empire Beresford", drawing 28', was arriving. Naval Officer in Charge said she would berth either at Miamocco Anchorage or near the Conte di Savoia.

Minutes of meeting held were read. With reference to paragraph 14 of the report, the President commented that the Bertha on the Western Quay required, had been definitely specified, viz. 4, 5, 6, 7 and 8. It was pointed out by the President that the Bertha on the Western Quay required, had been definitely specified, viz. 4, 5, 6, 7 and 8.

Western way required, had been definitely specified. It was pointed out that the Grand Canal Works should take the survey of the Grand Canal and pass down a valuation was accepted. The preliminary survey of the Grand Canal should be accepted. A preliminary survey of the Grand Canal should be accepted. A preliminary survey of the Grand Canal should be accepted.

3. Naval Officer in Charge mentioned that Commander, "B" L.C.T. Squadron has stressed the need for ensuring cleanliness of L.C.T.'s. The Dock Superintendent said that he had made the necessary arrangements for removing loose cargo from them and stacking damage materials for removal of unloading.

The Deck superintendent said that he had referred the question to the O.I.W.T. Group. The Deck superintendent said that he had referred the question to the O.I.W.T. Group. The Deck superintendent said that he had referred the question to the O.I.W.T. Group.

Look Superintendent Smith, to the O. I. A. C. 1. Look Superintendent Smith, to the O. I. A. C. 1. Look Superintendent Smith, to the O. I. A. C. 1.

A. E. Z. Craft removing marble slabs, to the O. I. A. C. 1. Look Superintendent Smith, to the O. I. A. C. 1.

Naval Officer in Charge asked Area Commander what were the local orders for short leave. Area Commander said normally leave could be issued at the late stages until 2099 units.

Port Commandant asked what was the position re the lido
and the beach. The Officer in charge replied that the position was
such that the lido had been ordered. The beach had been ordered.
The beach had been ordered. The beach had been ordered.

practically fifty more ears. The present
somewhat and would probably be open by and
line entrance would probably be open by and
S.S.T.O. said the stowed on between the port and
7.1. but could be put on between the port and
one was at 2500. Area Commander said the
drawn at

Captain Harris (A. T. H. C. Rep. Sec. Representative) drew attention to the fact that the Vulcania might not increase her tonnage very much on loading as it was possible she had a certain amount of ballast on board. He mentioned that the ship fire at Zoroff's drawing 28, was arriving in charge and would certainly arrive near the Conte di Savoia.

The arrangements for Saturday, 10th May.

Next meeting arranged for Saturday, 10th May.

100

S e c r e t

MINUTES OF PORT CONTROL COMMITTEE MEETING N°16 HELD AT
0915, SATURDAY, 16 JUNE.

1945

Present: Naval Officer in Charge.

Area Commander

Port Commandant

Dock Superintendent

Admiralty Berthing Officer

Allied Military Government Representative.

C.R.E. Representative

S.T.O. Representative

Capt. Harris, A.F.H.Q. Pet. Section Representative.

Minutes of Meeting N° 15 were read and found inaccurate in some details. It was decided to amend them before the next meeting.

2. Naval Officer in Charge said that the "Vulcania" was being moved at 1600 to Berth 3. A meeting in connection with the operation was being held at 1145.

3. Naval Officer in Charge stated in connection with the mine clearance at Marghera that the Transporters had been moved to one end to reduce the risk of damage.

4. It was decided that, in future, the Italian Naval Liaison Officer would attend the Port Control Committee Meetings.

5. Capt. Harris reported that the "Vulcania" had only sufficient lubricating oil to serve the generators for 48 hours. The deck machinery also needed lubricating oil. The "Vulcania" was drawing 27' aft

6. S.R.E. Representative wanted to know if Naval Officer in Charge would give his permission for wooden lighters to be used for moving the machinery at Berth 16. Naval Officer in Charge granted permission.

7. Naval Officer in Charge suggested that, in future, meetings could be held less frequently. It was agreed to hold them twice a week, on Tuesdays and Fridays.

8. Next meeting at 0915 on Tuesday, 19th June, 1945.

G.R.E. Representative

S.T.O. Representative

Capt. Harris, A.F.H.Q. Pet., Section Representative.

Minutes of Meeting No 15 were read and found inaccurate in some details. It was decided to amend them before the next meeting.

2. Naval Officer in Charge said that the "Vulcania" was being moved at 1600 to Berth 3. A meeting in connection with the operation was being held at 1145.

3. Naval Officer in Charge stated in connection with the mine clearance at Marghera that the Transporters had been moved to one end to reduce the risk of damage.

4. It was decided that, in future, the Italian Naval Liaison Officer would attend the Port Control Committee Meetings.

5. Capt. Harris reported that the "Vulcania" had only sufficient lubricating oil to serve the generators for 48 hours. The deck machinery also needed lubricating oil. The "Vulcania" was drawing 27' aft

6. G.R.E. Representative wanted to know if Naval Officer in Charge would give his permission for wooden lighters to be used for moving the machinery at Berth 16. Naval Officer in Charge granted permission.

7. Naval Officer in Charge suggested that, in future, meetings could be held less frequently. It was agreed to hold them twice a week, on Tuesdays and Fridays.

8. Next meeting at 0915 on Tuesday, 19th June, 1945.

VENEZIA PROVINCE
VENEZIA REGION
ALLIED MILITARY GOVERNMENT
A P O 394

~~SECRET~~

Ref:PW 5.

Subject:- Minutes of P.C.C.
meeting.

To:- TM
HQ A.M.G.
REGION XII

- 1) Copy of minutes dated 12th June 45 are
attached.

14 June 1945

J.N. BONES
J.N. BONES Capt.
Port & Warehouse
Officer
TM A.M.G. REG. XII

Copy to:- Movements Shipping TM 3/3 HQ AC
Port & Warehouse TM 3/C HQ AC
Venezia Prov.
File.

8173

Venezia

SECRET

Minutes of Port Control Committee Meeting held at0915, Tuesday, 12th June 1945

Present: Naval Officer in Charge.

Area Commander.

Port Commandant.

S.S.T.O.

Dock Superintendent.

Allied Military Government Representative.

Admiralty Berthing Officer

M.W.T.R.

Officer in Charge of Works, Venice.

C.R.E. Representative.

The Minutes of Meeting held were read and approved.

2. Naval Officer in Charge said that he had received representations relative to possible damage to transporters at Marghera. This is being attended to.

3. Naval Officer in Charge reported that "Antonio" had run aground at low water and that work of refloating her was in progress.

4. Area Commander reported that damage was being caused to steps on water front by lorries running down to R.C.L.s near Piazzale Roma. The work could be done at berths 2 and 3.

5. The question of dredging Berths 28 to 31 to 27' for liberty ships was raised by the Port Commandant. After a report by C.O.W. it was decided that, owing to underwater construction, it would not be possible to berth ships nearer than 12' from the quay and that further report is to be provided.

0252
Allied Military
Admiralty Berthing Officer

M.W.T.R.

Officer in Charge of Works, Venice.

C.R.B. Representative.

The Minutes of Meeting No. 14 were read and approved.

2. Naval Officer in Charge said that he had received representations relative to possible damage to transporters at Marghera. This is being attended to.

3. Naval Officer in Charge reported that "Antonio" had run aground at low water and that work of refloating her was in progress.

4. Area Commander reported that damage was being caused to steps on water front by lorries running down to R.C.L.s near piazzale Rome. The work could be done at berths 2 and 3.

5. The question of dredging Berths 28 to 31 to 27' for liberty ships was raised by the Port Commandant. After a report by C.G.W. it was decided that, owing to underwater construction, it would not be possible to berth ships nearer than 12' from the quay and that liberty ships berths could not be provided. Further report is to be made on the possibility of providing Berths on western quay by means of dredging.

8172

6. The Port Commandant reported that a meeting of interested parties would be held to decide on the possibilities of removing railway lines at S. Basilio Quay near to Bonded Warehouse to run road transport out of the docks.

7. Naval Officer in Charge said he had available a flotilla of fast boats for taking people to Trieste or Ancona in case of urgency.

end.

8. S.S.T.O. reported that issue of permits for dock labourers would take some days owing to difficulties of assembling workmen.

9. Capt. Harries, Petroleum Section, A.F.H.Q., to be invited to attend meetings of Port Control Committee.

10. Next Meeting arranged for Thursday, 14th May at 0915.

1-1

~~SECRET~~

Subject:- Minutes of P.C.C.
meeting.

1) Copy of minutes dated 8th June 1945 are attached.

J.N.BOWEN Capt.
Port & Warehouse
Officer
TH A.M.G. REG XII

ac/24/Venice)

SECRET
=====

MINUTES OF THE PORT CONTROL COMMITTEE MEETING N° 14

HELD AT 0915, FRIDAY, 8th June 1945.

Present : Naval Officer in Charge.

Area Commander.

Port Commandant.

C.R.M. Representative.

S.S.A.O.

Dock Superintendent.

Allied Military Government Representative.

Admiralty Berthing Officer.

M.S.T.R.

The minutes of meeting N° 13 were read and approved.

2.-Naval Officer in Charge reported on the Minesweeping position and said that it was hoped to clear the West side of the Western Quay within three days. The Marghera approach would be rather difficult and it was estimated that clearance would take about fourteen days. The Ship Canal to the Arsenale was being swept and it was hoped to have the Arsenale open for shipping in a few days. Special craft for sweeping the Lido approach were arriving that afternoon and operation were commencing on Monday, 11th June. The Malamocco approach channel was now two miles wide.

3. Port Commandant raised question of L.S.T.'s. It was stated that the hard eastern of the "Vulcania" would be used and that 2 L.S.T.'s at a time could be worked. It was agreed that Ancona be given notice when L.S.T.'s can be accepted which would probably be the 11th June.

Dock Superintendent.

Allied Military Government Representative.

Admiralty Berthing Officer.

N.S.T.R.

The minutes of meeting No 13 were read and approved.

2. Naval Officer in Charge reported on the Minesweeping position and said that it was hoped to clear the west side of the Western Quay within three days. The Marghera approach would be rather difficult and it was estimated that clearance would take about fourteen days. The Ship Canal to the Arsenal was being swept and it was hoped to have the Arsenal open for shipping in a few days. Special craft for sweeping the Lido approach were arriving that afternoon and operation were commencing on Monday, 11th June. The Malamocco approach channel was now two miles wide.

3. Port Commandant raised question of L.S.T.'s. It was stated that the hard astern of the "Vilcania" would be used and that 2 L.S.T.'s at a time could be worked. It was agreed that Ancona be given notice when L.S.T.'s can be accepted which would probably be the 11th June. The question of the dredging was raised and N.O.I.C. stated that the dredgers would soon be ready.

4. The Area Commander brought up the subject of port passes and said that it was intended to make users supervise the issue of the port passes. Movements had sent round a circular giving instructions on this matter. Bulk issue was available from "G" Branch. S.S.T.O. mentioned that ship's crews passes were not yet ready.

5. N.O.I.C. stated that the divers had reported an object under the Palazzo Quay but in the opinion of leut. Lawson it was extremely difficult to lodge mines there owing to the steepness of the bank.

6. It was agreed to hold the next meeting at 0915, Tuesday 12th June.

VENEZIA PROVINCE
 VENEZIA REGION
 ALLIED MILITARY GOVERNMENT
 A P O 394

SECRET

Ref. 75 5
 Subject: Minutes of P.C.C. Meeting.

To: ~~MC, L.L.S.~~
~~MC, L.L.S.~~

1) Copy of minutes for 4 June 46 are attached.

2 June 46

W. H. H. H.

W. H. H. H.
 W. H. H. H.
 W. H. H. H.

Copy to: ~~MC, L.L.S.~~ 2/3 19 46
 Port & Warehouse 2/3 19 46 ✓
 Venezia 2/3 19 46
 File

To: ~~Mr. Tolson~~

~~Mr. DeLoach~~

~~Mr. Mohr~~

1) Copy of minutes for 4 & 5 June 49 are attached.

5 June 49

W. C. Sullivan

Mr. Tolson

Mr. DeLoach

Mr. Mohr

Mr. Casper

Copy to: ~~Mr. Tolson~~ Mr. DeLoach

Mr. Mohr

Mr. Casper

~~file~~

8168

ad 24 Feb - Venice

SECRET

Minutes of Port Control Committee Meeting No 12, held at

0915, Wednesday, 6th June 1945

Present: Naval Officer in Charge

Area Commander.

Port Commandant

C.B.B.

S.B.F.O.

Deck Superintendent.

Representative of Allied Military Government.

Admiralty Berthing Officer.

A.V.F.R.

The minutes of meeting No 12 were read and approved.

Naval Officer in Charge informed the Committee that with reference to paragraph 2 (a) an agreement had been reached with the Garage Company whereby "VAGANUS" would be available for Naval use at all times, priority being decided by Naval Officer in Charge and that it was therefore not necessary to requisition.

2. Naval Officer in Charge said that eleven out of a possible thirty three ships in the controlled area had been damaged on entrance were excluded and no damage was caused to property on the pier. The reason for the remainder not including was not known but, it was hoped that they were defective.

3. Port Commandant raised the question of "Estimated Time of Arrival" of convoys. Naval Officer in Charge concurred with the proposal that in future convoys should be called forward a day in advance of date of completion and sailing of Coasters already berthed alongside, and if berths were not immediately available such ships would be held at anchor in the channel, subject to limit of tide. Port Commandant asked Naval Officer

The minutes of meeting No 12 were read and approved. Naval Officer in Charge informed the Committee that with reference to paragraph 2 (a) no agreement had been reached with the Salvage Company whereby "WILLABUS" would be available for naval use at all times, priority being decided by Naval Officer in Charge and that it was therefore not necessary to requisition.

2. Naval Officer in Charge said that eleven out of a possible thirty three mines in the controlled minefield at Porto Lido entrance were exploded and no damage was caused to property on the Lido. The reason for the remainder not exploding was not known but, it was hoped that they were defective.

3. Port Commandant raised the question of "Estimated Time of Arrival", of convoys. Naval Officer in Charge concurred with the proposal that in future convoys should be called forward a day in advance of date of completion and sailing of Coasters already berthed alongside, and if berths were not immediately available such ships would be held at anchor in the channel, subject to limit of tide. Port Commandant asked Naval Officer in Charge if P.O.C.A.L. could be requested to sail coasters two at a time instead of three to ensure smooth and efficient turn round. Naval Officer in Charge agreed to do this.

4. C.R.E. Representative said that arrangements had been made to remove all Quay cranes from Palazzo Quay (8472 16) prior to minesweeping to avoid damage. Naval Officer in Charge concurred in the action and said that plenty of warning would be given before minesweeping in the area began although it was not likely to begin for some time.

5. M.W.T.R. raised the question of a doctor for Merchant Ships crews in this Port, recommending that now was the time to put a service of this nature in being. A.D.M.S. had stated a preference that the services of an Italian doctor be obtained. He (M.W.T.R.) had found an Italian doctor. Area Commander asked if he could have the name of this Italian doctor and he would discuss the matter with A.D.M.S.

6. Next meeting arranged for 0915, 8th June, 1945.

0262

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VENEZIA PROVINCE
VENEZIA REGION
ALLIED MILITARY GOVERNMENT
A P O 394

SECRET

Subject:- Minutes of P.C.C. Meeting.

To:-
P.C.C.
Allied C.C.

3) Copy of Minutes sent you and are attached.

J.M. WRIGHT Capt.
Port & Harbours
Officer
T.M. WRIGHT, Liaison

6 June 1945

Copy to:- Movement & Shipping. To S/C HQ AC ✓
Port & Harbours To S/C HQ AC ✓
Venezia Prov.

To:--

MR

MR A. J. C.

MR J. J. C.

2) Copy of minutes dated 24th June 1945 attached.

6 June 1945

J. J. C. 1945 Cont.

Port of Valencia

Office

Mr. J. J. C. 1945

Copy to:-- Movements Shipping. TA 8/3 HQ AC

Port of Valencia

Venezuela Prov.

1945

8165

ad/24/726- Venice

Minutes of Port Control Committee Meeting No 12
held at 0915, Monday 4th June 1945.

Present: NAVAL OFFICER IN CHARGE.

Area Commander

Port Commandant

C.R.M.

S.B.V.C.

Dock Superintendent.

Representative of Allied Military Government.

Admiralty Docking Officer

H.W.U.N.

Sec. Warly (D.D.) in Gen Army

Minutes of Meeting No 11. were read and approved.

2) Naval Officer in Charge informed the Committee that:-

a) He was making arrangements to requisition the large Floating Crane "ROMAUS" which was capable of lifting 450 tons.

b) He thought that the discharge of over 10,000 tons of cargo during the first three days of unloading was excellent and that all Departments should be congratulated particularly the Dock Superintendent. Port Commandant said that discharge figures for 3rd June was 4,312 tons, 3,997 tons cleared, and 596 tons left on Quay. 16 tons were loaded, and in addition, 392 personnel disembarked all in 2 shifts, totalling 16 hours.

3) Naval Officer in Charge asked the C.R.M. Representative to review the Pelazzo Quay (Berth 16) as information was required whether, in the event of damage due to Mine Explosions, road and rail services

Representative of Allied
Administration Office

H.M.P.D.

See: Early (D.D.M. Sin Army

Minutes of Meeting No. 11, were read and approved.

Naval Officer in Charge informed the Committee that:-

a) He was making arrangements to regularize the large floating crane "RECHARGE" which was capable of lifting

450 tons.

b) He thought that the discharge of over 10,000 tons of cargo during the first three days of unloading was excellent and that all departments should be congratulated particularly the Dock Superintendent. Port Commandant said that discharge figures for 1st June was 4,312 tons, 3,997 tons cleared, and 596 tons left on Quay. 16 tons were loaded, and in addition, 392 personnel disembarked all in 2 shifts, totalling 16 hours.

3) Naval Officer in Charge asked the C.R.M. Representative to review the Palazzo Quay (Berth 16) as information was required whether, in the event of damage due to Mine Explosions, road and rail Services would be impeded. C.R.M. replied that Bull Dozers would be handy, but it was considered that road and rail Services would not be affected. Port Commandant suggested that Naval Department concerned should report possible damage and Naval Officer in Charge agreed to this.

4) Naval Officer in Charge said that it had been reported to him that fishing with explosive was taking place in all parts of the Port Area, particularly between Arsenale and CANTOSA Island, in S. Nicolo and between Breakwaters. Area Commander said that they should take action to prevent recurrences and asked for the co-operation of all Departments.

in obtaining details of offenders if caught.

- 5) The speed of traffic in the San Marco Canal was then discussed and it was generally agreed that it was undesirable to impose a speed limit and that Notices should be erected on Dolphins telling Motor launches to respect Small Craft. Area Commander said that he had already issued a Warning to the effect that any Motor Launch causing undue wear in the S. Marco Canal would be impounded immediately without replacement to Unit operating the Launch.
- 6) Naval Officer in Charge said that P.O.I.A.I.I. had imposed restrictions on the sailing of ships in the Northern Adriatic due to danger of mines and that this may affect the smooth shuttling of Coasters etc.
- 7) Col. Kerly raised the question of ~~new~~ lighter Berth on East Face of Eastern Quay in Bocca di Leone Canal and it was agreed to name this Berth BOCCA DI LEONE Lighter Berth.
- 8) U.A.M. said that a floating crane would be needed for repairs to Berth 6. Berths 9 and 10 could be considered a dead loss.
- 9) Naval Officer in Charge informed the Committee that the Coal Schooner he had asked for, arrived p.m. 3rd with 200 tons of coal which would be sufficient for 14 days supply to tugs.
- 10) Next meeting was arranged for 0915 Wednesday 6th June.

- immediately without replacement to Unit operating the Launch.
- 6) Naval Officer in Charge said that E.O.L.A.I.I. had imposed restrictions on the sailing of ships in the Northern Adriatic due to danger of mines and that this may affect the smooth shuttling of Coasters etc.
 - 7) Col. Farly raised the question of ~~new~~ lighter Berth on East Face of Eastern quay in Bocconazzo Canal and it was agreed to name this Berth BOCCONAZZA Lighter Berth.
 - 8) C.R.M. said that a floating crane would be needed for repairs to Berth 6. Berths 9 and 10 could be considered a dead loss.
 - 9) Naval Officer in Charge informed the Committee that the Coal Schooner he had asked for, arrived p.m. 31 with 200 tons of coal which would be sufficient for 14 days supply to tug.
 - 10) Next meeting was arranged for 0915 Wednesday 6th June.

8163

0 2 6 4

VENEZIA PROVINCE
VENEZIA REGION
ALLIED MILITARY GOVERNMENT
A P O 394

SECRET

Subject:- Minutes P.C.C. meetings.

TO TH
HQ A.M.G.
UNION XII

- 1) Minutes of Meeting held on 2nd June forwarded for information.
- 2) There is a German ship called "Otto Leubardt", with approx 4000 Tons of flour and grain on board, which has been submerged for two/three months. This ship is being refloated and if it is moved, without being blown up, the cargo is being handed over to A.M.G. BY NAVAL SAIRAG N

4th June 1945

J. M. Jones
J.M. JONES Capt.
Port & Warehouse
Officer
TM. AUG. REG. XII

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Meeting held on and Jane forwarded for info

(7) matrimonial

There is a German ship called "Otto Leinhardt", with
 4000 Tons of flour and grain on board, which has
 been submerged for two/three months. This ship is being
 refloated and if it is moved, without delay blown up.
 The cargo is being moved over to A.E.C. BY NAVAL SAVERS R

4416 June 1945

J. A. BOGGS Capt.
 Port & Warehouse
 OFFICE
 TR. ANG. REG. XII

Copy to:- ~~Movements-Shipping.~~
Port & Warehouse

De nezie Prov.

ad 24. 4. 16 - Venice

7. Question of disposal of R.A.S.O. Schooners was raised and it was agreed by the Committee that disposal of all vessels other than Naval craft should be done through R.O., Movements.

8. Naval Officer in Charge asked C.R.S. representative what the programme was for repairing Western Quay. C.R.S. replied that they did not wish to start work or survey while minesweeping operations were still in progress but that as soon as minesweeping had ceased in the neighbourhood they would send divers down to investigate underwater damage and he would report to Committee in due course.

9. Naval Officer in Charge said that Salvage work in port was now co-ordinated by Lieut. Commander Mathews, R.N.R., who had all civilian firms co-operating with him.

10. It was arranged to hold the next meeting at 0915 on Monday, 4th June.

had been investigated underwater damage and he would report to command
due course.

9. Naval Officer in Charge said that Salvage work in port
was now co-ordinated by Lieut. Commander Matthews, R.N.A., who had
all civilian firms co-operating with him.

10. It was arranged to hold the next meeting at 0915 on a
Monday, 4th June.

8161

SECRET

MINUTES OF PORT CONTROL COMMITTEE MEETING HELD AT
0915, SATURDAY, 2ND JUNE 1945

Present: Naval Officer in Charge

Area Commander

Port Commandant

C.R.E.

S.B.T.O.

Dock Superintendent

Representative of Allied Military Government

Admiralty Berthing Officer

Minutes of meeting No 10 were read and approved with an amendment to paragraph 5, viz: Berth 28 amended to Berth 25.

2. Naval Officer in Charge asked Port Commandant if it was possible for Tugs to have some coal from the consignment due shortly. Port Commandant said he would ask Colonel Barry and would Naval Officer in Charge let him have tonnage required. S.B.T.O. stressed the urgency with regard to coal supplies for tugs but Port Commandant said that the greatest urgency was supply to railways and that he considered "Tanac's" should be exploited to maximum for temporary work if tugs were not able to function due to shortage of coal.

3. Naval Officer in Charge stated that an escort ship was mined in Adriatic channel on 1st June and that these waters were still dangerous. Next convoy of seven ships was due at Helmsboro at noon and it was anticipated that the coaster "Ingertre" would be able to sail on Monday, 4th June.

4. Naval Officer in Charge informed the Committee that it was proposed to blow the controlled mine entrance at Porto Lido on Tuesday,

minutes of meeting No 10 were read and approved with an amendment to paragraph 5, viz; Berth 28 amended to Berth 25.

2. Naval Officer in Charge asked Port Commandant if it was possible for Tugs to have some coal from the consignment due shortly. Port Commandant said he would ask Colonel Early and would Naval Officer in Charge let him have tonnage required. S.S.T.O. stressed the urgency with regard to coal supplies for tugs but Port Commandant said that the greatest urgency was supply to railways and that he considered "Tanac's" should be exploited to maximum for temporary work if tugs were not able to function due to shortage of coal.

3. Naval Officer in Charge stated that an escort ship was mined in Adriatic channel on 1st June and that these waters were still dangerous. Next convoy of seven ships was due at Balanocco at noon and it was anticipated that the coaster "Ingertre" would be able to sail on Monday, 4th June.

4. Naval Officer in Charge informed the Committee that it was proposed to blow the controlled mine entrance at Porto Lido on Tuesday, 5th June and that he would issue necessary warnings in good time. It was possible that breakwaters would receive some damage.

5. Naval Officer in Charge stated that Hydrographer's party had examined the patch where coaster had reported possible wreck and had located a slide shoal which meant that greatest depth of water was to left of channel. It has been established that no wreck existed.

6. Allied Military Government Representative asked Naval Officer in Charge and Port Commandant if they had any objections to discharge of salt schooners at Venice. No objections were raised.

VENEZIA PROVINCE
 VENEZIE REGION
 ALLIED MILITARY GOVERNMENT
 A P O 394

~~SECRET~~

Subject:- Minutes of P.O.C. meeting.

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- 1) Copy of minutes dated 11 May are attached.
- 2) No shipments yet arrived for AMG REG XII
- 3) Copy of plan of Venice Old Port attached showing Depot Nos
and BERTH Nos.

2nd June 1945

J.M. BOWEN Capt.
 Port & Warehouse
 Officer
 TH.AMG REG XII

Copy to:- ~~Movements~~ Shipping. TH S/C HQ HQ

0215
Subject:- Minutes of P.O.C. meeting.

To ~~TN
HQ
ANG
REG. XII~~

- 1) Copy of minutes dated 31 May are attached.
- 2) No shipments yet arrived for ANG REG XII
- 3) Copy of plan of Venice Old Port attached showing Depot Nos
and BERTH Nos.

2nd June 1945

J.H. BOWEN Capt.
Port & Warehouse
Officer
TN. ANG REG XII

Copy to:-

~~Movements-Shipping.~~ TN S/C HQ AG ✓
Port & Warehouse TN S/C HQ AG ✓
~~Venezia Prov.~~
File

8159

copy/726

SECRETMINUTES OF PORT CONTROL COMMITTEE MEETING NO 10 HELD AT 091531st May, 1945

Present: Naval Officer in Charge,

Area Commander

Port Commandant.

S.S. T.G.

M.H. T.R.

Dock Superintendent

Representative Allied Military Government

Admiralty Berthing Officer

Capt. Williams, R.N.R. (Rep. F.S.P.O., Mediterranean)

Minutes of meeting No 9 were read and approved.

2. Port Commandant asked if a responsible Naval Officer could accompany Pilots to Coasters when arriving, in order to see that King's Harbour Master's instructions are carried out, having regard to the incident attending the first convey of Coasters. Naval Officer in charge said he would arrange for a Naval Officer to accompany Pilots for next convey of Coasters but that it would not be possible to do this for each occasion of ships arriving.

3. Capt. Williams, R.N.R., asked whether any definite information had been received as to the classification of the port. Naval Officer in charge said that to date no information had been received.

4. Naval Officer in charge informed the Committee that the moving of the "Serge Laglio" would have to be postponed till 1st June.

5. Naval Officer in Charge asked Port Commandant where coal which was due on 2nd June was going to be dumped, to which Port Commandant replied that Borth 25 was most suitable and had been allocated for this purpose.

6. Chairman informed Committee that minesweeping had commenced at 5.15 a.m., 31st May, and that he would issue the necessary danger warnings.

Minutes of meeting No 9 were read and approved.

2. Port Commandant asked if a responsible Naval Officer could accompany Pilots to Goatscote when arriving, in order to see that King's Harbour Master's instructions are carried out, having regard to the incident attending the first convoy of Goatscote. Naval Officer in charge said he would arrange for a Naval Officer to accompany Pilots for next convoy of Goatscote but that it would not be possible to do this for each occasion of ships arriving.

3. Capt. Williams, R.N.R., asked whether any definite information had been received as to the classifications of the Port. Naval Officer in charge said that to date no information had been received.

4. Naval Officer in charge informed the Committee that the arrival of the "Berio Laglio" would have to be postponed till 1st June.

5. Naval Officer in Charge asked Port Commandant where coal which was due on 2nd June was going to be dumped, to which Port Commandant replied that Berth 25 was most suitable and had been allocated for this purpose.

6. Chairman informed Committee that minesweeping had commenced at S. Nicolo, a.m., 31st May, and that he would issue the necessary danger warnings.

7. Capt. Williams, R.N.R., said that the purpose of his visit was to investigate the state of "Gradiaca" and "Vulcania". The latter was ideal for use as a troopship if one of her 6-ton generators could be rewound but this meant transporting it to Milan. Area Commander said that he could see no difficulty in getting that done. Former was completely gutted by the Committee could give every assistance in supplying materials and labour to repair her, she could be repaired and be very useful. Area Commander said he would refer the matter of materials, which were in Venice, but frozen, to Allied Military Government.

8.

8. M.W.T.R. said that the "Illiria" would be sailing very shortly and was it possible for the crew to draw on Army rations for their voyage. Area Commander said he would get this done. M.W.T.R. then asked if a suitable place could be found for a Bunker-boat which would be arriving shortly. It was agreed that the berth at the west end of the Scomenzera canal should be allocated.
9. Dock Superintendent asked if a working order could be published to the effect that 31 Berth and quayside space must be kept clear for the discharge of cargo progressing from that berth. Area Commander asked Port Commandant to attend to this publication.

10. It was agreed to hold the next meeting at 0915 on Saturday, 2nd June.

published to the
clear for the discharge of cargo progressing
Commander asked Port Commandant to attend to this publication.
at 0915 on

10. It was agreed to hold the next meeting at 0915 on
Saturday, 2nd June.

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Lighter way

VENICE OLD PORT

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Western Quay

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Eastern Quay

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25 General Warehouse Quay

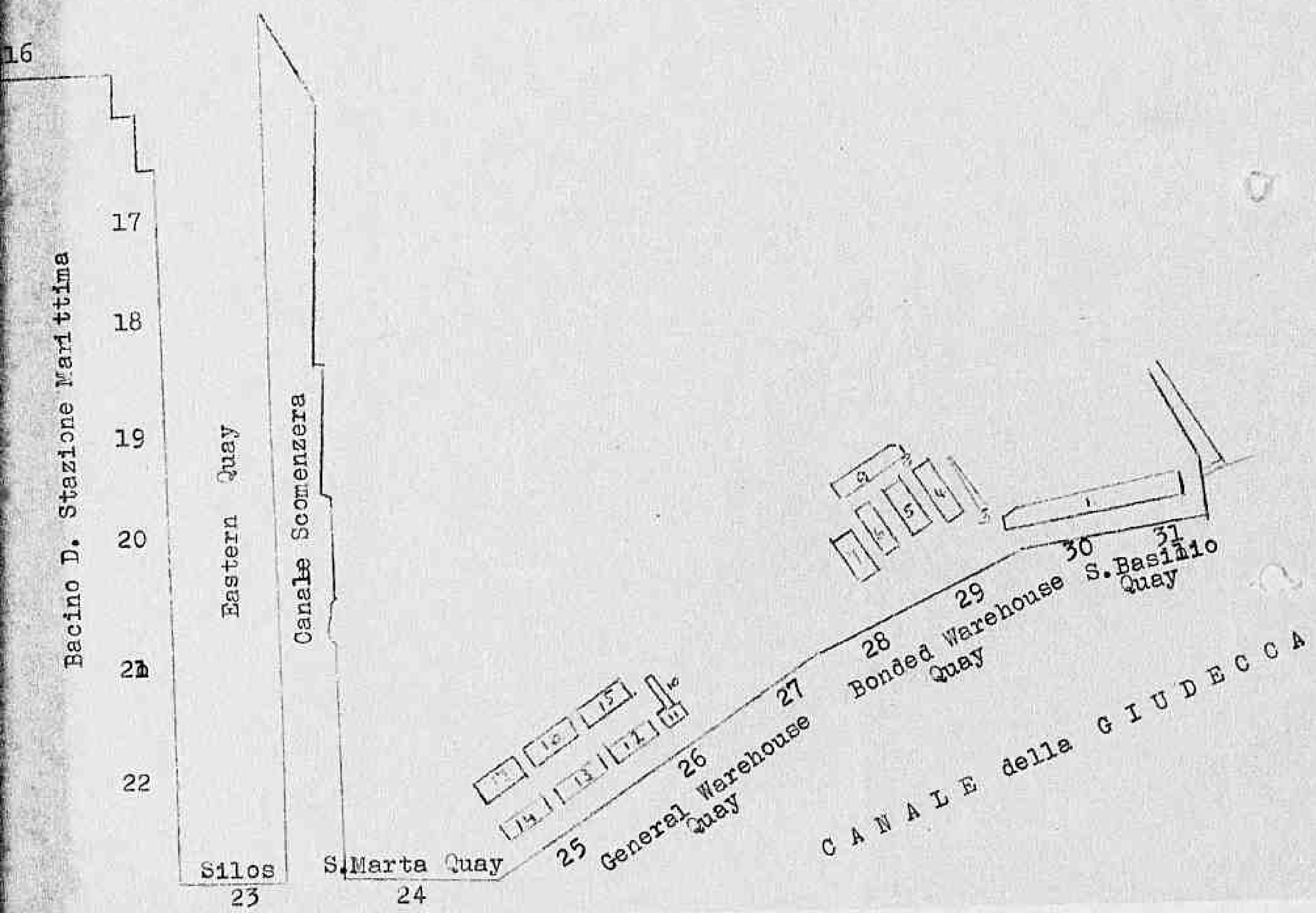
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VENICE OLD PORT

1st June 1945



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VENEZIA PROVINCE
VENEZIE REGION
ALLIED MILITARY GOVERNMENT
A P O 394

SECRET

Subject:- Minutes Venice P.O.C. Meeting
and Arrival Report.

TO TN
HQ A M G
Region XII

- 1) Copy of minutes dated 29 May are attached.
- 2) No shipments have been received for A M G Reg. XII
- 3) Two L O T's arrived for A M G Austria:-
one on 29 May
one on 30 May
these were handled by S & T.
- 4) Sgt WAINES and 3 O's reported for duty 29 May 45

MM Bowles capt
J.M. BOWLES CA-PT
Port & Warehouse
Officer
TN. AMG REG. XII

Copy to:- Movements-Shipping. TN S/C HQ AC
Port & Warehouse TN S/C HQ AC ✓
Venetia Prov.
Pilo

TO TH

H4 A H G

Region XII

- 1) Copy of minutes dated 29 May are attached.
- 2) No shipments have been received for A M G. REG. XII
- 3) Two L O T's arrived for A M G Austria:-
 one on 29 May
 one on 30 May
 these were handled by S & T.
- 4) Sgt WAINB and 3 Gns reported for duty 29 May 45

MSave
 J. H. BOWEN CA-PT
 Port & Warehouse
 Officer
 TH. AMG REG. XII

Copy to:- ~~Movements-Shipping.~~

Port & Warehouse

Venezia Prov.

~~File~~

TH S/C HQ AC

TH S/C HQ AC ✓

8156

copy to Sub-Venezia

SECRETMINUTES OF PORT CONTROL COMMITTEE MEETING, No. 2Venice, 29th May, 1945, at 0900.

Present : Naval Officer in Charge
Area Commander

Port Commandant

S.S.T.O.

M.W.T.R.

C.R.E.

Representative Allied Military Government
Admiralty Berthing Officer

0

The Minutes of Meeting No 1 were read and approved.

Naval Officer in charge expressed his regret that Area Commander was omitted from "those present" in the heading of minute sheet.

2. Naval Officer in Charge asked Port Commandant if he could state whereabouts of railway wagons containing guns and torpedoes which travelled from S. Basilio to Mestre. Port Commandant said he would investigate the matter.

3. Naval Officer in Charge said that Minesweeping in Giudecca Canal was progressing favourably and according to programme. Damage done to quays was considerable but not devastating.

4. First convoy of 20 R.C.L.s arrived from Corsini, P.M., 28th, 1 hour ahead of schedule and went straight to the allotted berths without incident. "2" lighters should arrive about 1000 today; Coasters and L.O.P.s about 1530.

5. C.R.E., 3rd P.O. & R., stated that he had approached local firms with regard to dredging and could get Berths 24 - 27 dredged to 20' and Berths 28 to 31 to 23'. Both depths corresponded to low-water depths.

6. Next Meeting was arranged for 0915 hours, Thursday, 31st May, 1945.

Representative Allied Military Government
Admiralty Berthing Officer

The Minutes of Meeting No 8 were read and approved.

Naval Officer in charge expressed his regret that Area Commander was omitted from "those present" in the heading of minute sheet.

2. Naval Officer in Charge asked Port Commandant if he could state whereabouts of railway wagons containing guns and torpedoes which travelled ~~to~~ S. Basilio to Mestre. Port Commandant said he would investigate the matter.

3. Naval Officer in Charge said that minesweeping in Cindeoca Canal was progressing favourably and according to programme. Damage done to quays was considerable but not devastating.

4. First convoy of 20 R.C.L.s arrived from Cordoba, P.M., 28th, 1 hour ahead of schedule and went straight to the allotted berths without incident. "2" lighters should arrive about 1000 today; Coasters and L.C.F.s about 1530.

5. C.R.M., 3rd P.C. & R., stated that he had approached local firms with regard to dredging and could get Berths 24 - 27 dredged to 20' and Berths 28 to 31 to 23'. Both depths corresponded to low-water depths.

6. Next Meeting, was arranged for 0915 hours, Thursday, 31st May, 1945.

8155

0 2 8 7

VENEZIA PROVINCE
VENEZIA REGION
ALLIED MILITARY GOVERNMENT
A P O 394

Secret

Subject:- Minutes Venice P.C.C.
Meetings and location Report.

TO TR
RE A.M.G.
REG I O M XII

1) Copy of minutes dated 27 May HS attached.

2) LOCATIONS

P.L.O. Venice 20320/66. 2nd Floor. HQ Movements.

PORT DETACH: Mestre/Port. Ex: 44 1st Floor Shed 13
or Venice 25630/44

DEPOT A-COUNTING Venice 22960/38
& CONSORZIO STAFF.

BILLET VENICE 22340

MAG. Generali Office
near Shed 11.

Pensione Seguso
Battore M. 779

3) REGISTERED SIGNAL ADDRESS.

A LOOM PORT LIAISON OFFICER c/o 86 ARMY AREA.

McBarrack Capt.

J.N. BOWEN, CAPT.
PORT & WAREHOUSE

OFFICER

TY. A.M.G. REG. XII

COPY TO: Movements-Shipping. TH S/C. HQ AC

Port & Warehouses TH S/C HQ AC ✓

Venezia Prov.

1) Copy of minutes dated 27 May 1965 attached.

2) LOCATIONS

P.L.O. Venice 20320/56. 2nd Floor. HQ Movemente.
PORT DETACH: Mestre/Port-Ex: 44 1st Floor Shed 13
or Venice 25638/44
DETACH A-ACCOUNTING Venice 22950/38
& CONSORTIO STAFF.
VENICE 22340
BILLET
MAG. Generali Office
near Shed 11.
Pensione Seguro
Satere N.779

3) REGISTERED SIGNAL ADDRESS.

A LOOM PORT LIAISON OFFICER o/c 85 ARMY AREA.
J. M. BOWES Capt.
J.M. BOWES, CAPT.
PORT & WAREHOUSE
OFFICER
TN. A.M.C. REG. XII

COPY TO: Movemente-Shipping. TH S/O. HQ AC ✓
Port & Warehouses TN S/O HQ AC ✓
Venezia Prov.
File

8154

SECRETMinutes of Port Control Committee Meeting No 8.Venice, 27th May 1945? at 1700.

Present:-N.O.I.C. Area Comdt., Port Cdt., S.S.T.O., M.W.T.R., C.R.E.,
Dock Spt., Rep.A.M.G., A.B.O., Col Rogers.

Minutes of Meeting No 7. were read and approved.

N.O.I.C. informed Committee that with reference to paragraph 2, "Z" Lighter and Tugs and R.C.L.'s had been called forward for 28th May and Coasters for fer p.m. 29th. Landing craft had still to be called forward. With reference to Paragraph 3, divers had reported a small success in clearing Mines near to Serghoo Laghi. They had blown a unit ~~at~~ without exploding the mine and hoped to repeat this with the others.

2. N.O.I.C. stated that the Italian Navy had two Water Barges, one of which was being used for Minesweepers, and ~~the~~ one for San Pietro Barracks. As Minesweepers would presently require more water, could S.S.T.O. undertake to acquire two more Water Barges through a private firm for use of San Pietro Barracks. S.S.T.O. agreed to do this.

3. Port Commandant asked whether a definite date would be given with reference to the clearing of Mines near Western Quay as Commander M/S had stated that approximately 14 days would be required. N.O.I.C. said he would endeavour to get a firm Date.

4. Port Commandant informed the Committee that a system of Dock Passes for Military personnel had now been agreed with Area, and they would come into force on a date to be published when they had been printed. Civilian personnel would receive a Military Pass suitably adapted.

5. Dock Supt. asked for approval of Committee to give priority of lighting on S. Basilio Quay owing to changed programme. This was agreed.

6. NO.I.C. informed Committee that Lieut. Mo. Donald, R.N.V.R. had been appointed Admiralty Berthing Officer.

7. Lieut. R. asked if P.C.C. meeting could in future ~~could~~ be held at 9 am. instead of 1700. The majority of Committee members were in agreement with this and next meeting was arranged for 9.am. 29th May, 1945.

VENEZIA PROVINCE
VENEZIE REGION
ALLIED MILITARY GOVERNMENT
A P O 394

SUBJECT:= VENICE P.C.C. MINUTES.

SECRET.

TO / TN
H / ANG XII
A /
APO 394

- 1) Copies are attached of the minutes of meetings held on 23 & 25 May.
- 2) The latest information is that no Civil supplies will be landed before the 29 May. Arrangements have been made to receive them.

28 MAY 45
VENICE.

J.R. Bowes
J.R. BOWES. Capt.
P & W OFFICER

TN ANG REGION XII.

Copy to Movements+ Shipping Div: TN S/C HQ. AC.
Port & Warehouse Div: TN S/C HQ. AC. ✓
VENEZIA PROV/
FILE.

8152

SECRET

Minutes of Port Control Committee Meeting Mr.6

Venice 23 May 1945

Present N.O.I.C.; Area Cdt, Brig. Waghorn, Capt. Black R.E.
 (SMOHA) Col. Barley, Port Cdt, S.S.T.O., M.W.T.R., C.R.E., Dock Supt.
 Rep. A.M.G.

- I) Minutes of meeting N:5 were read and approved.
- II) N.O.I.C. said the M.F.W. surveyors were looking over available tugs in the Harbour with a view to having a number of them in commission for the first flight of Coasters.
3. N.O.I.C. said he had been asked to requisition two 20 tons barges for the 797 Water Transport Coy who required them for transporting stores to the Lido. N.O.I.C. thought that all barges should be requisitioned and controlled by S.S.T.O. who agreed that this was his normal responsibility, and said he would go into the matter immediately. Area Cdt. said he should instruct W.T. Coy to deal with S.S.T.O. in this matter. S.S.T.O. said he had signalled P.S.T.O. for a directive on the peculiar position of small craft in Venice.
4. N.O.I.C. said that shortly after the first Coasters arrived about 50 I.W.T. craft should arrive from Corsini and he thought the best place to berth them was the Scemenzera Canal. This was Agreed.
5. N.O.I.C. said he wished to move the tanker "Sergio Laghi" from the end of west Quay (berth 4 and 8) to the S. Marta quay (berth 24) on the 25 th; also the "GRADISCA" to move alongside the "Vulcania" on the 26 th. These moves were agreed.
6. N.O.I.C. asked if he could have the offices for the "Kender-nine 8x Safe Officer" and his staff and one or two offices for L.C.T. Flotilla Officer and his Engineer officer. These were required in shed 13 for L.C.T. Officer and 13 or 100 for R.M.S.O. Dock Supt. said he would do what he could in the matter.
7. N.O.I.C. asked if the North Irish Horse could loan any of their craft to help out in present critical shortage of launches. Area Cdt. said he would see what he could do on this suggestion.

3. N.O.I.C. said he had been asked to requisition two 20 tons barges for the 797 Water Transport Coy who required them for transporting stores to the Lido. N.O.I.C. thought that all barges should be requisitioned and controlled by S.S.T.O. who agreed that this was his normal responsibility, and said he would go into the matter immediately. Area Cdt. said he should instruct W.T.Coy to deal with S.S.T.O. in this matter. S.S.T.O. said he had signalled P.S.T.O. for a directive on the peculiar position of small craft in Venice.
4. N.O.I.C. said that shortly after the first Coasters arrived about 50 I.W.T. craft should arrive from Corsini and he thought the best place to berth them was the Scemenzera Canal. This was Agreed.
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6. N.O.I.C. asked if he could have the offices for the "Render-mine" Safe Officer and his staff and one or two offices for L.C.P. Flotilla Officer and his Engineer officer. These were required in shed 13 for L.C.T. Officer and 13 or 100 for R.M.S.O. Dock Supt. said he would do what he could in the matter.
7. N.O.I.C. asked if the North Irish Horse could loan any of their craft to help out in present critical shortage of launches. Area Cdt. said he would see what he could do on this suggestion. 8151
8. Area Cdt. said he was very disturbed about the speed of launches in ~~XXXXXX~~ canals and ask that all officers be instructed to keep the drivers down to low speeds.
9. M.W.T. asked what organisation should deal with the berthing of vessels. N.O.I.C. replied that an A.B.O. was on his way to Venice and that he should deal with the berthing of all vessels.
10. Capt. Black, Royal Navy (S.N.O.N.A.); said F.O.T.A.L.I. was very perturbed about small numbers of craft allocated to N.O.I.C. for R.M. use. Area Cdt. said he understood N.O.I.C. had obtained 6 launches from the Italian Navy. N.O.I.C. replied these had not materialized

22 out of 24 Italian Naval Beuchons had been requisitioned by Area. Area Commander said he should give the matter his immediate attention and meanwhile he should loan Ducks for a Naval Commitment as a Duck Coy. had arrived and should ease the situation a little.

11. Next meeting was called for Friday 25 th May.

E-50

Minutes of Port Control Committee No.7SECRET

Date : 25 May 1945

Present : N.O.I.C., Area Cdt., Port Cdt., S.S.T.O., M.W.T.R.,
C.R.E., Dock Sup., Rep. A.M.G.

I) Minutes of meeting Nr.6 were read and approved with following points raised by M.T.T.R. and S.S.T.O.

a) Reference para. 2 M.W.T.R. stated that his surveyers were experiencing great difficulty in carrying on their work owing to lack of transport. The ducks at present allocated for their use were not suitable owing to certain lack of local knowledge. Area Commander agreed to provide 3 craft exclusively for their use.

b) Reference para. 3 S.S.T.O. said he had arranged with the lighter firm that for the time being water transport that corresponded to Lorry traffic should be controlled by 86 Area.

II) N.O.I.C. informed the committee that:

a) all 3 m/s operations were behind schedule and that "D" Day for the opening of the Port, namely 27 May, would probably have to be postponed.

b) N.O.I.C. stated that arrangements had been made for berthing the I.W.T. Flotillas which numbered 150 craft approx. RCI's were to be berthed in the S. Giorgio basin, to lighters in Giudecca Canal and Minca barges and tugs in Scemenzera Canal.

c) An American Naval Officer who was interested in fishing visited N.O.I.C. to ascertain what ~~what~~ fishing regulations existed and requested maximum fishing facilities with minimum regulations. The Area Commander said that Army regulations permitted fishing up to 21.00 but N.O.I.C. said that he had no objection to all night fishing provided the curfew regulations were not broken.

d) US Navy wished to establish a Blimp station in order to cooperate with R.N. in clearing minefields in Venice approaches and would probably site themselves at the airport Treviso. A Blimp mooring mast would be required as well as usual site and billeting facilities.

III) M.V.T.R. asked what the chances were of damage to ships in harbour during m/s operations, as it was desired to have the tanker before sweeping began. N.O.I.C. stated that although drivers had been down for 3 days there was no way for dealing with the mines before the tanker was moved and that generally the chances of damages to ships

agreed to provide 3 craft exclusively for their use.

- b) Reference para. 3 S.S.T.O. said he had arranged with the lighter firm that for the time being water transport that corresponded to Lorry traffic should be controlled by 85 Area.

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- a) all 3 m/s operations were behind schedule and that "D" Day for the opening of the Port, namely 27 May, would probably have to be postponed.
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- d) US Navy wished to establish a Blimp station in order to cooperate with R.N. in clearing minefields in Venice approaches and would probably site themselves at the airport Treviso. A Blimp mooring mast would be required as well as usual site and billeting facilities.

III) M.V.T.R. asked what the chances were of damage to ships in harbour during m/s operations, as it was desired to move the tanker before ~~XXXXXX~~ for 3 days there was no way for dealing with the mines before the tanker was moved and that generally the chances of damages to ships was considerable.

- IV) Port Supt. suggested that bottom and top of ramps ~~8140~~ to docks would be wired and the enclosed space be reserved Dock Area. C.R.E. said that arrangements were in hand to do this but that lighting of entrances will be left by C.R.E. to Dock Supt.
- V) C.R.E. stated that water barges would be required to fill underground storage tanks on S. Pietro Island as pressure in pipe from mainland was insufficient to meet requirements. N.O.I.C. undertook to provide these barges when required.
- VI) The next meeting was arranged for 17.00 27 May 1945.

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/24/15/Tn6

RMB/mvm
31 May 1945

SUBJECT: Port Control Committee Meeting - Venice
TO : Movements Division
(Att. Col. M. J. Sieff)

1. For your information and retention, attached you will find copy of letter dated 24 May 1945 from Captain J. N. Bowes on the above subject and also copy of minutes of Port Control Committee Meeting held in Venice on 21 May 1945.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Attachments as stated above.

VENEZIA PROVINCE
 VENEZIA REGION
 ALLIED MILITARY GOVERNMENT
 APO 394

Subject:- Minutes of Venice F.C.C. Meeting
 And progress Report

To TN
 H.Q. A.M.G.
 REGION XII

- 1) Copy of minutes dated 21st May 1945 attached.
- 2) Arrangements have been made ~~with N.C.O. Port operating group~~
~~to~~ to billet and mess I.N.C.O. and 8 ORS in the Port Area.
~~S. Province No 1075.~~
- 3) OFFICES P.L.O. in Adriatica Building - Port HQ.
 Port N.C.O. in Depot 13 - Port operating COY Offices
 Depot Accounting in Magazzini Generali Offices.
- 4) Telephone numbers will be notified as installed.
- 5) Signals ALCOM PORT LIAISON OFFICER c/o 86th Army Area.

J.N. Bowes capt.

J.N. Bowes Capt
 P. and W. Officer
 TN A.M.G. REGION XII

24th May 1945

Copy to: Movements Shipping Div. TN S/O/ HQ. AC. ✓
 Ports War houses.....
 Venezia Province.....
 File.

Secret

Minutes of Port Control Committee Meeting
No. 5

Venice 21st May, 1945.

Present: N.O.I.C., Area Commander, Brigadier Fellowes (A.F.H.Q.)
Col. Early, Port Commander, S.S.T.O., C.R.E., P.C. and
R.D.M.W.T.R., Rep. A.B.G.

1. Minutes of meeting No. 4; were read and approved.
2. C.R.E. said that he hoped to start on this work on Quays in Marghera before the 4th of June and to have the first priority finished by the 20th June. This would not affect the program for VENICE as extra companies were being brought in for the Marghera commitment. Formal approval of this work at Port Marghera was given by the committee.
N.O.I.C. said he believed Venice would be required for a certain amount of trooping and by Hospital Ships. Port Commander confirmed this and said Western Quay was most suitable for this purpose.
3. N.O.I.C. asked if he could have the location of the main Venice water supply line where it crossed the V.E.M. Canal so that precautions would be taken whilst sweeping that area.
C.R.E. said he should ~~xxxx~~ let N.O.I.C. have the information the following morning.
4. Brigadier Fellowes asked N.O.I.C. if complete Naval survey of the Port were yet available, as soundings were urgently required. He believed that in certain ports alongside, the San Basilio Quay, as little as 16. ft. of water had been found. N.O.I.C. replied that survey was almost completed and detailed report should be ready on the 23rd.
5. Brigadier Fellowes said four Coasters were due on the 27th, six on the 31st, and 10 on the 3rd June.
6. Brigadier Fellowes asked if a firm date would be given for completion of sweeping. N.O.I.C. said sweepers were due in the Port tomorrow and that a further three days should be required to sweep the fairways. Brigadier Fellowes pointed

1. Minutes of meeting No. 4, were read and approved.
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- N.O.I.C. said he believed Venice would be required for a certain amount of trooping and by Hospital Ships. Port Commander confirmed this and said Western Quay was most suitable for this purpose.
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4. Brigadier Fellowes asked N.O.I.C. if complete Naval survey of the Port were yet available, as soundings were urgently required. He believed that in certain ports alongside, the San Basilio Quay, as little as 16. ft. of water had been found. N.O.I.C. replied that survey was almost completed and detailed report should be ready on the 23rd.
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6. Brigadier Fellowes asked if a firm date would be given for completion of sweeping. N.O.I.C. said sweepers were due in the Port tomorrow and that a further three days should be required to sweep the fairways. Brigadier Fellowes pointed out that this was two days ahead of schedule and that it would be possible to call forward the first Coasters for the 25th and the 26th. N.O.I.C. replied that ~~some~~ ^{some} delay might occur in the sweeping, but that he should call forward the coasters earlier if possible and give the Port 24 hours notice of doing so. Area Commander said that he would arrange for transport for discharge, should Coasters come early. N.O.I.C. said that no dates could be given yet for the completion up to Marghera of Lido entrance. Salvage Officer had been asked for to widen gaps between blockships.
7. Brigadier Fellowes asking if there were sufficient local tugs to work the Port. N.O.I.C. replied that although all the harbour authority tugs had gone, about 12 privately owned ./.

- 2 -

tugs remained and this ought to be sufficient meanwhile.

8. Brigadier Fellows complained that Navy House was too far away from Port Commander's Office and that close cooperation was impaired. M.O.I.C. replied that he required Navy House at the Arsenal as most of his time should be taken up with small Naval vessels which would lie there, and that K.H.M. and N.C.S.O. would have offices close to Port Commander. Port Commander agreed that this should meet his needs.

9. A.M.G. representative asked confirmation that Army would deliver A.M.C. cargo to warehouses allotted him which were not at Mockside. Are Commander agreed that this should be done.

10. Next meeting was called for Wednesday 23rd May.

SECRET

Subject: - VUWIC P.C.C. Minutes

~~To T.V.~~
HQ Region XII
A.M.G.

1) A copy of the minutes held on 17th May 1945 is attached for your information.

2) Also for 1st May.

21st May 1945

W. H. Jones

J. H. Jones Capt.

P and W Officer

TN. Region XII A.M.G.

Copy to
-
-
-

Movements. ~~Shipping Div.~~ TN S/C. HQ.A.C. ✓

Ports and Warehouse Div. TN S/C/ HQ.A.C.

~~Venue~~ Prov.

~~File.~~

0 3 0 2

1) A copy of the minutes held on 17th May 1945 is attached
for your information.

2) Also for 10 May.

21st May 1945

J. H. Jones

J. H. Jones Capt.

P and W Officer

TH. Region XII A.M.O.

Copy to
-
-
-

Movements. ~~Shipping Div.~~ TH S/C. HQ. AC. ✓

Ports and Warehouse Div. TH S/C/ HQ. AC.

Venezia Prov.

~~File.~~

B/A

8145

ac/pt/pt

SecretMinutes of Port Control Committee No. 4

Venice 19th May 1943

Present: N.O.I.C., AA and Q.M.G., Port Comd., S.S.T.C., C.R.E.,
3 P.O. and R., Dock Superintendent, Comdnt. Adriatic,
Rep. of A.M.G.

1. Minutes of last meeting were read and approved. C.R.E. stated that lifting mentioned in Para. 6. now had priority over repair of cranes.
2. A.A. and Q.M.G. stated that the launch position was still extremely difficult. A great many complaints had been received that certain units of Departments had more launches than was necessary. Some units has been checked on, and showed that they did require the number of launches held by them. Bids had been taken by Area of all units who still required launches and an effort was being made to meet them. M.W.F. and Sea Transport had been allocated launches and they would be available for collection in the morning.
3. A.A. and Q.M.G. said Brigadier Fellowes had arrived in Venice and stated that Porto Marghera should be used for Army Stores and Venice for commercial Vessels. Port Commander said that until Navy Survey had been made he could not give a precise opinion on Porto Marghera but from the short recon he had made he did not consider that more than 6 Lightened Liberty's and 2 more possibilities could be berthed at present with a daily rate of 4,000 tons including 1,000 tons of coal. This would leave at least 1,000 tons for Venice at present figures of 5,000 tons per day still held. It was therefore unwise to give up Venice at the moment.
4. N.O.I.C. stated that a portable pulser had arrived and that it was hoped to start sweeping the dock Area tomorrow. Precautions to keep people at a safe distance should be made by Commander M/S and Area Police.
5. Commander Perrin D.S.O. R.N.V.P., Commander Minesweeping Adriatic gave his views on the sweeping of Venice and its approaches.
6. C.R.E. stated that if mines were blown near the wall of the main quay, the walls would collapse and it should take 12 months to repair it.
7. Docks Superintendent asked that all bids for accommodation in the Dock be made to himself in order to avoid confusion.

2. A.A. and Q.M.C. stated that the launch position was still extremely difficult. A great many complaints had been received that certain units of Departments had more launches than was necessary. Some units had been checked on, and showed that they did require the number of launches held by them. Digs had been taken by Area of all units who still required launches and an effort was being made to meet them. M.W.F. and Sea Transport had been allocated launches and they would be available for collection in the morning.
3. A.A. and Q.M.C. said Brigadier Fellowes had arrived in Venice and stated that Porto Marghera should be used for Army Stores and Venice for commercial Vessels. Port Commander said that until Navy Survey had been made he could not give a precise opinion on Porto Marghera but from the short reconnaissance he had made he did not consider that more than 6 Lightened Liberty's and 2 more possibilities could be berthed at present with a daily rate of 4,000 tons including 1,000 tons of coal. This would leave at least 1,000 tons for Venice if present figures of 5,000 tons per day still held. It was therefore unwise to give up Venice at the moment.
4. M.C.I.C. stated that a portable pulsar had arrived and that it was hoped to start sweeping the dock Area tomorrow. Precautions to keep people at a safe distance should be made by Commander M/S and Area Police.
5. Commander Perrin D.S.O. R.N.V.R., Commander Minesweeping Adriatic gave his views on the sweeping of Venice and its approaches.
6. C.R.E. stated that if mines were blown near the wall of the main quay, the walls would collapse and it should take 12 months to repair it.
7. Docks Superintendent asked that all bids for access to the Dock Area should be made to himself in order to avoid confusion.
8. Naval Officer in Charge stated that he hoped to move Navy House to the Arsenal Gate on Monday the 21st.
9. Next meeting was called for Monday 21st in the Conference room of the "Adriatic" building.

SECRET

Minutes of Port Control Committee Meeting No. 3

Venice - 17th May 1945

Present: NOIC, AA and QMG, Port Cdt. Docks Superintendent.
CRE, 3 PO and R. MWT, STO Rep, FMSC, Col. Dawson.

I) Minutes of the last meeting were read and approved except that in Pars. VII ; 6.000 tons should read 5.000 tons.

II) N.O.I.C. regretted that no soundings were yet available but the survey party had arrived and started his work.

III) N.O.I.C. introduced Lt. Cdr. Pickering R.N.V.R. Port Minesweeping Officer.

IV) N.O.I.C. quoted a signal from A.F.H.Q. which stated port should open on 27th May for landing craft and coasters. Landing craft expected to discharge L200 tons per day, Coasters 2000 tons.

V) Subject of accommodation was further discussed.

VI) Port Com andant complained that his work had been impaired owing to shortage ~~owing to shortage~~ and bad condition of launches allotted him. Col. Dawson summarized the launch position which was acute at the moment and N.O.I.C. asked that a committee be formed to deal with the allocation of launches. AA and Q.M.G. said owing to the complex nature

in Venice it was preferred that Area

minutes of the last meeting were read and approved except

that in Pars. VII ; 6.000 tons should read 5.000 tons.

II) N.O.I.C. regretted that no soundings were yet available but the survey party had arrived and started his work.

III) N.O.I.C. introduced Lt. Cdr. Pickering R.N.V.R. Port Minesweeping Officer.

IV) N.O.I.C. quoted a signal from A.F.H.Q. which stated port should open on 27th May for landing craft and coasters. Landing craft expected to discharge 1200 tons per day, Coasters 2000 tons.

V) Subject of accommodation was further discussed.

VI) Port Commandant complained that his work had been impaired owing to shortage ~~owing to shortage~~ and bad condition of launches allotted him. Col. Dawson summarized the launch position which was acute at the moment and N.O.I.C. asked that a committee be formed to deal with the allocation of launches. AA and Q.M.G. said owing to the complex nature of water transport in Venice it was preferred that Area should have control of the allocation of launches.

VII) Port Commandant asked if it were possible to start dredging some of the berths. N.O.I.C. replied that one dredger will shortly be available and four others are mine-bound.

(Minutes of Port Control Committee
Meeting No. 3)

- 2 -

- VIII) Dock Superintendent and C.R.E. discussed dockside lighting.
Dock Superintendent said he should state his requirements
after viewing site.
- IX Port Minesweeping Officer gave a resumé of minesweeping
position.
- X) Next meeting was called for Saturday 19th May.

B/A

8142

1 VENEZIA PROVINCE
VENEZIE REGION
ALLIED MILITARY GOVERNMENT
A P O 394

16 May 1945

TO: T.N. H.Q. REG. XII A.M.G.

Subject: Minuted of Venice Port Control Committee MEETING.

1. A copy is attached of a/m minutes of making held on 14 May.
2. A further meeting was held on 15 May, when it was stated that the whole question of Depots would be reviewed, in view of the army 's requirements.
3. May I be informed if it is planned to send any EM/OR personnel, in view of the army running the Port some supervision at ship side is essential or cargoes will go astray.

J.N. Bowes
Capt.

J.N. Bowes Capt.

Port and warehouse officer

T.N. A.M.G. REG. XII

copy to Movement - shipping 81.41 TN S/C HQ AC
" " P&W DIV " " " ✓

20/24/506

V E N I C E

Minutes of Port Control Committee Meeting held on 14th May 1945.

Present:

Commander K.S. Backhouse R.N.

Brigadier

Ritchie

Colonel

Holmes

Colonel

Monteith

Liut. Cdr.

Mc Daniel R.N.V.R.

Captain

Randall

Captain

King

1. Port is required to meet Army and A.M.G. Requirements.
2. Area Com. reported Army requirements as 6000 t.p.d.
A.M.G. needs all available warehouses.
3. In absence of Port Commandant decisions concerning allocation of berth could not be confirmed.
4. Cold store should not be allocated to any particular service.
5. C.R.E. agreed to clear up Western Quay, Eastern Quay and approaches, and put in order offices in Shed 100.
6. N.O.I.C. will prepare berth numbers.

Venice

1 VENEZIA PROVINCE
1 VENEZIE REGION
ALLIED MILITARY GOVERNMENT
A P O 394

16 May 1945

TO: T.N. H.Q. REG. XII A.M.G.

Subject: Minuted of Venice Port Control Committee MEETING.

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J.N. Bowes Capt.

J.N. Bowes Capt.

Port and warehouse officer

T.N. A.M.G. REG. XII

Copy to Ports and Warehouse Div. 8 139 s/c H.Q.A.C.
" " MOVEMENTS SHIPPING " "

ac/s4/fnb

V E N I C E

Minutes of Port Control Committee Meeting held on 14th May 1945.

Present:

Commander	K.S. Backhouse	R.N.
Brigadier	Ritchie	
Colonel	Holmes	
Colonel	Monteith	
Ltut. Cdr.	Mc Daniel	R.N.V.R.
Captain	Randall	
Captain	King	

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2100

0312

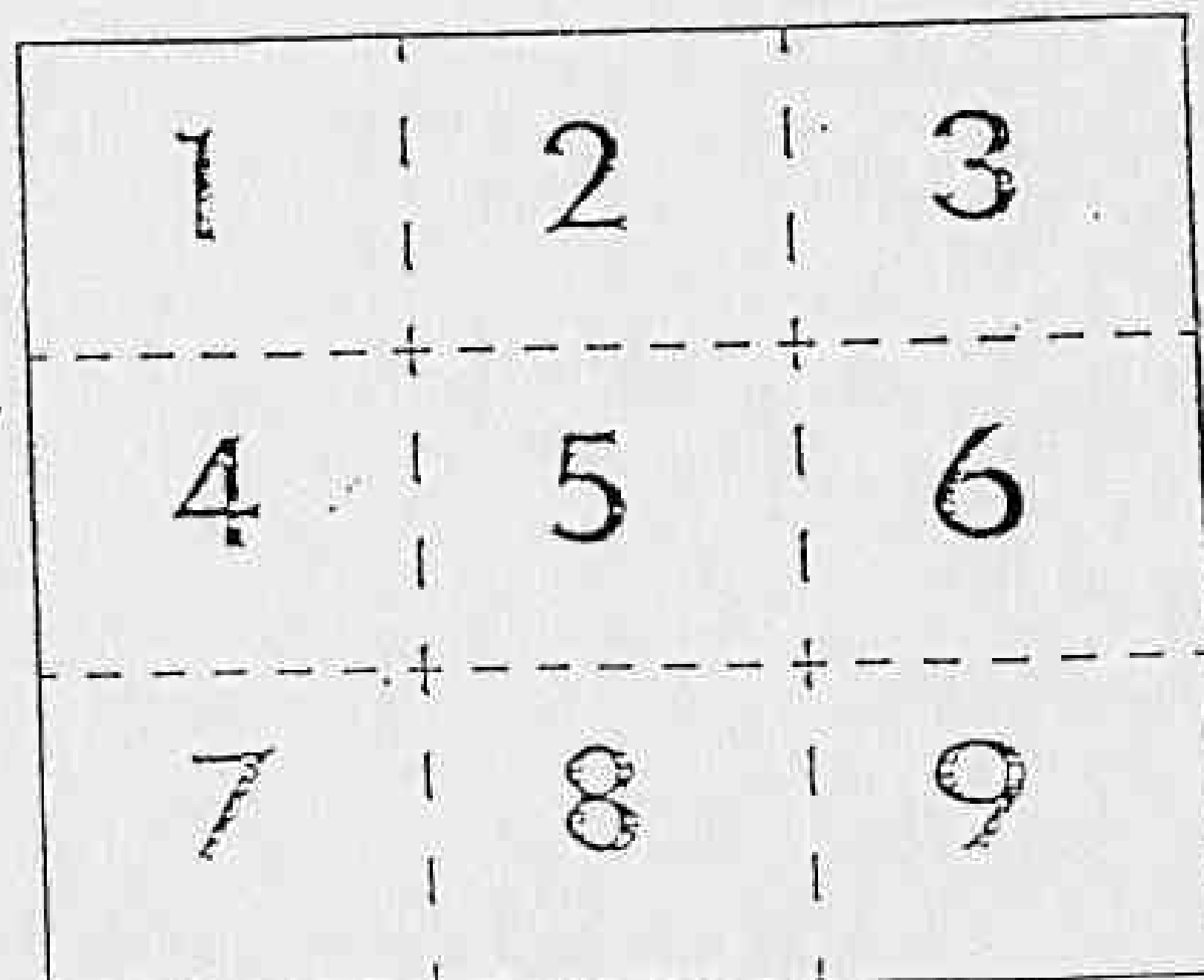
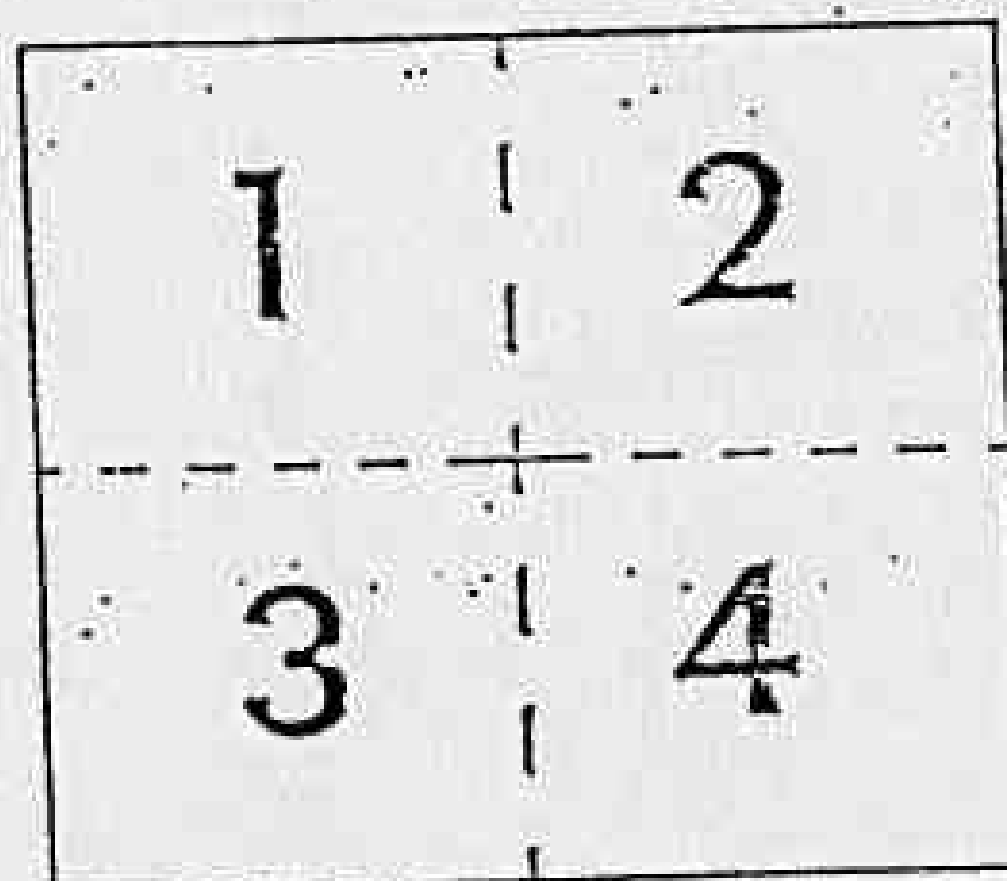
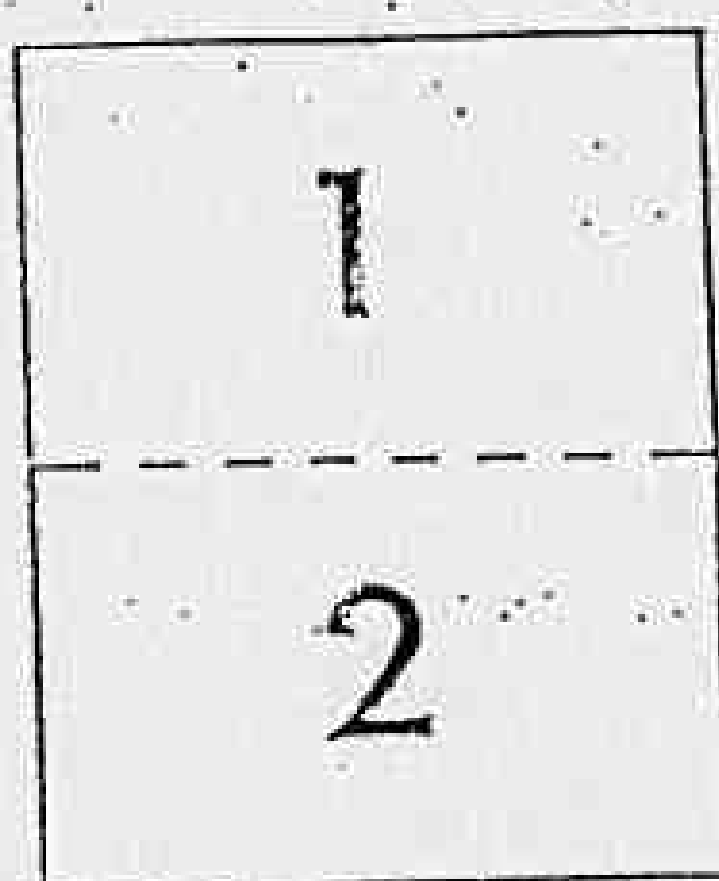
ACC AC/241/TN6 10000/148/3418 (2 OF 2)

10000/148/3418 (2 OF 2) PORT OF VENICE
APR. 1945 - FEB. 1946

ADRIATIC PORTS

MAPS AND CHARTS TOO LARGE TO FILM
ON ONE EXPOSURE ARE FILMED CLOCKWISE
BEGINNING IN THE UPPER LEFT CORNER,
LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.

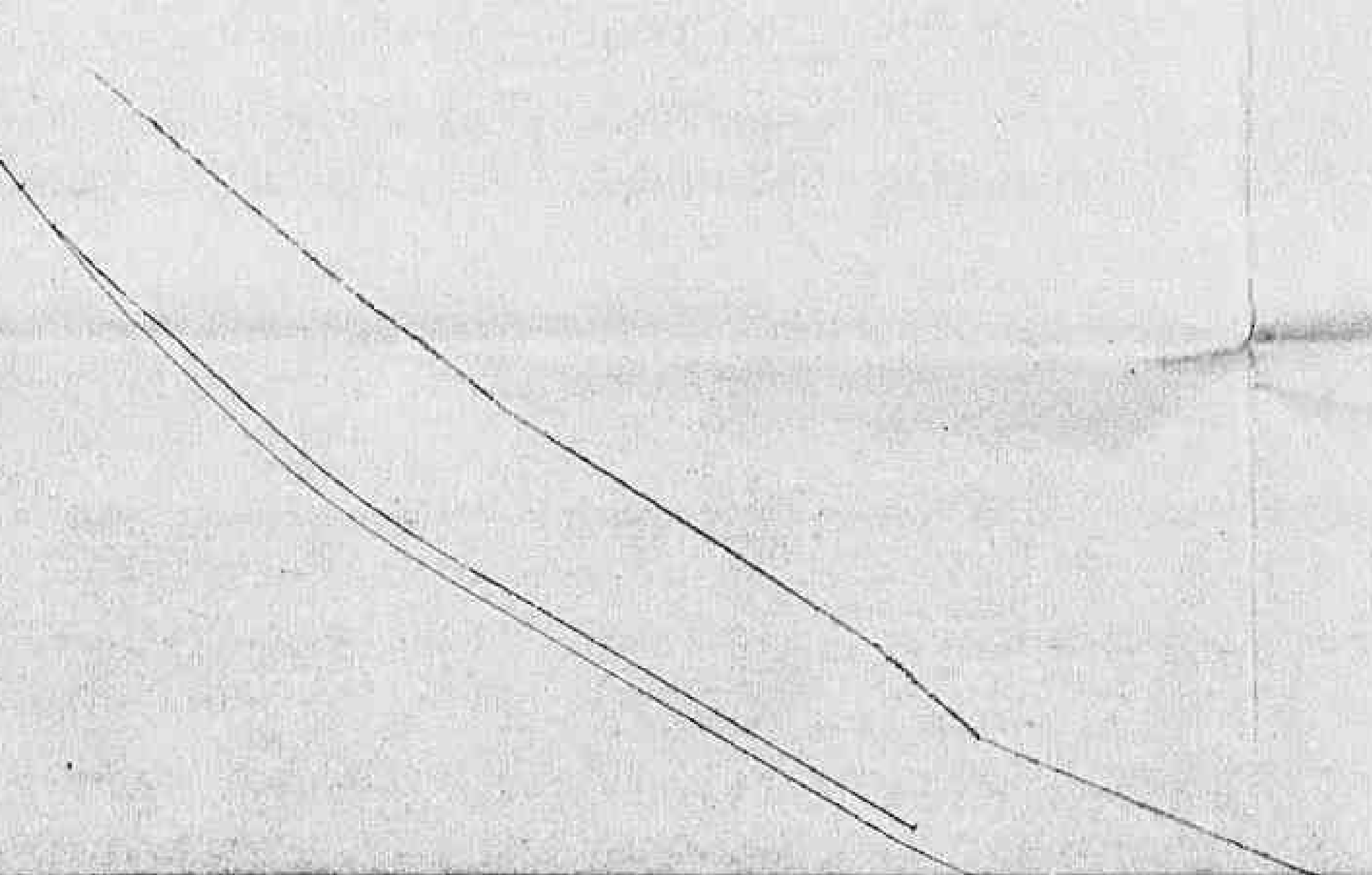


0318

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

785021

Accord CE



0317

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

M A R E

A D

0318

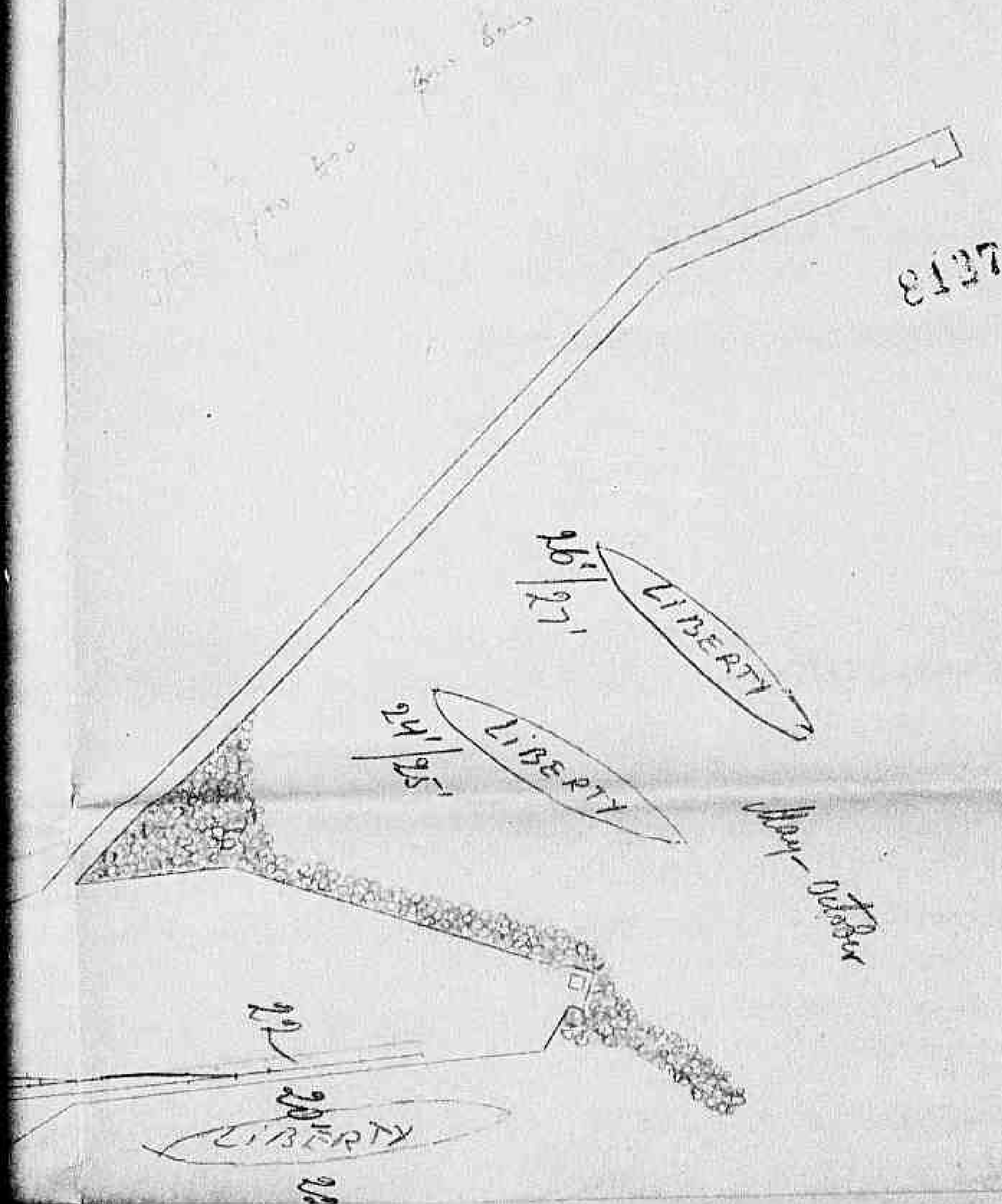
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A D R I A T I C O

Factor

LIBERTY

24/95



30

0 3 2 0

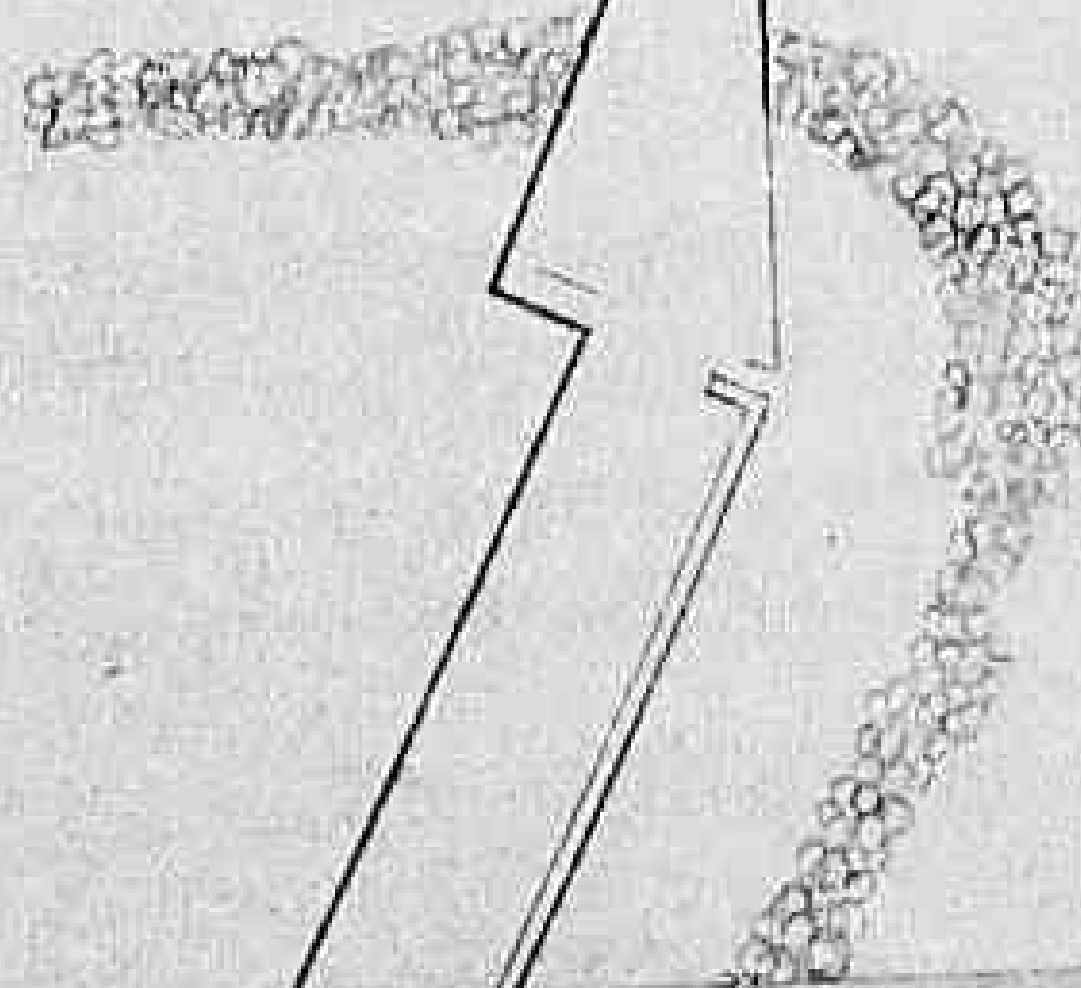
8137

30'

Tank
Bunker
Tank

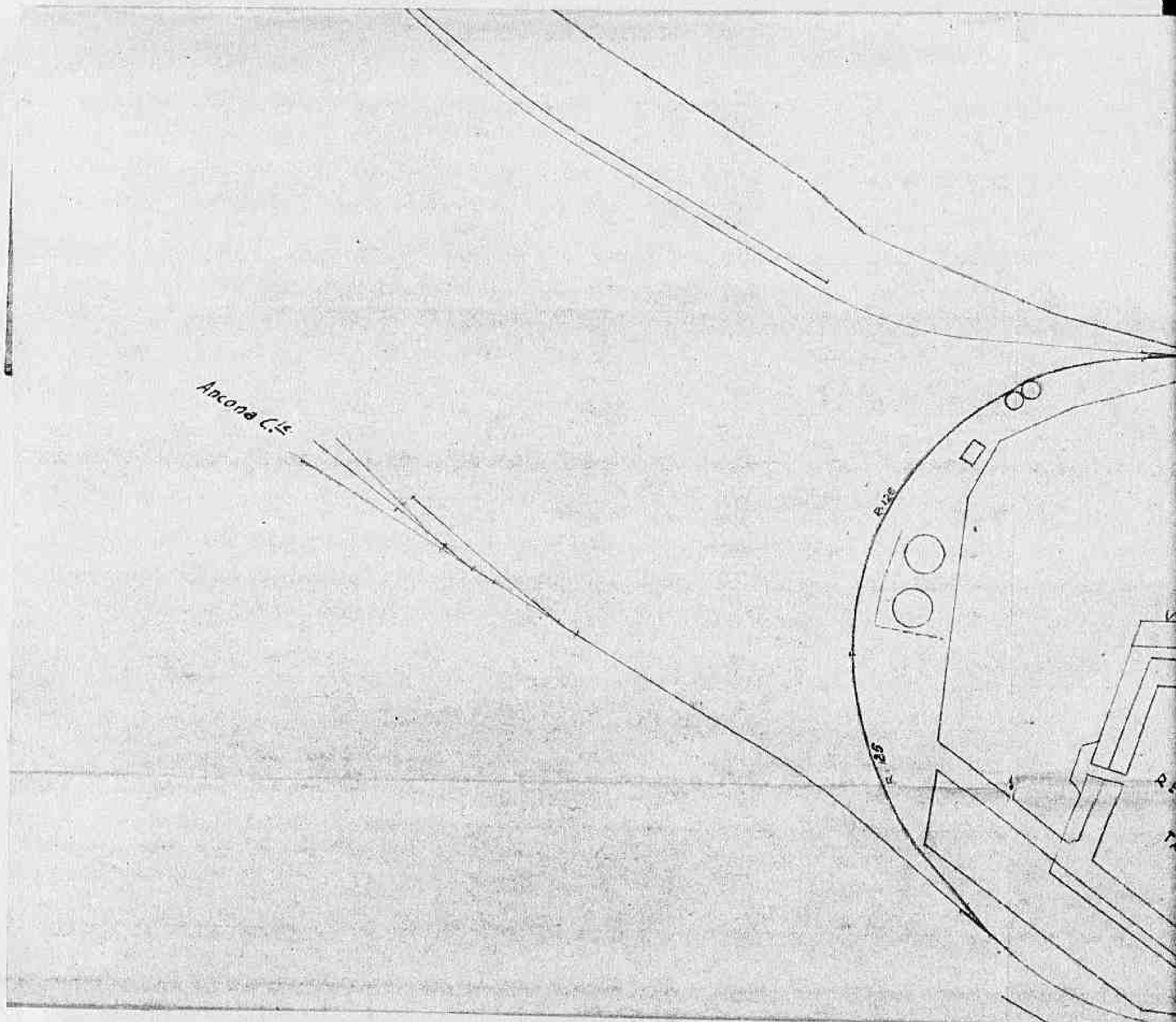
LIBERTY

Water - 10 ft box



0 3 2 1

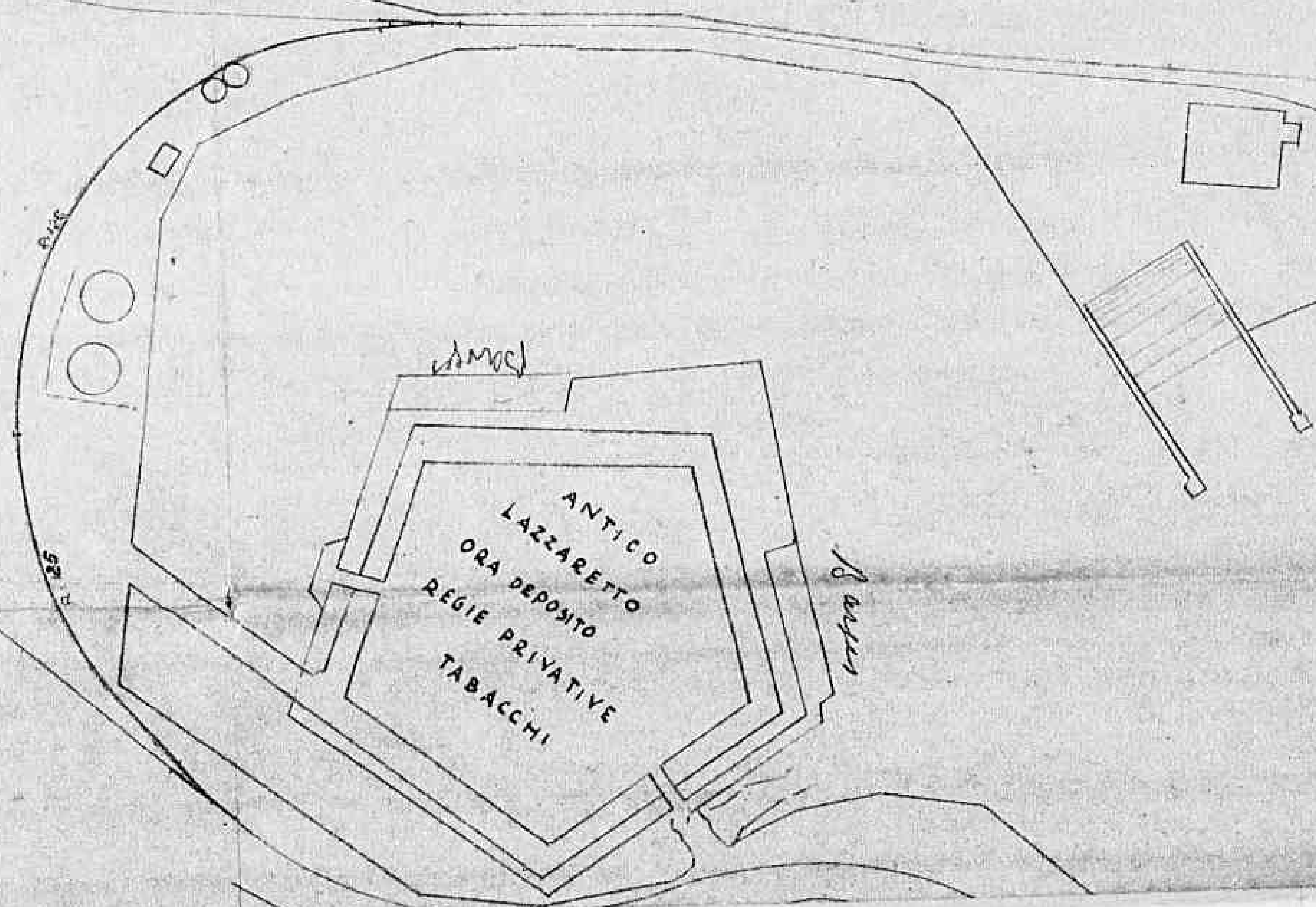
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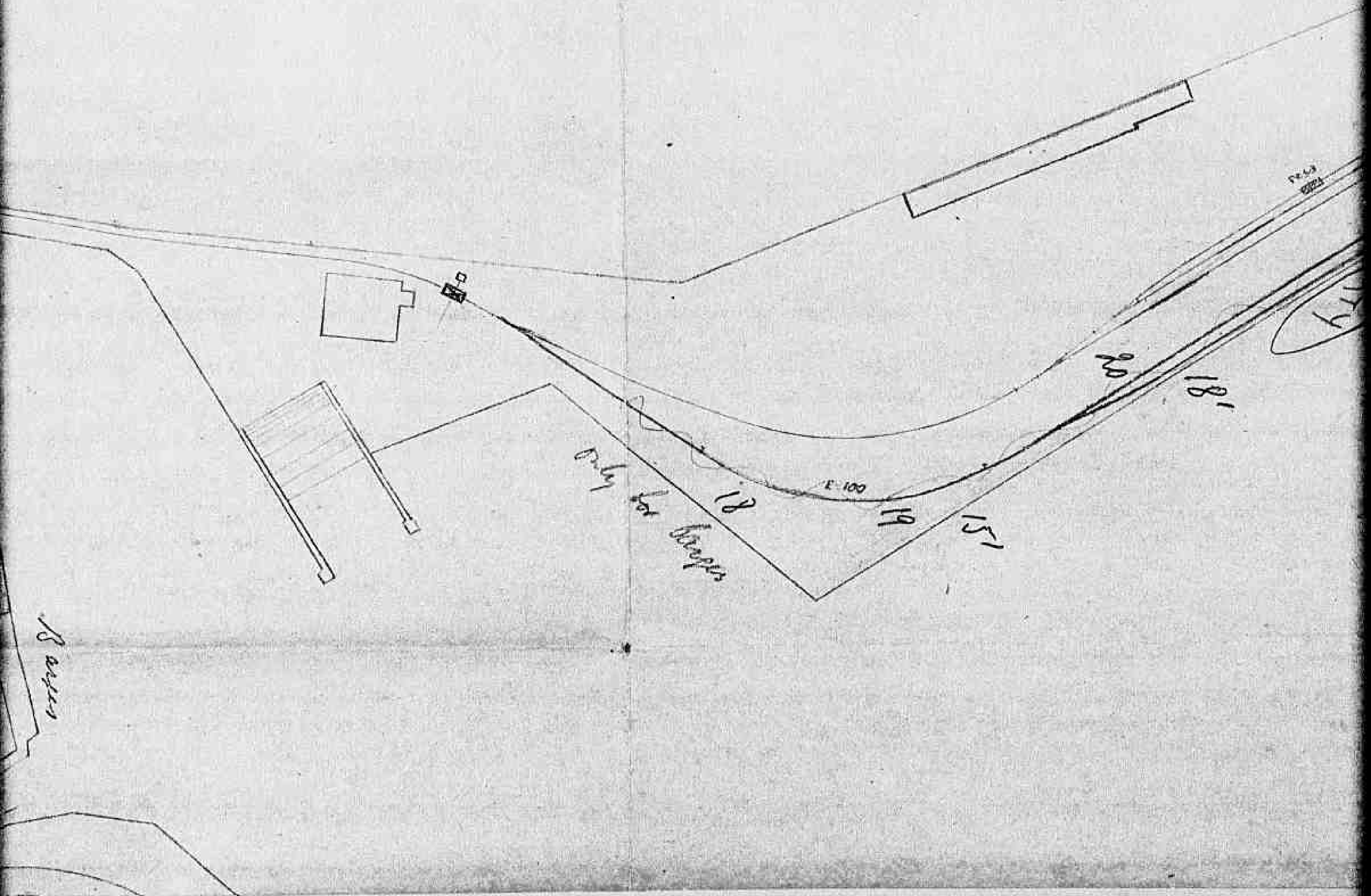


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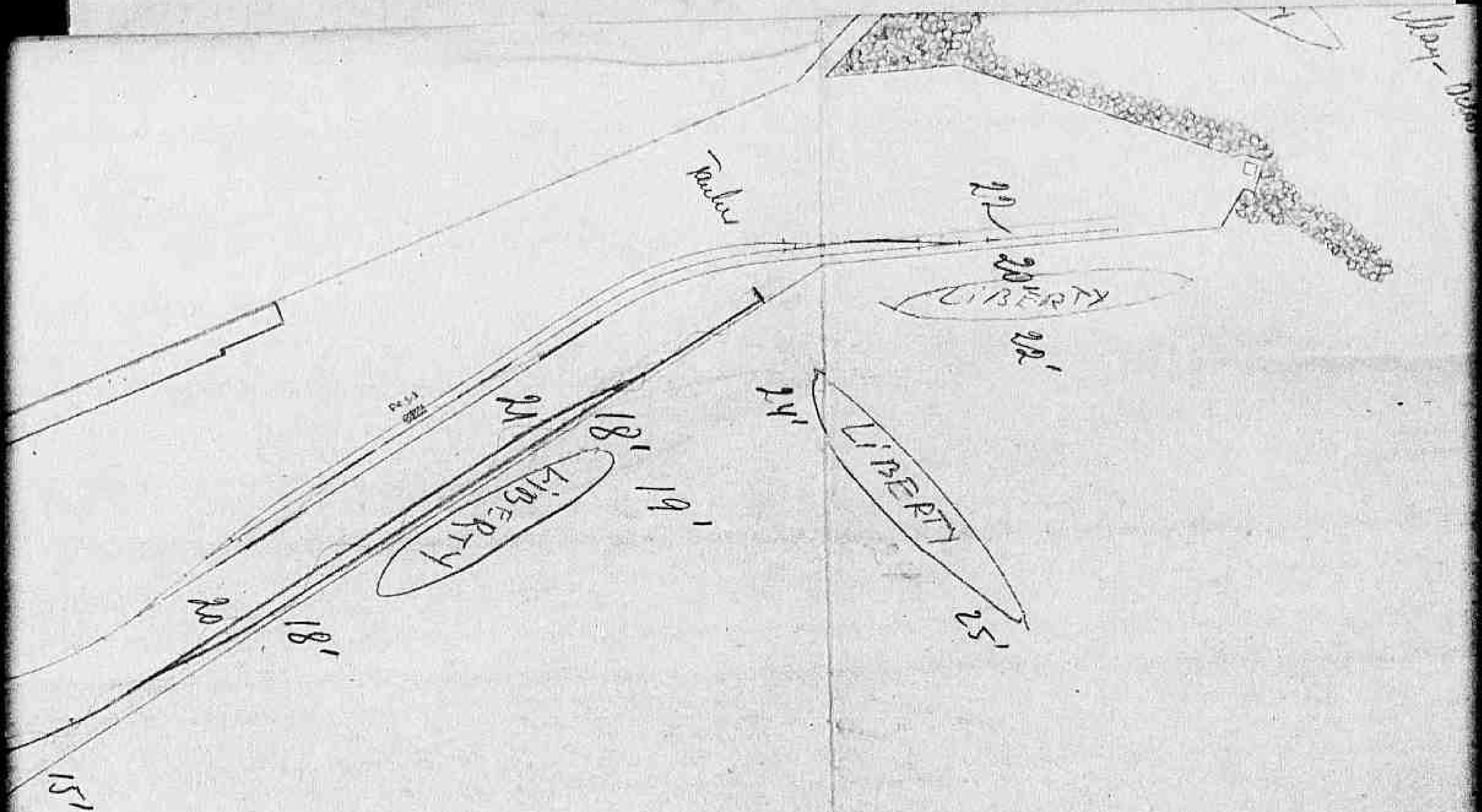
M A R E

A



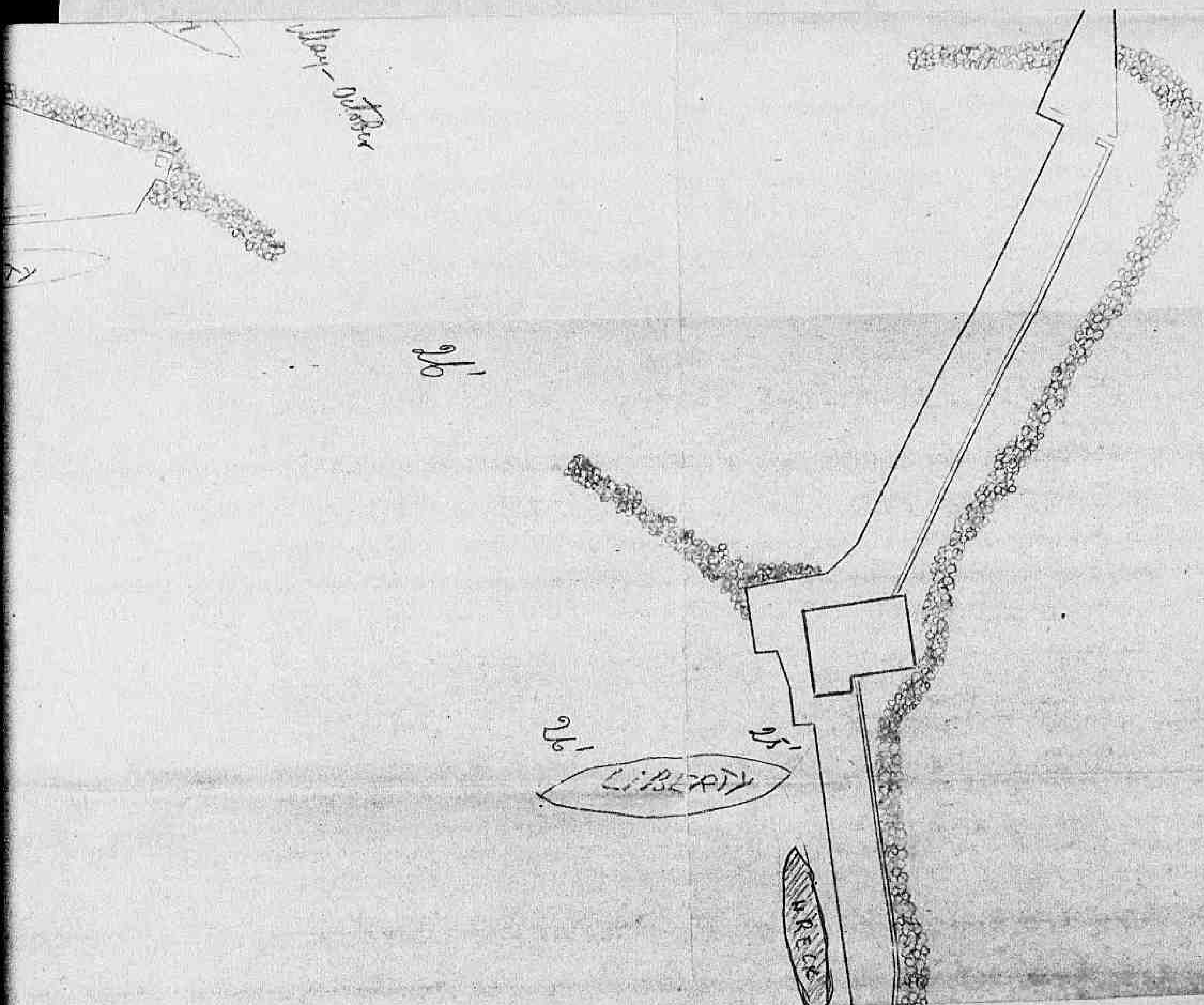
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0325

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



0 3 2 6

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

ANCONA MARI

PLANIMETRIA GENER

SCALA 1:2000

60 Barges 70 Tons — 4200
3 ships. Alameda: berth 4 —

0327

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

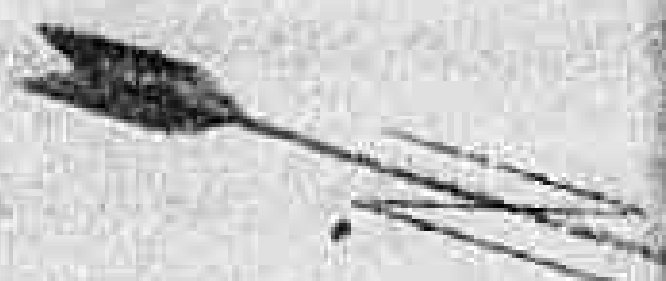
785021



0 3 2 8

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

AN



only
17
barges

only
16
barges

only
barges

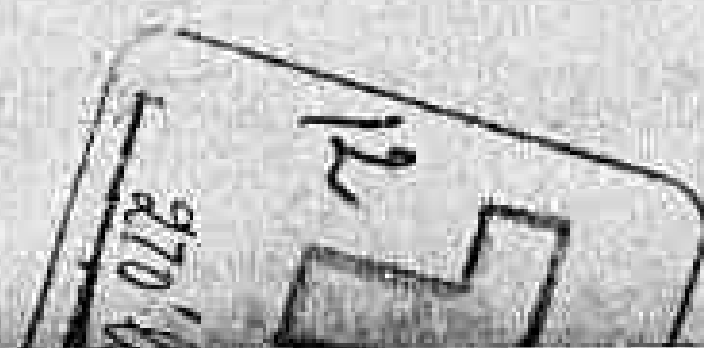
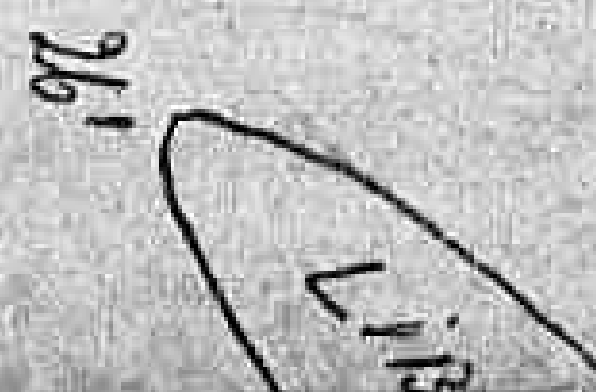
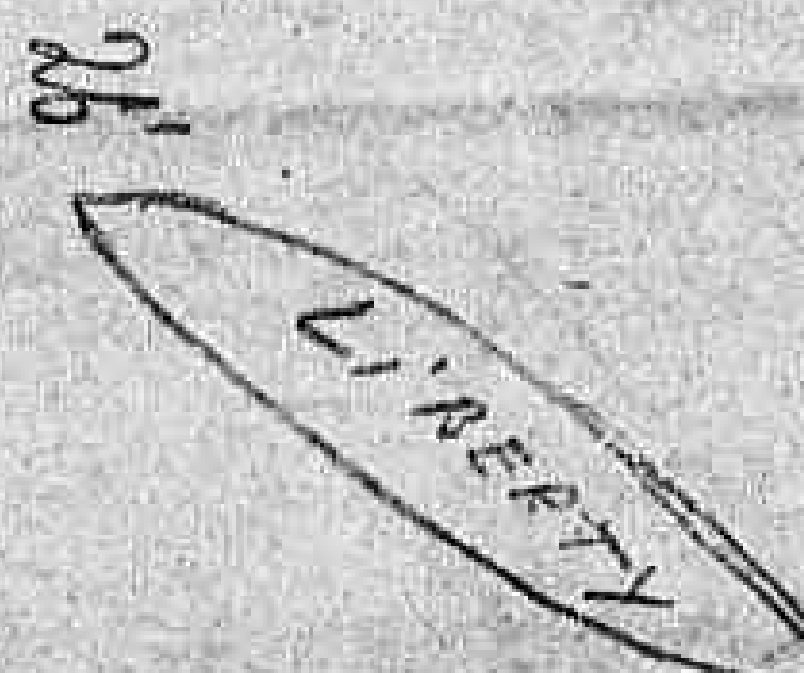
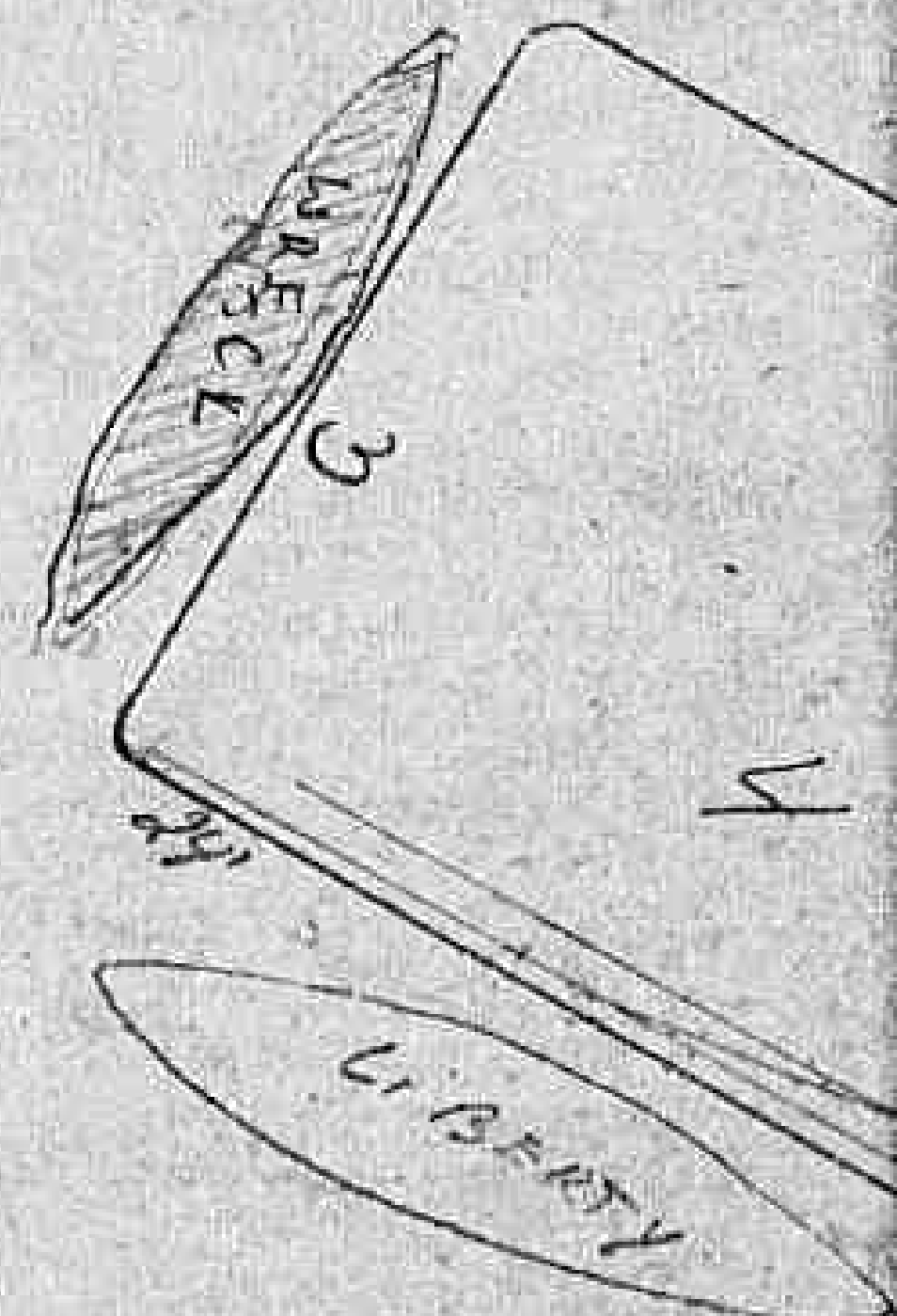
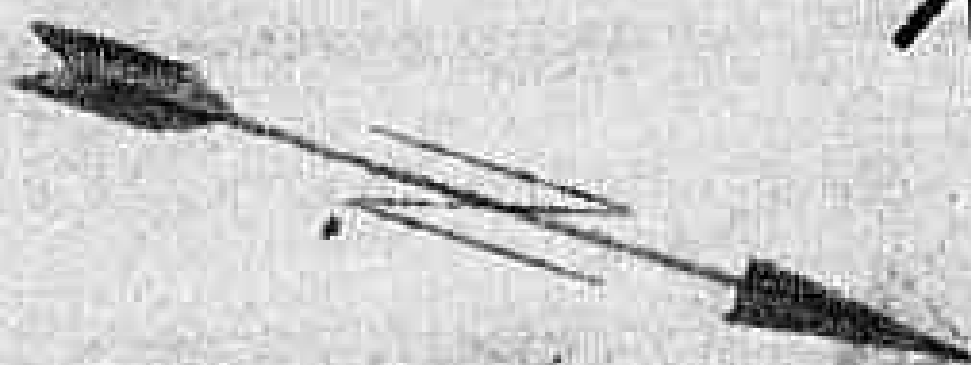
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270' 12"

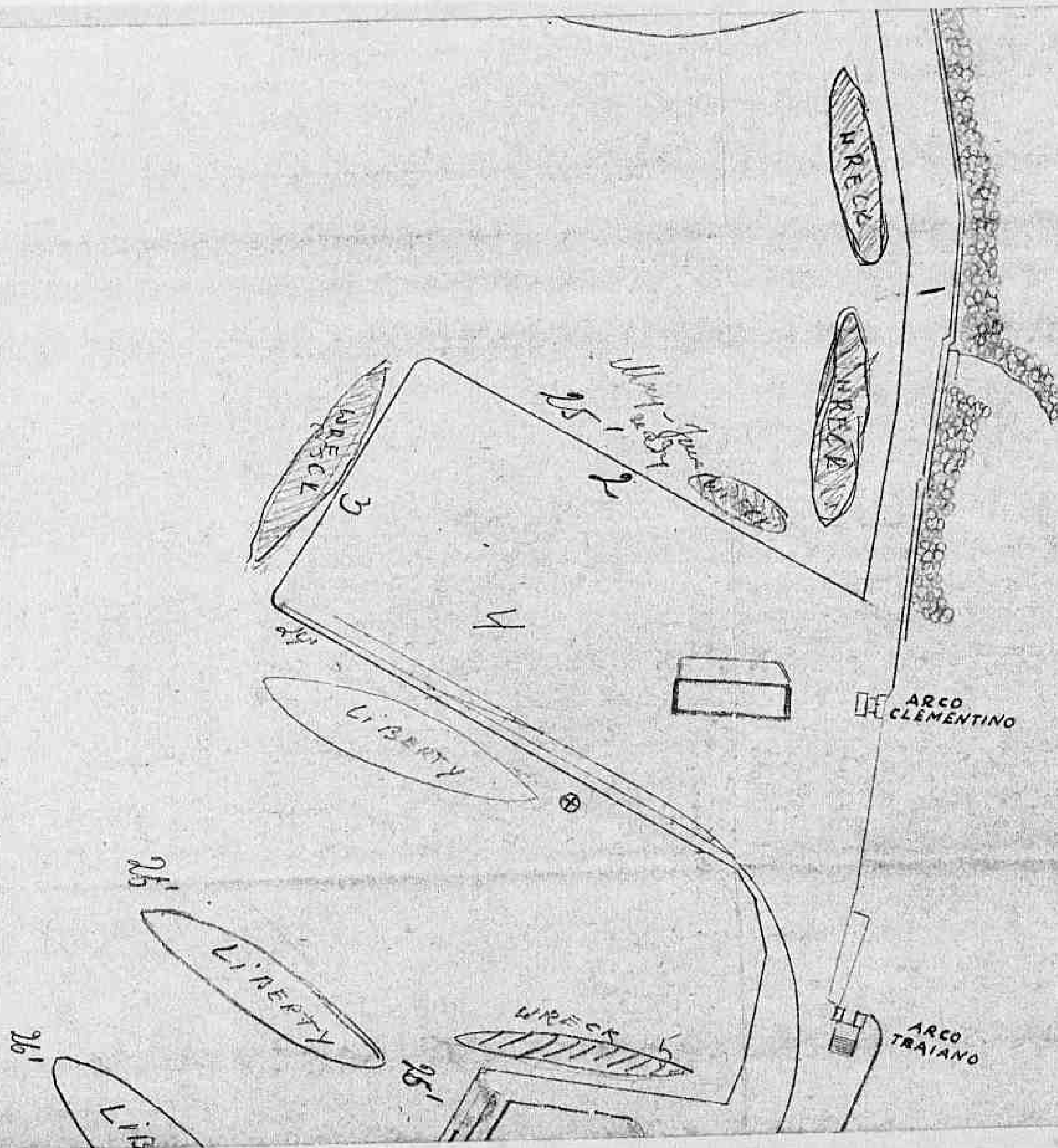
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Declassified E.O. 12356 Section 3.3/NND No.

785021

PORTO
DI
ANCONA





ATLANTA MARINE

PLANIMETRIA GENERAL

SCALA 1:2000

60 Barges	70 Tons	—	4200
20 RCL	40	—	800
4 Z	180	—	720
			5720

4 Tugboats

250 Trucks à 3 Tons - Motor Pool.

3 Ships Alongside berths

4 — 2

22 — 25

21 — 18/

4 Ships Astern berths

1 — 25

6 — 25

7 — 25

21 — 24/

2 Ships Outside Harbor
Within Breakwater

28

21

NA MARITTIMA

ANIMETRIA GENERALE

SCALA 1:2000

3 ships Alongside berths

4	— 24'	Rail siding
22	— 20/22'	Rail siding
21	— 18/19'	

4 ships Astern berths

1	— 25/26'
6	— 25/26'
7	— 25/26'
21	— 24/25'

ships Outside harbor
Within breakwater

2	6/27'	} only May - October
24	24/25'	

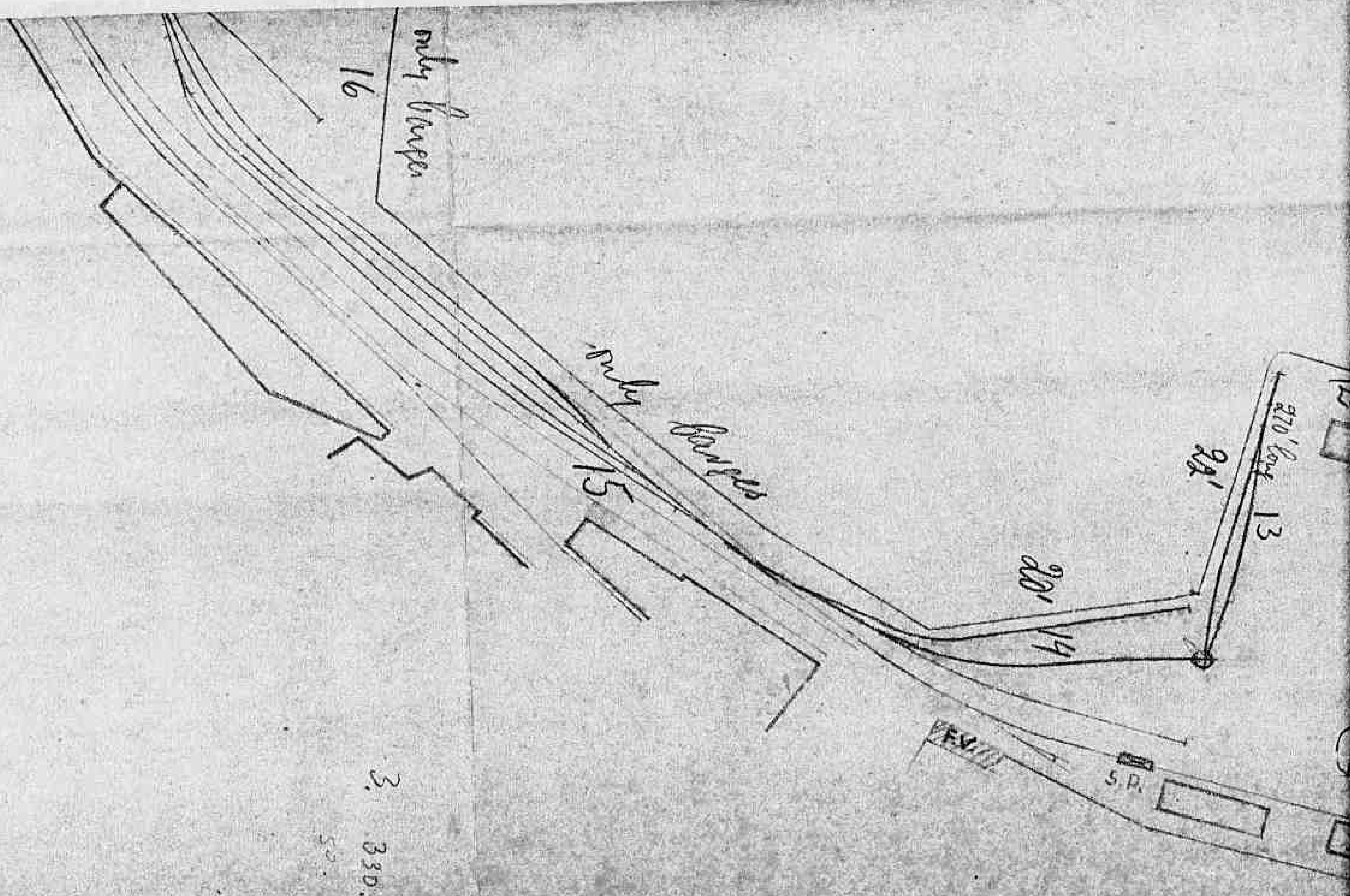
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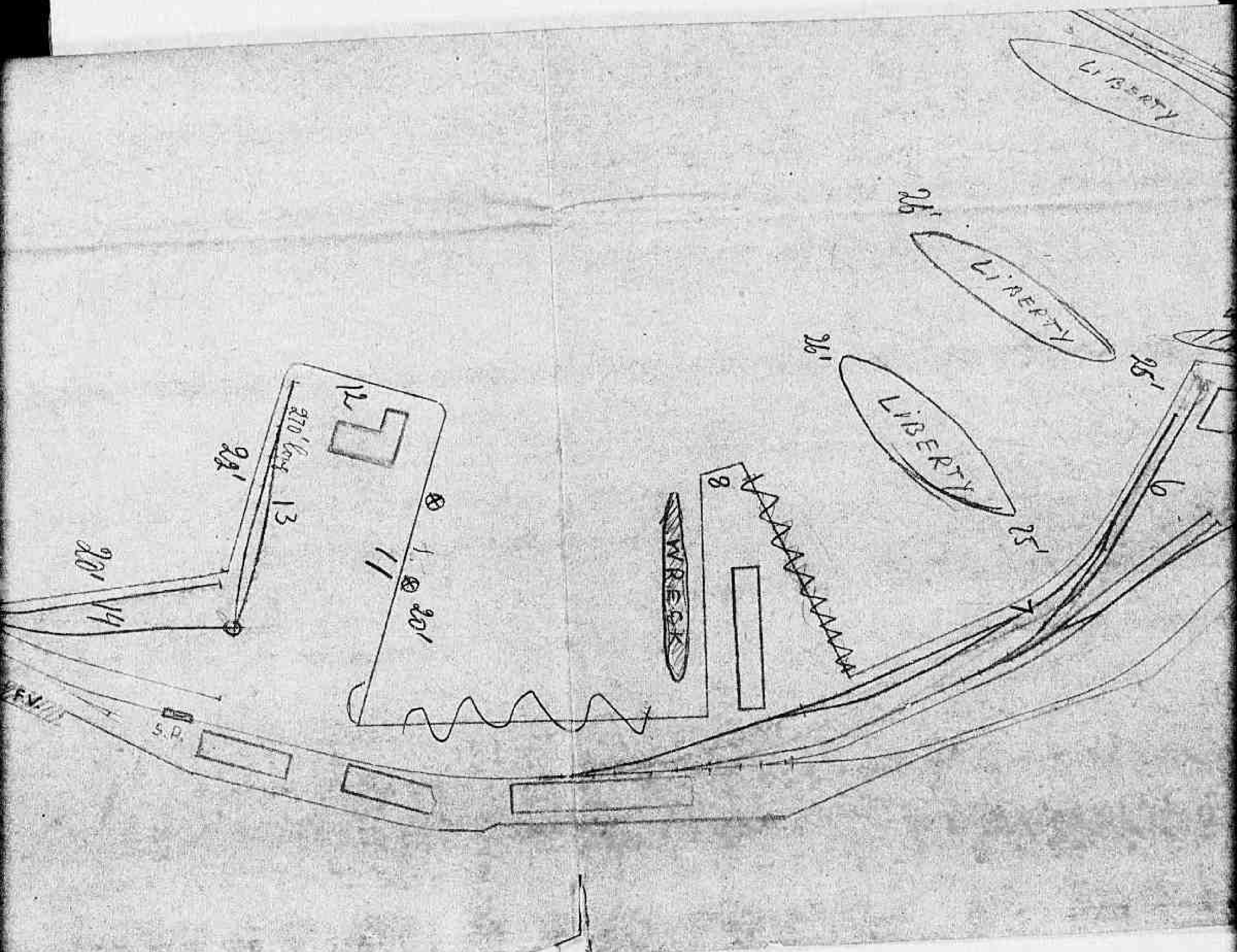
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Declassified E.O. 12356 Section 3.3/NND No.

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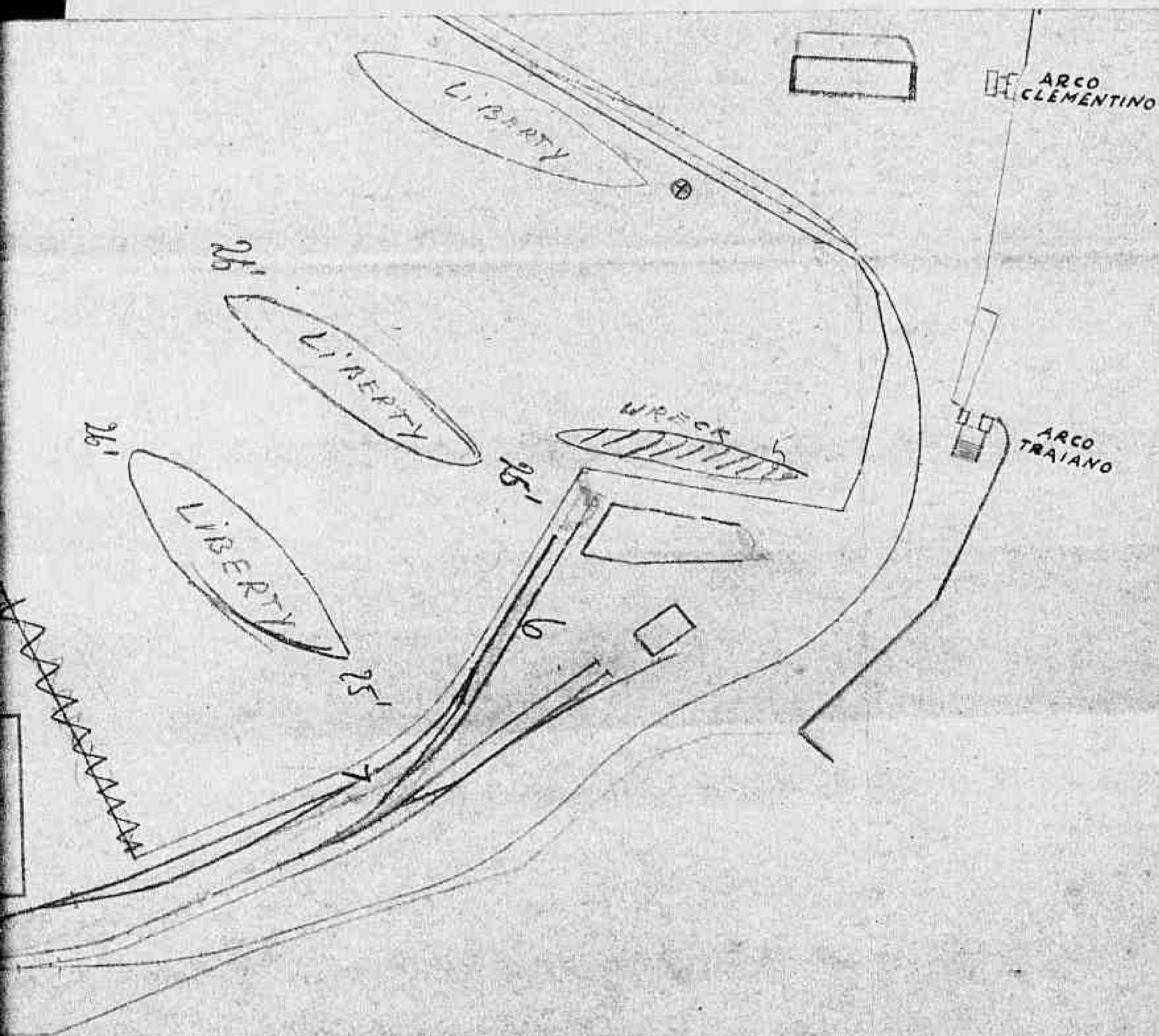




0335

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

785021



Allegato alla lettera

N° L.A. 2501/II R DEL 1. febbr. 46

MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO

COMPARTIMENTO DI ANCONA SEZIONE LAVORI

Stazione di ANCONA MARITTIMA

Ripristino di alcuni binari lungo le banchine della stazione
marittima ; del binario di raccordo fra questa ed il Molo Sud
ed impianto di nuovi binari lungo la banchina del molo Sud.

PLANIMETRIA GENERALE

Scala 1 : 1000

Ancona li 1 febbraio 1946

COMPARTIMENTO DI A N C O N A SEZIONE LAVORI

Stazione di ANCONA MARITTIMA

Ripristino di alcuni binari lungo le banchine della stazione
marittima ; del binario di raccordo fra questa ed il Molo Sud
ed impianto di nuovi binari lungo la banchina del molo Sud.

PLANIMETRIA GENERALE

Scala 1 : 1000

Ancona li 1 febbraio 1946

11/100 3
1333
1340 120
12 11
14

P. Manghera

0 3 3 9

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

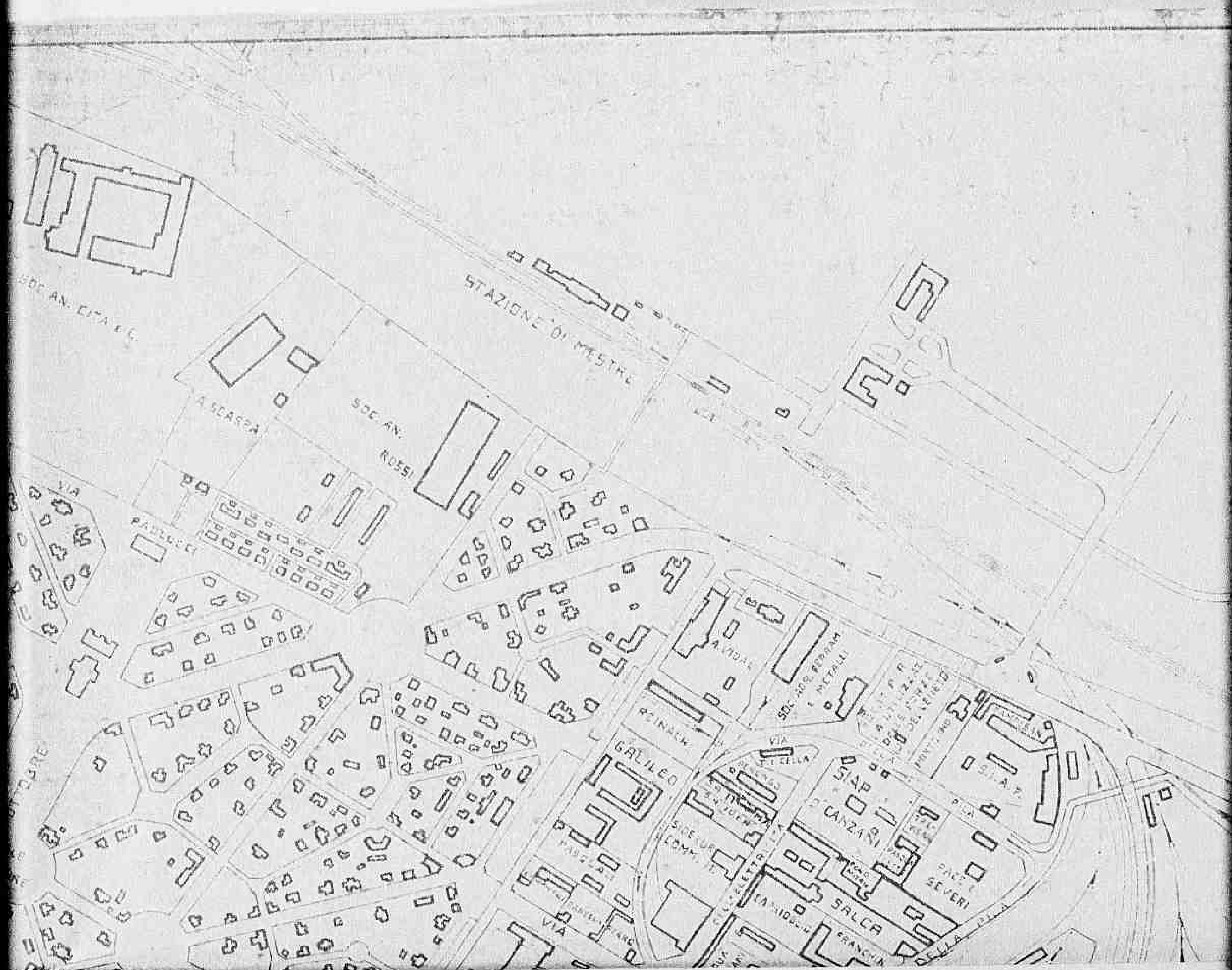
P. Manghera

8136

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785021

PROVVED

PLANIME T

FERROVI

0 3 4 3

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

785021

PROVVEDITORATO A

— VE NE ZIA

PLANIMETRIA GENERALE D

SEZIONE MARGHE

PROV

P. Monahan

ATO AL PORTO

EZIA

NERALE DEL PORTO

HE MARGHERA

03451



785021



0 3 4 7

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

785021



0348

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

SEZIONE MARGHERA



SCALA 1:5000

MESTRE

VENEZIA

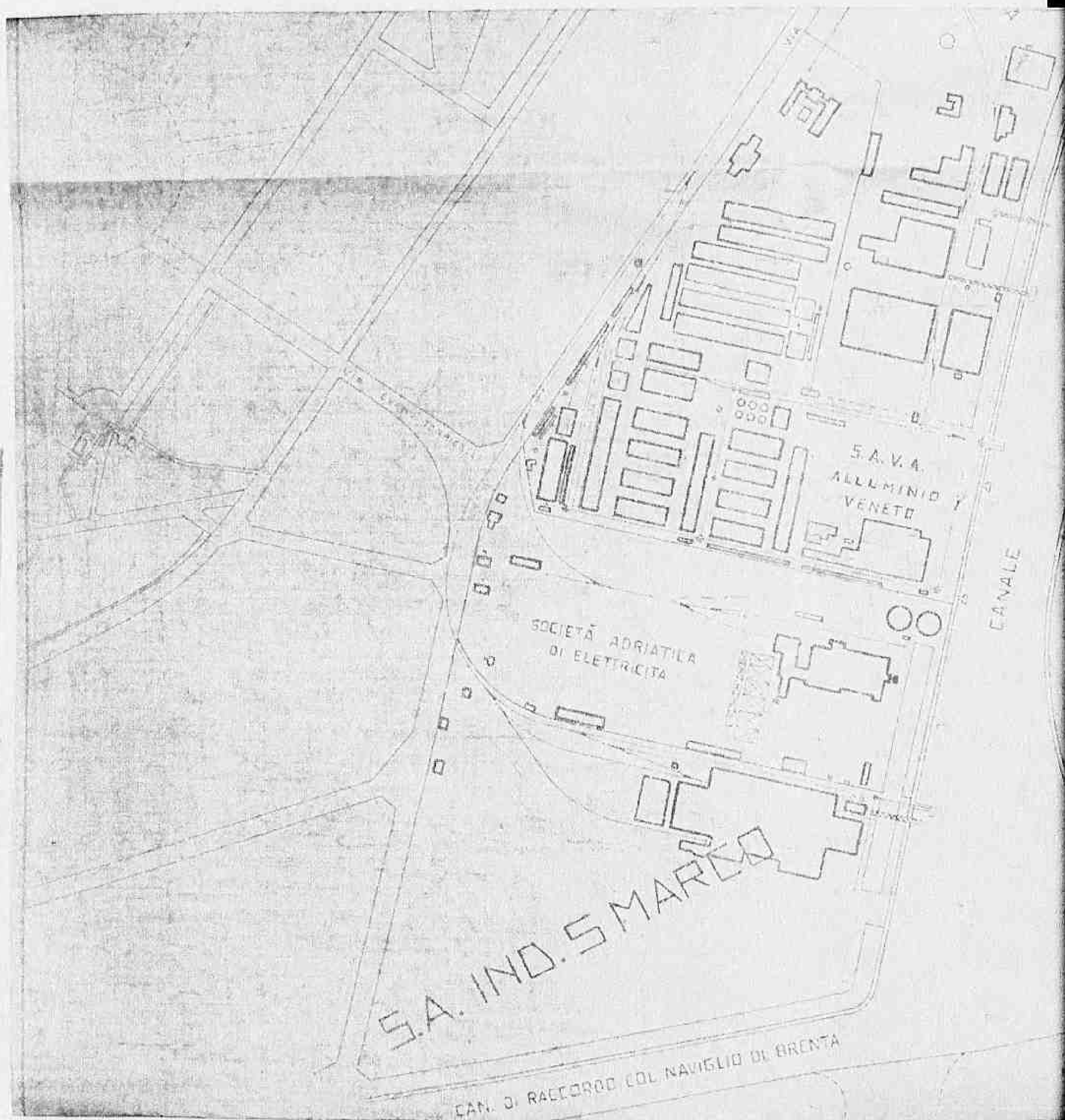
FERTILIZZANTI
PROD. CHIMICI

AG. I.R.
N. 1

03491

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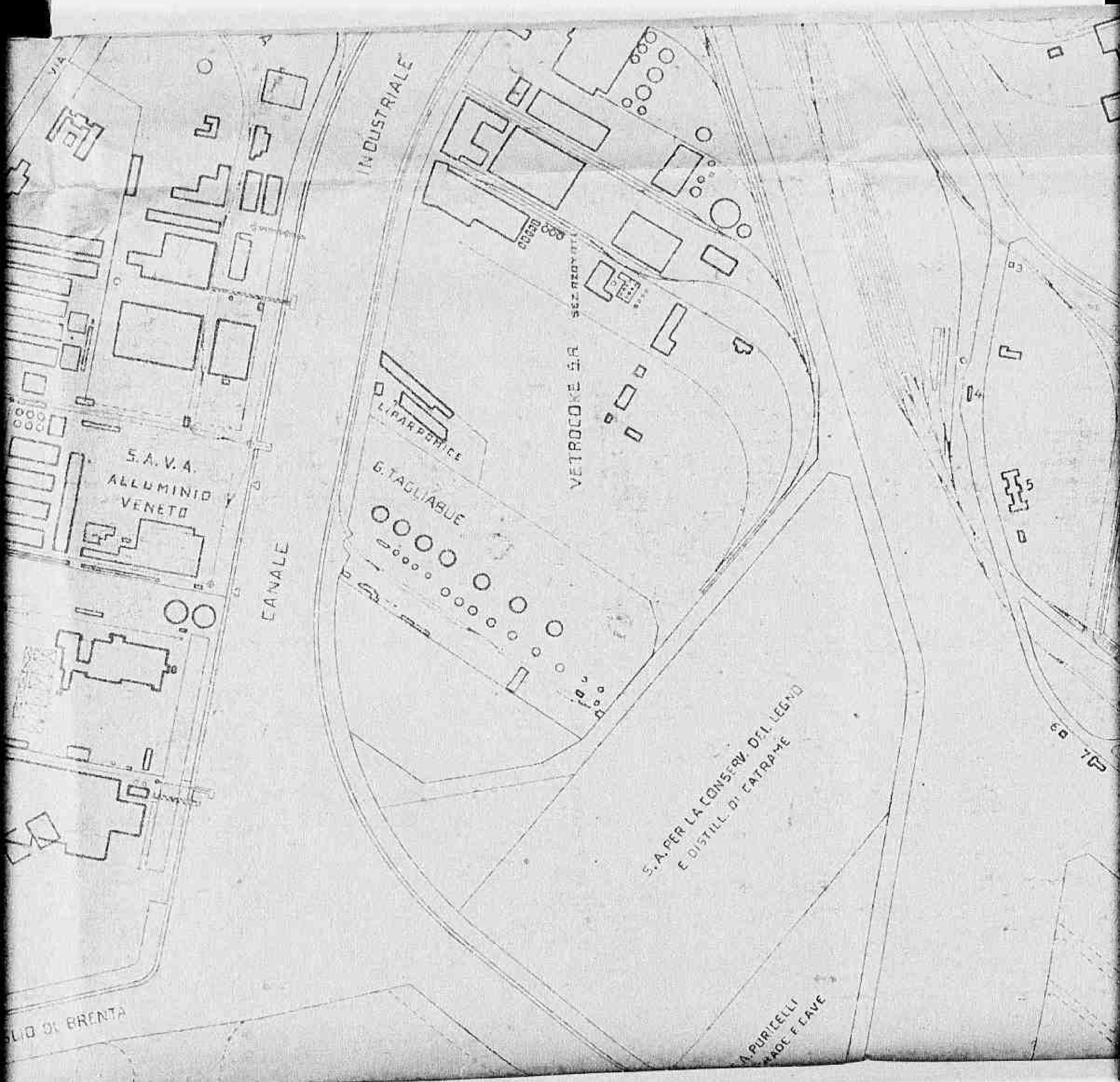
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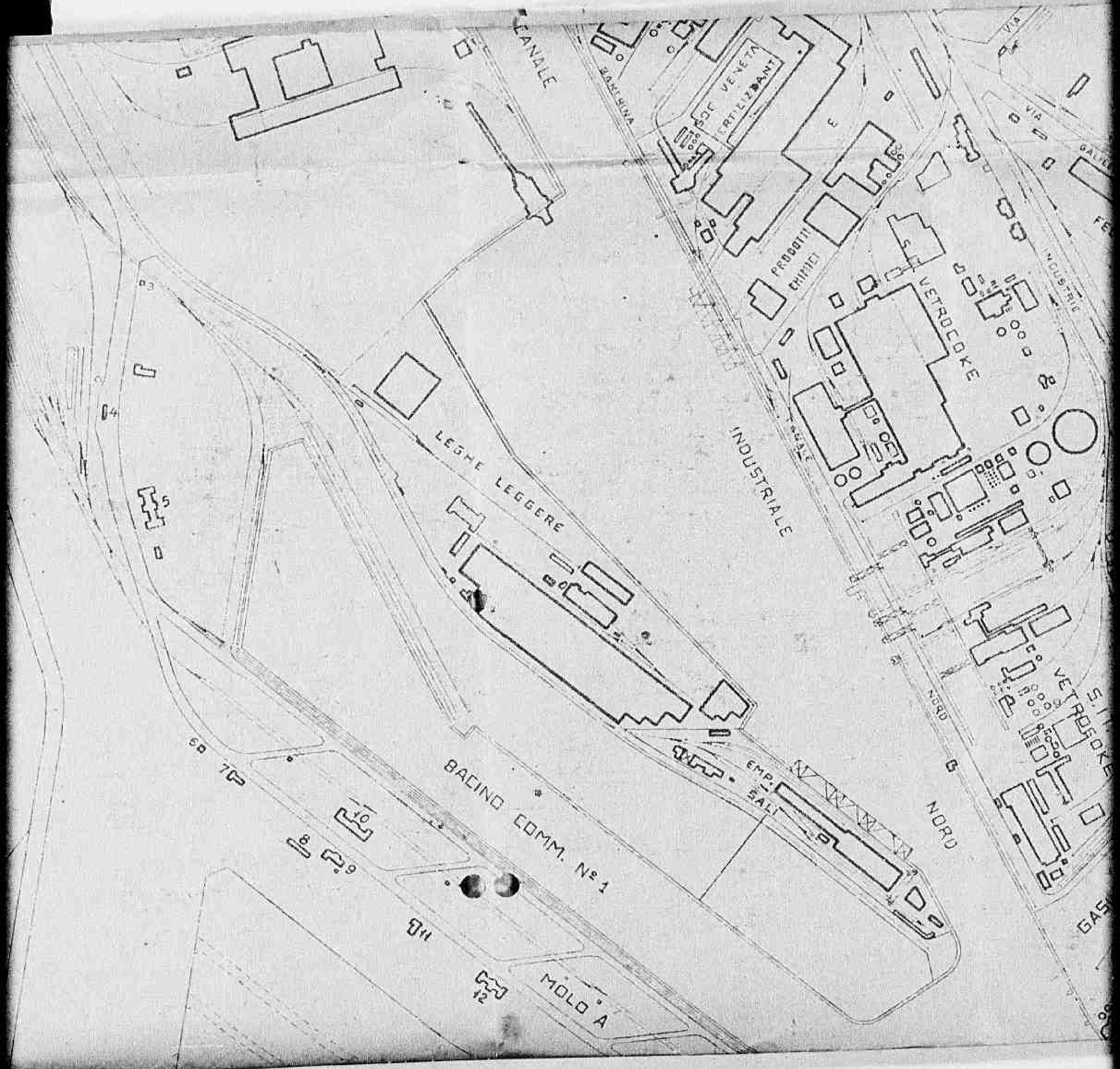


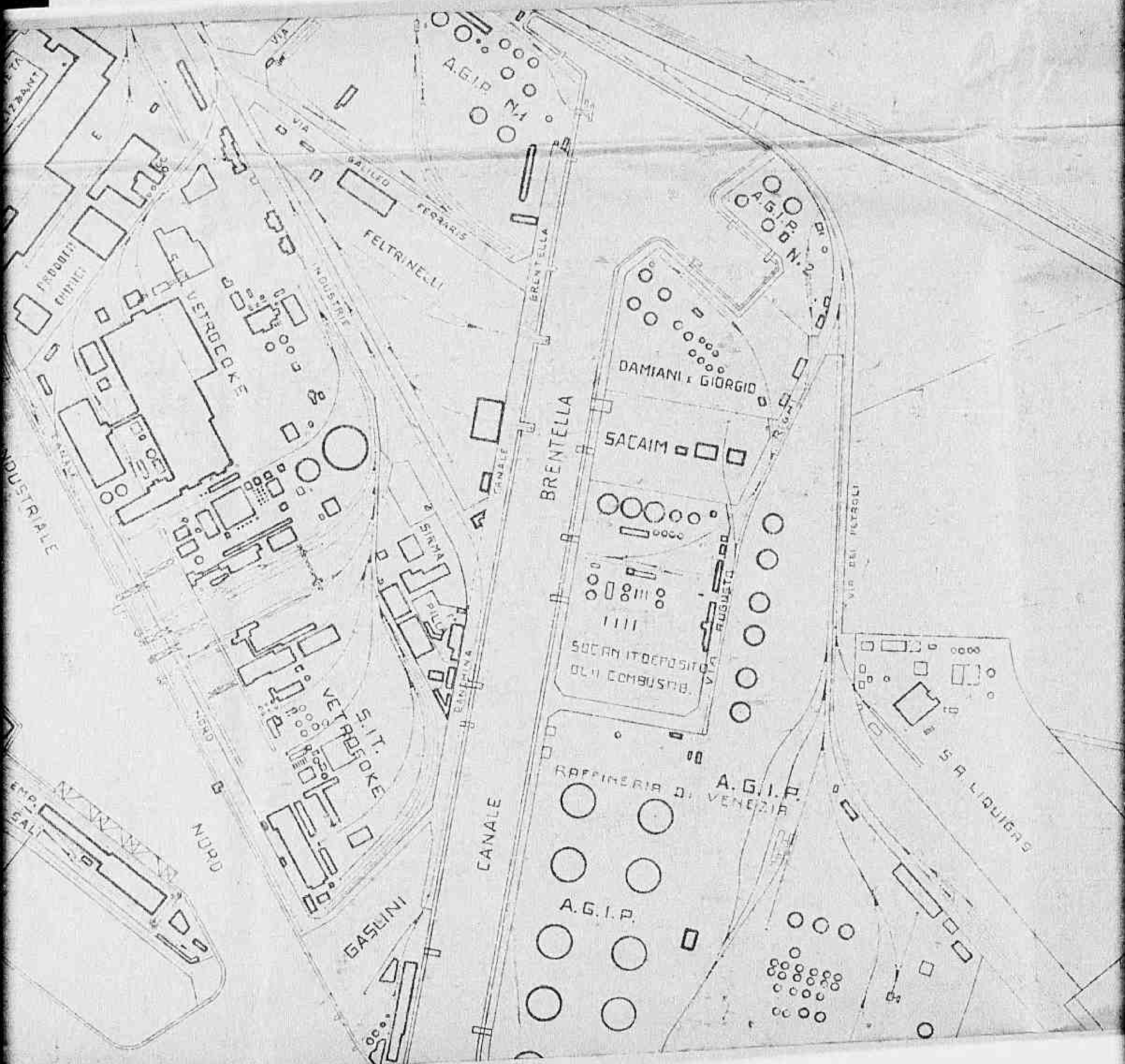
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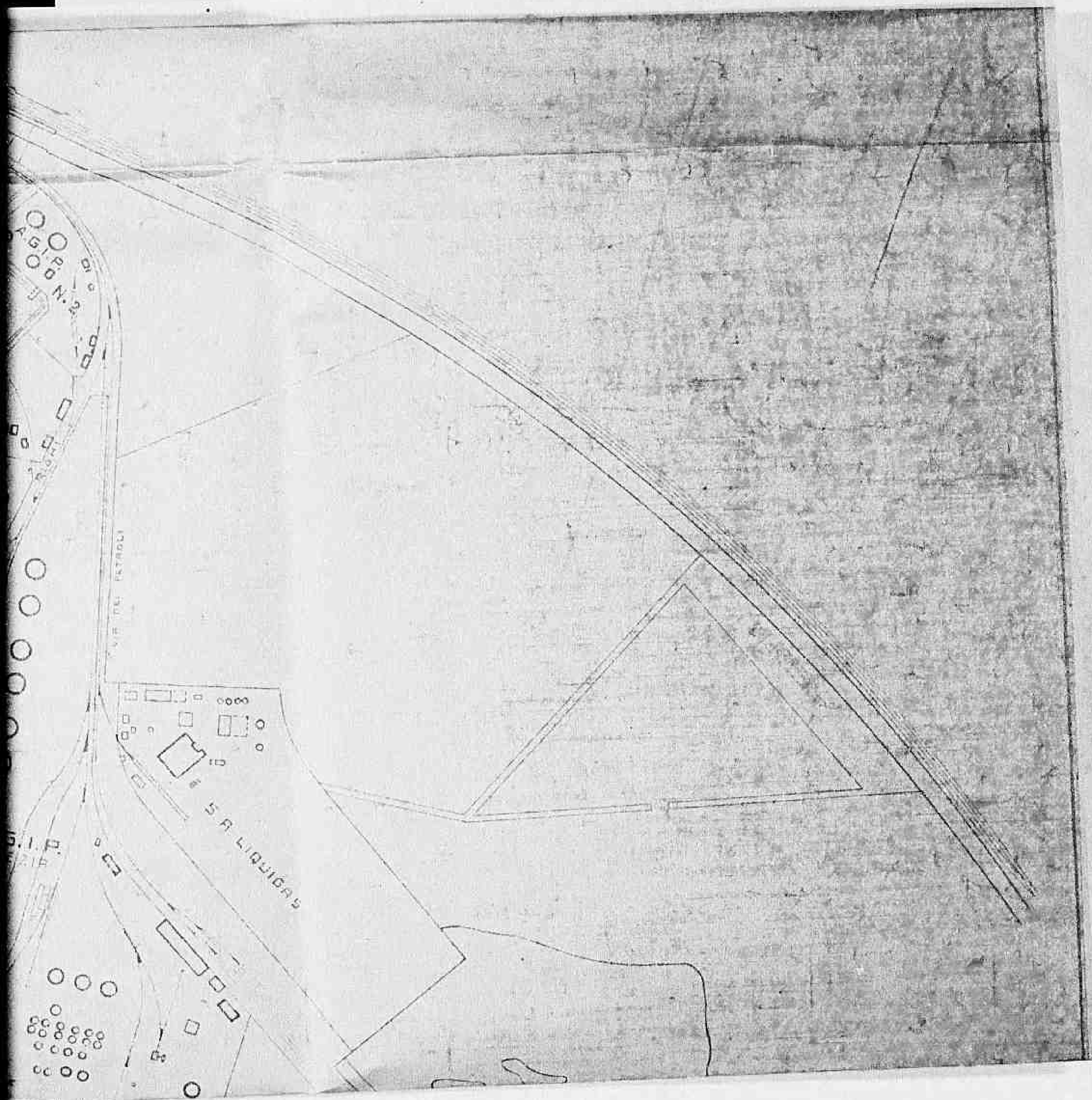






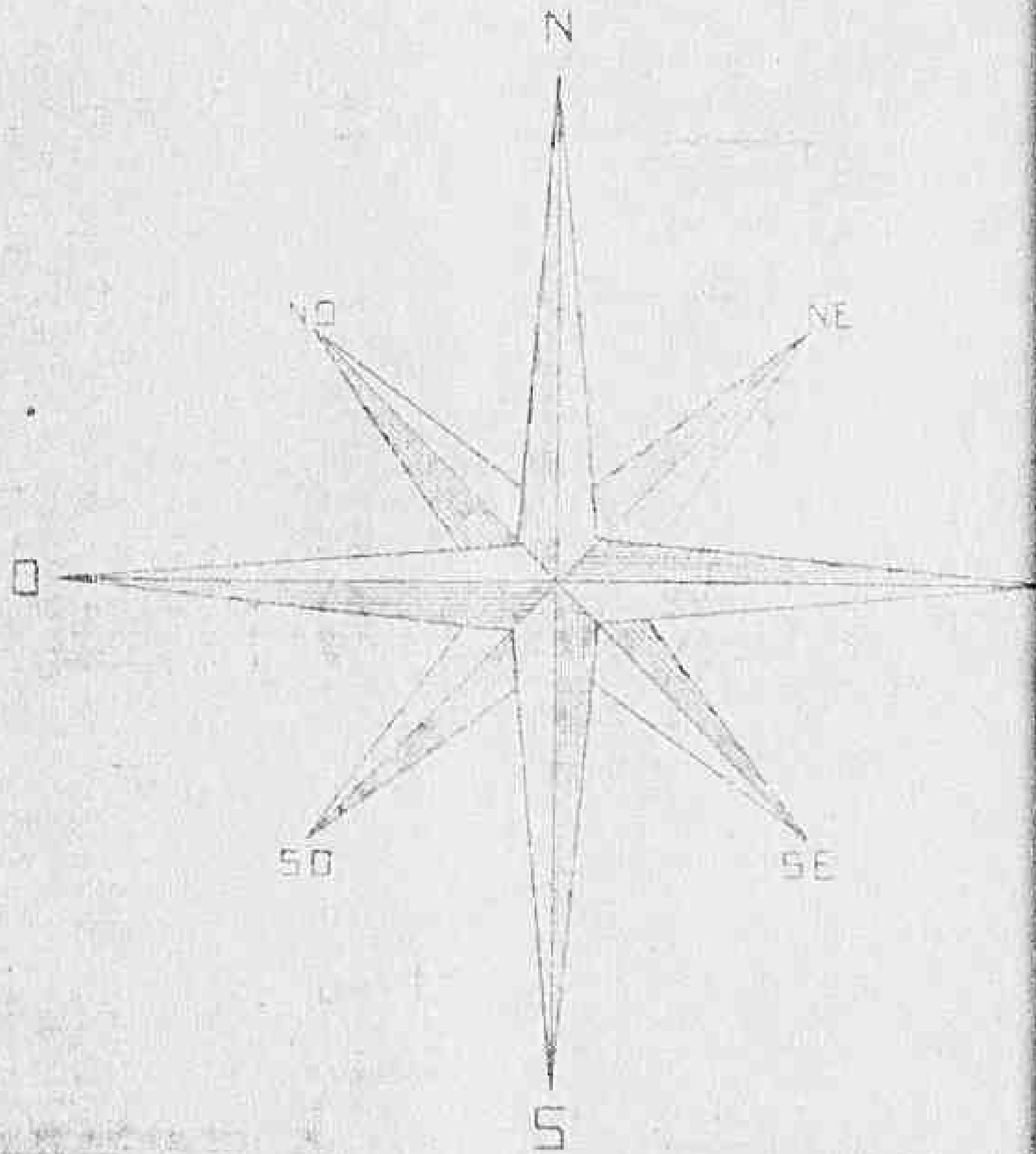
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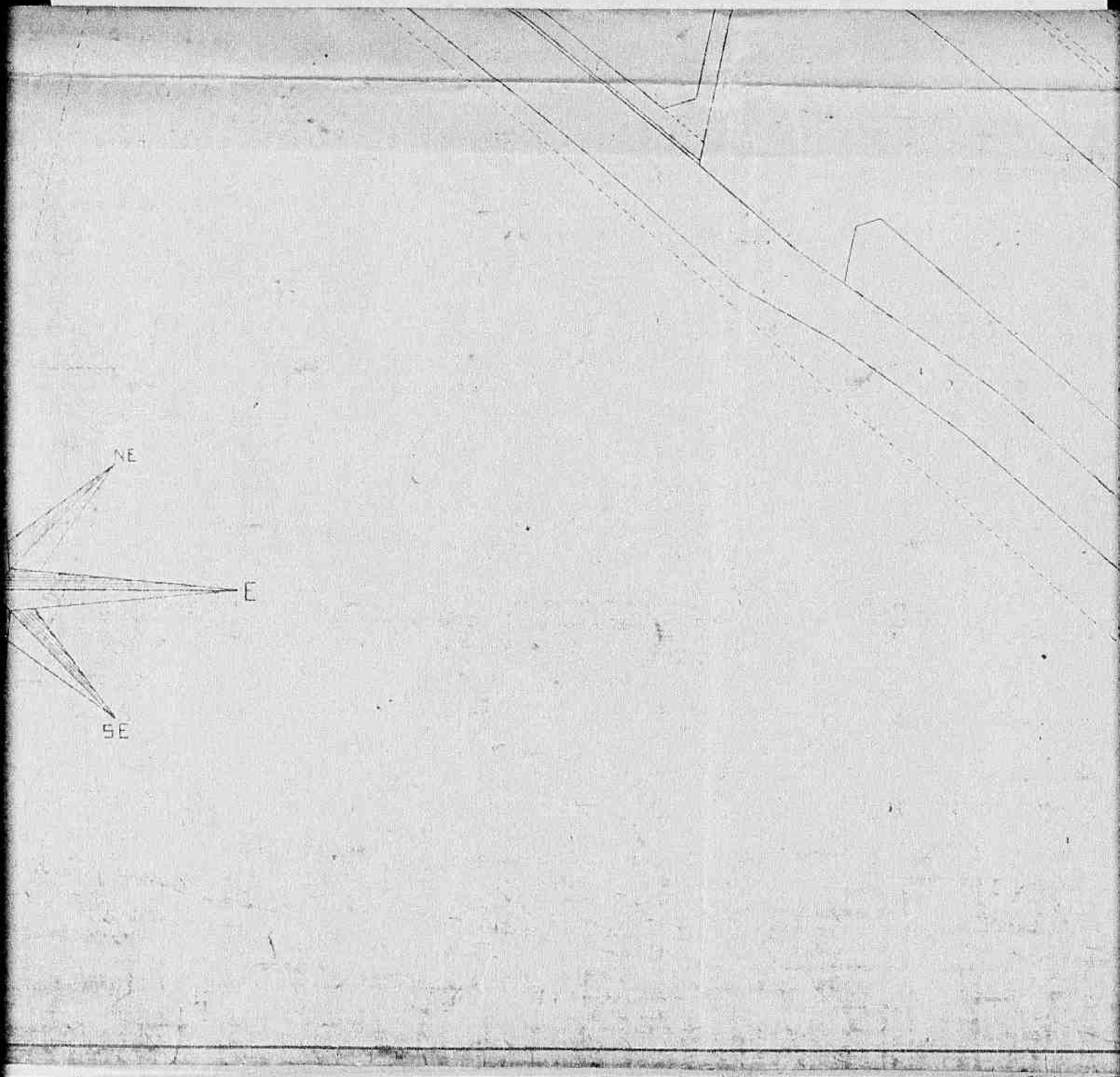
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Declassified E.O. 12356 Section 3.3/NND No. 785021



0355

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



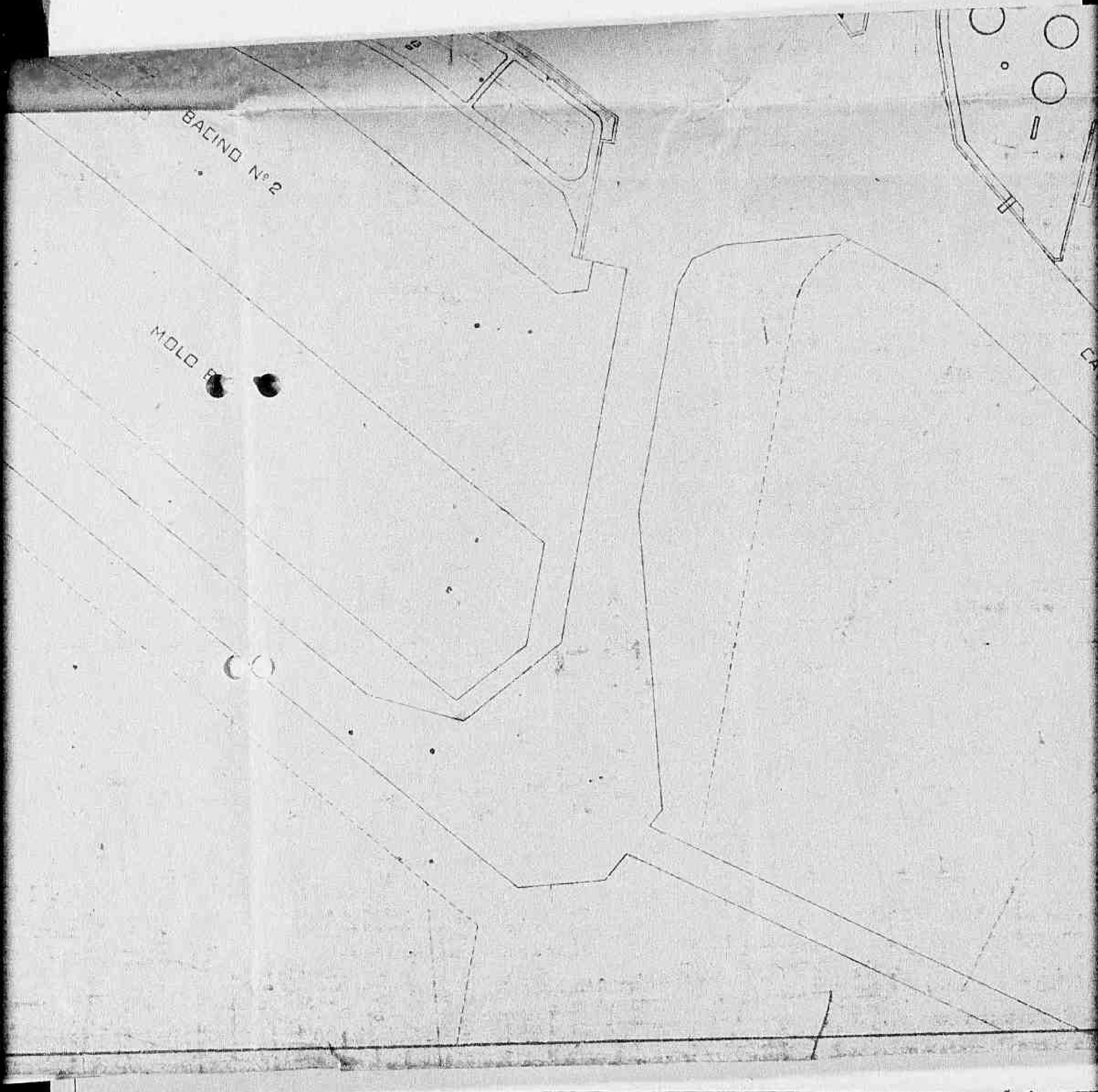
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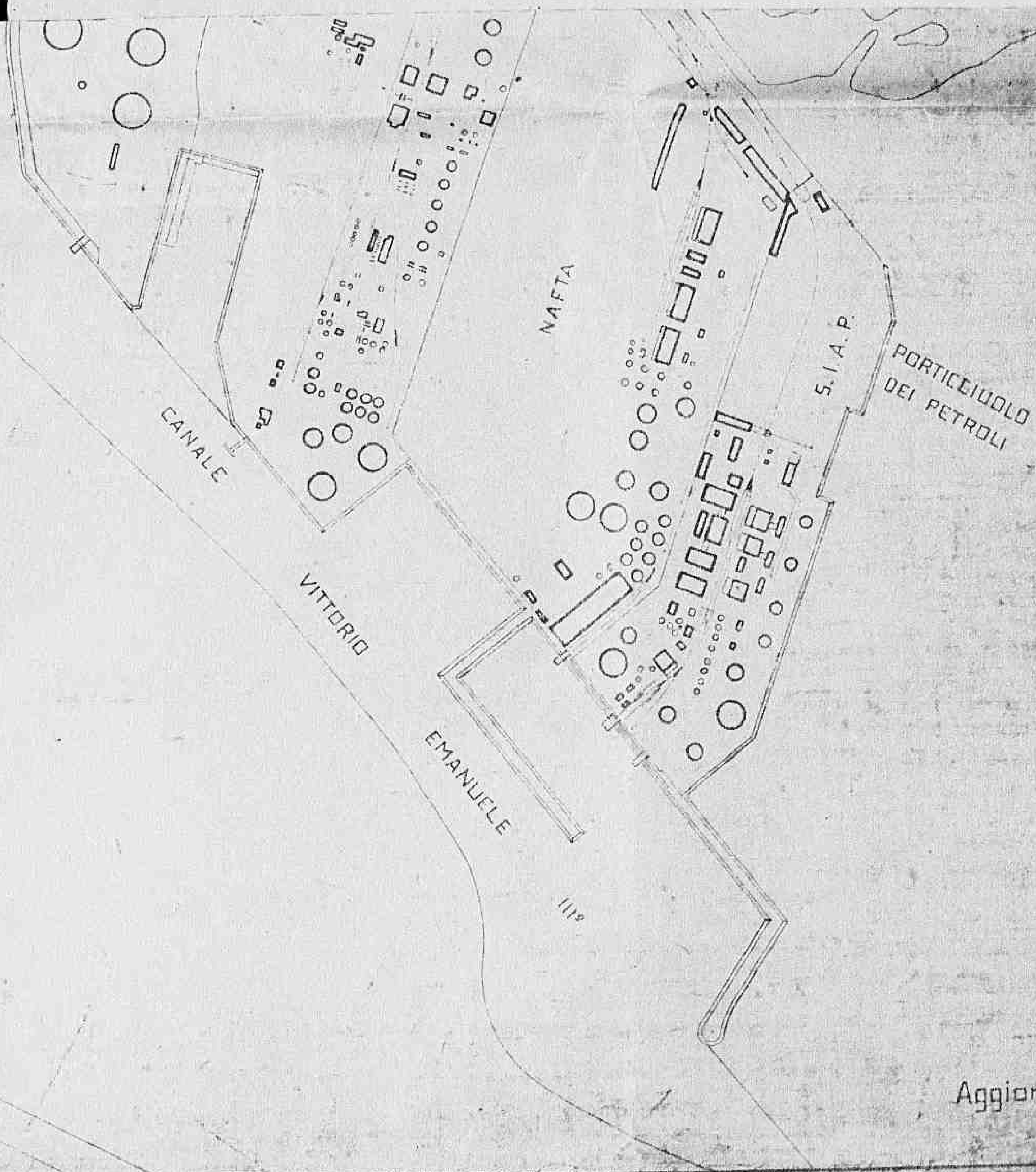
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785021

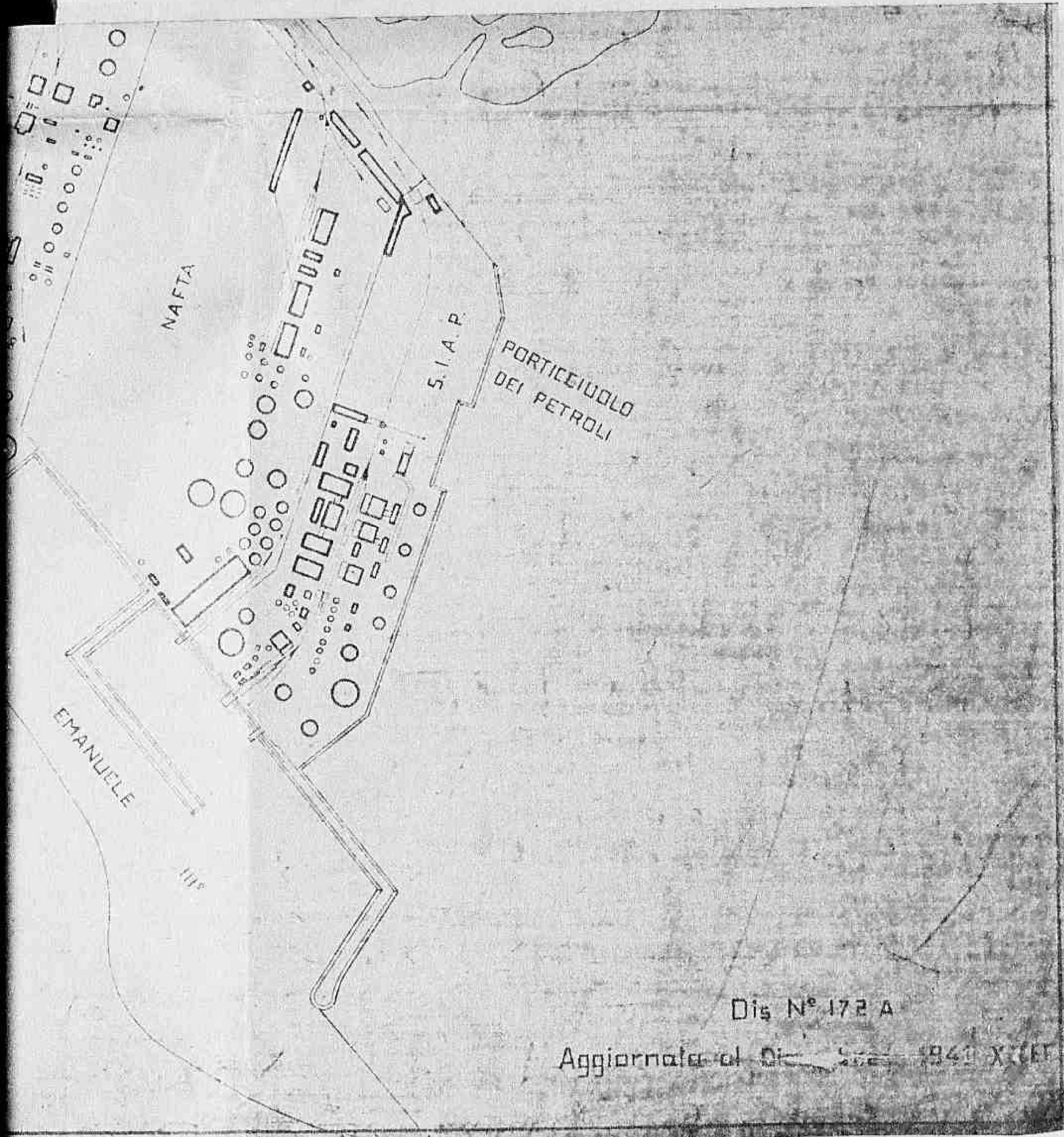
BACIND N°2

MOLD B





Dis
Aggiornato al 1954



Copy for Mr. Crocker, Rome

RD/2002/12 8786

21 February 1946.

MAP-21024

TO: Col. G.H. Ruff, UERRA/AMHQ.
FROM: Mr. H. De Waal, UERRA ERC.
SUBJECT: Diversion Operations to Venice.

1. It has been pointed out to me by the Italian Mission representative that it is vital that the Caserta Diversion Office keeps in close contact with the Rome Mission concerning any diversions made to Venice, as these may influence the Italian Mission's routings.

I trust that you will take the necessary steps that this be observed always.

2. It is understood that the Caserta Diversion Office will act not only for the Yugoslav, Albanian, Greek, Austrian and Czechoslovak Missions, but also for the Italian Mission for all routings and diversions of their programs.

3. You will no doubt see that the basic routings as agreed upon during the January and February meetings in Rome and Venice respectively are brought to the notice of the Diversion Office.

*We just UNCLASSIFIED on all sent
reports to Mr. Crocker regarding diversion. Have
approved that procedure with Major Sturgate
and Col. Ruff who are satisfied with
present arrangements.*

concerning any diversions made to Venice, as these may influence the Italian Mission's routings.

I trust that you will take the necessary steps that this be observed always.

It is understood that the Caserta Diversion Office will act not only for the Yugoslav, Albanian, Greek, Austrian and Czechoslovak Missions, but also for the Italian Mission for all routings and diversions of their programs.

You will no doubt see that the basic routings as agreed upon during the January and February meetings in Rome and Venice respectively are brought to the notice of the Diversion Office.

*We just UNRECORDED MAPLES on all our
signals to W. Co. regarding diversions from
agreed that procedure with Major Longate
and Col. Jolly who are involved with
present arrangements.*

8433

154
1/3

0381

U. N. R. R. A.
Bureau of Rec. & Dis.
4 MAR 1946
212 127

ALLIED COMMISSION

APO 394

Office of the Senior Transportation Officer

Venice 31 Jan. 46

TO: C.L.O. AC. (LIASON GROUP) TREVISO
 SUBJECT: Monthly report for January 46.
 FILE: AC/VEN/TX/12.11

1. Venice Port & Warehouse

The following tonnages entered the Port of Venice during the month of Jan.:

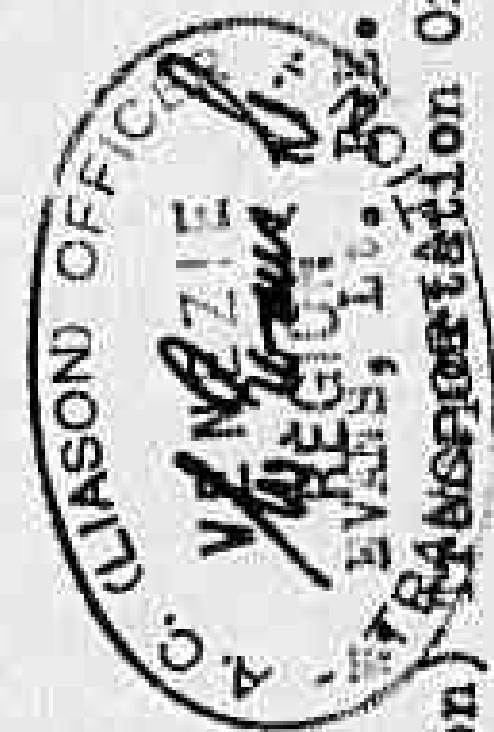
Foodstuffs	572 tons
Grain	26,000 "
Salt Liable	3,244 "
Industrial	406 "
Coal	67,450 "
Phosphatis	7,713 "

2. Rail: Tonnages moved over controlled lines have not exceed the allocation for the month of Jan. Over 13 Corps controlled lines, Udine - Tarvisio and Udine - Trieste, a total tonnage of 12,800 tons has been moved. Over the non controlled lines a total tonnage of 122,100 tons has been moved, bring the grand total up to 140,560 tons.

3. Inland Water Transport
 As this is now handled by the Italian Govt. through A.N.V.I. no statistics have reached this Office.

4. Road.

This has also been passed over to the Italian Govt. and no complaints have reached this Office. Italian Government Officials have asked this Office for advice which has been readily given.



AC (Liaison) Senior Transportation Officer

Copy to: Tr. Sub Commission - ROME for information

1. Venice Port & Warehouse

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Grain	26,000 "
Salt Edible	3,244 "
Industrial	406 "
Coal	67,450 "
Phosphatis	7,713 "

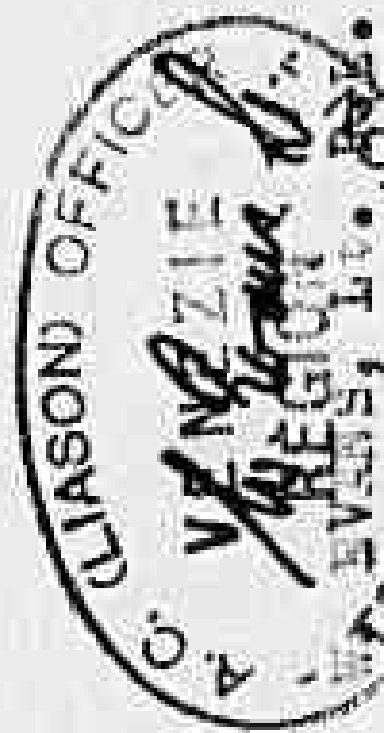
2. Rail: Tonnages moved over controlled lines have not exceed the allocation for the month of Jan. Over 13 Corps controlled lines, Udine - Tarvisio and Udine - Trieste, a total tonnage of 18,800 tons has been moved. Over the non controlled lines a total tonnage of 122,100 tons has been moved, bring the grand total up to 140,900 tons.

3. Inland Water Transport

As this is now handled by the Italian Govt. through A.N.T.I. no statistics have reached this Office.

4. Road.

This has also been passed over to the Italian Govt. and no complaints have reached this Office. Italian Government Officials have asked this Office for advice which has been readily given.



AC (Liaison) Investigation Officer

Copy to: Tr. Sub Commission - ROME for information ✓

0184

Crooks
Transportation s/c

MINISTERO DELLA MARINA

ROME, 31 December 1945

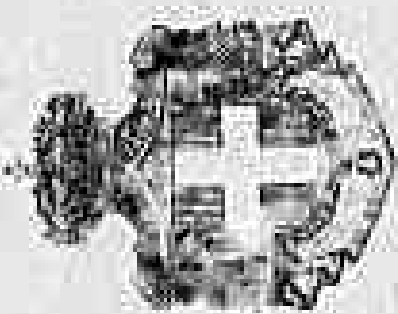
1. Following our instructions, the Provveditorato for Venice Port issues bills charging us with the expenses relative to transaction for account of Allied Commands. Said bills are sent for approval to the Docks Superintendent of Venice and afterwards to the local Port Authorities for payment.

3. On November 13, 45 the Docks Superintendent sent several bills to the Port and Warehouse Office of A.M.T., Venice, who, having received no instructions on this matter, addressed to A.M.G. Padua receiving instructions to send said bills to your Office.

5. Please acknowledge receipt.

8133

[illegible]



Trasmissione

Roma, 31 DIC. 1945 19

Ministero della Marina

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

HEAD QUARTERS ALLIED COM-
MISSION-Transportation Sub-Com-
mission Coal Division

ROMA

Divisione IV
Prot. N. 6349/2/M.A. Allegati 3

Risposta al Telex del

Dir. S. N.

OGGETTO Liquidazione spese facchinaggio a terra per carbo-
ni destinati ad Unità Militari Alleate.

- I- A seguito delle disposizioni a suo tempo impartite da questa Di-
rezione Generale, il Provveditorato al Porto di Venezia, per tutte
le operazioni di terra eseguite per conto dei Comandi Alleati, emet-
te le relative fatture a carico di queste Amministrazioni.
- Le stesse fatture sono poi presentate al Docks Superintendent di
Venezia per il visto di benestare e successivamente trasmesse, per
il pagamento, alla locale Capitaneria di Porto.

- 2- Questa procedura è stata seguita senza alcuna difficoltà fino al
31 ottobre 1945.
- Dal 1° novembre 1945, però, il Docks Superintendent, richiamandosi
a disposizioni ricevute dalle proprie Superiori Autorità, declinava
di apporre il proprio visto sulle fatture riguardanti le operazioni
di facchinaggio a terra per la partita di carbone destinate ad Unità
Militari Alleate.

3132

- 3) In relazione a ciò, il Docks Superintendent trasmetteva il 13 no-

Divisione I^a *Sc.*
Prot. V. 5849/I/M.A. Allegati 3

R O M A

Risposta al Foglio del

Dir. *Sc.* *V.*

OGGETTO Liquidazione spese facchinaggio a terra per carbo-
ni destinati ad Unità Militari Alleate.-

I- A seguito delle disposizioni a suo tempo impartite da questa Di-
rezione Generale, il Provveditorato al Porto di Venezia, per tutte
le operazioni di terra eseguite per conto dei Comandi Alleati, cует-
te le relative fatture a carico di questa Amministrazione.
Le stesse fatture sono poi presentate al Docks Superintendent di
Venezia per il visto di benessere e successivamente trasmesse, per
il pagamento, alla locale Capitaneria di Porto.

2- Questa procedura è stata seguita senza alcuna difficoltà fino al
31 ottobre 1945.

Del 1° novembre 1945, però, il Docks Superintendent, richiamandosi
e disposizioni ricevute dalle proprie Superiori Autorità, acclinava
di apporre il proprio visto sulle fatture riguardanti le operazioni
di facchinaggio a terra per la partita di carbone destinate ad Unità
Militari Alleate.

8132

3) In relazione a ciò, il Docks Superintendent trasmetteva il 15 no-
vembre 1945 un fascicolo di fatture all'Ufficio portuale dell'A.M.G.,
il quale, mancando di disposizioni, si rivolgeva alla propria sede
superiore di Padova, la quale disponeva che le fatture fossero invia-
te a codesto Ufficio.

4- Allego una distinta delle fatture insolute (L.275.053.90 e Lire
45.958.90 in totale L.320.994.80) con preghiera di voler impartire

./.

istruzioni all'Ufficio portuale di Venezia per il visto sia delle fatture in sosposto, sia di quelle future, riguardanti lo scarico o l'incoltro di carboni allo Unità ~~allegata~~ in ~~addizione~~ ~~in allegato~~. Le stesse possano essere regolarmente presentate alla Capitaneria di Venezia per il pagamento.

5- Gradirò un cortese cenno di riscontro.

Carlo Mattioli

(Carlo Mattioli)

Gen. Generale A.M.

Direttore Generale Marina Mercantile

VENEZIA PROVINCE
VENEZIE REGION
ALLIED MILITARY GOVERNMENT
A P O 394

Ref. PW 4/6

15 November 1945
Subject: Coal Bills

To: HQ AC
COAL DIVISION
R O M E
=====

From.: Alcom P.L.O.
Venice

Enclosed herewith please find coal bills
and disposal instruction as received by me from
Docks Superintendent for the following ships di-
scharged at Venice:

S/S NATHAN HAIL
S/S ALEXANDER CLAY
S/S VINCENT HARRINGTON
S/S SAMUEL PARKER

f. IT.W.J. EVANS
PORT & WAREHOUSE OFFICER
TN. A.M.G. REG.XII

Copy to: Agenzia Marittima
Provveditorato al Porto

8131

Subject: Coal Bills

Copied
REF. DG1/227

13/11/45

To: A.C. Port Liaison Officer
Venice

Enclosed herewith please find coal bills and disposal instructions as received by me from Movements Shipping, for the following ships discharged at Venice.

S/S NATHAN HALL

S/S ALEXANDER CLAY

S/S VINCENT HARRINGTON

In accordance with instructions received from higher Authority, I pass the enclosed bills for certification by you in accordance with G.H.Q. CMF. Administrative Instruction N° 25.

Copies to: Agenzia Marittima
Provveditorato al Porto

In the Field

13th November 1945

Signed
G. Savage

Major R. E.

Docks Superintendent,
Venice

8120

0370

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

6-778

DISTINTA DELLE NOTE DI ADEBITO EMESSE DAL PROVVEDIMENTATO AL PORTO DI VENEZIA
A NOME DEL MINISTERO DELLA MARINA - DIREZIONE GENERALE MARINA MERCANTILE -
PER PRESTAZIONI DI TERRA (PACCHINAGGIO E SERVIZIO FERROVIARIO) PER CARBONE
SBARCATO E SPEDITO PER CONTO DI UNITA' MILITARI ALLEATE.

1° - P A C C H I N A G G I O

(da sottoparanco a banchina, carro, ecc.)

Fattura n°	9819	ex Alexander Clay del 15/10/45	£.	18937.90
"	"	ex Alexander Clay del 15/10/45 e Nathan Hale del 19/10/45	£.	40075.90
"	9261	Alexander Clay del 15/10/45	£.	5832.70
"	9255	Nathan Hale del 19/10/45	£.	89883.30
"	9696	Samuel Parker del 29/10/45	£.	9193.80
"	9605	Vincent Harrington del 19/10/45	£.	46582.85
"	9277	Vincent Harrington del 19/10/45	£.	64547.45
			£.	275053.90
			=====	

2° - SERVIZIO FERROVIARIO

(da sottoparanco a banchina, carro, ecc.)
(Servizio ferroviario di banchina, manovra arganelli ecc.)

Fattura n°	9079	Nathan Hale del 19/10/45	£.	1991.00
"	9080	" " "	£.	2193.15
"	9081	" " "	£.	2266.25
"	9082	" " "	£.	1902.75
"	9083	" " "	£.	2097.75
"	9084	" " "	£.	2124.25
"	9085	" " "	£.	537.00
"	9086	" " "	£.	2123.75
"	9087	" " "	£.	1100.00
"	9088	" " "	£.	2070.75
"	9089	" " "	£.	1935.25
"	9090	" " "	£.	1539.75

del 29/10/45

"	"	9605	Vincent Harrington del 19/10/45	£.	46582.85
"	"	9277	Vincent Harrington del 19/10/45	£.	64547.45
				£.	275053.90
				=====	

2° - SERVIZIO FERROVIARIO

(da sottoparanco a banchina, carro, ecc.)
(Servizio ferroviario di banchina, manovra arganelli ecc.)

Pattura n°	9079	Nathan Hale del 19/10/45	£.	1991.00
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"	9081	" "	£.	2266.15
"	9082	" "	£.	1902.75
"	9083	" "	£.	2097.75
"	9084	" "	£.	2124.25
"	9085	" "	£.	537.00
"	9086	" "	£.	2123.75
"	9087	" "	£.	1100.00
"	9088	" "	£.	2070.75
"	9089	" "	£.	1935.25
"	9306	Alexander Clay 15/10/45	£.	1539.75
"	9313	" "	£.	529.30
"	9317	" "	£.	2103.40
"	9362	" "	£.	953.45
"	9363	" "	£.	1753.10
"	9310	Nathan Hale del 19/10/45	£.	2203.60
"	9311	" "	£.	2170.35
"	9312	" "	£.	1020.10
"	9361	" "	£.	2426.85
"	9316	V. Harnigton 19/10/45	£.	509.95
"	9355	" "	£.	1951.75
"	9356	" "	£.	663.50
"	9357	" "	£.	803.75
"	9359	" "	£.	1893.75
"	9358	" "	£.	1687.50
"	9360	" "	£.	1567.00
"	9353	Samuel Parker 19/10/45	£.	1064.75
"	9561	" "	£.	759.25
				=====
			£.	45958.90
				=====

CABLE CONTROL No. 02121

Rec'd UN/Rome 25. 1946 Time 16:00

ACTION
SUBJECT
INFOBureau of R & D (3)
S/5/001
Chief of Mission (2)
Bureau of F & A (2)
Bureau of R & D. HQ.
Circulation
Cable ControlFROM: A.C.TPTN VENICE
TO: SHIPPING BRANCH AC/UNIRA FOR REGAN ROME

22/2/46 16:00

AC TPTN/PORTS/6/64 SUBJECT: CRANAGE AT VENICE OF THE
FIVESCLANES HANDED OVER TO PROVVEDITORATO DEL PORTO
BY ARMY 4 ARE WORKING. 51 IB 19 UNDER REPAIRS ET 14
DAYS.

EVANS

gm/

24.1

8128

FEB 26 1947
Info
for Regan

CABLE CONTROL NO. 0233

Rec'd UN/Rome 27/2/45 15:30

ACTION = C&SKO
 SUBJECT = A/6/014
 INFO = Chief of Mission (2)
 Bureau of F & A (3)
 Bureau of R & D (2)
 Circulation
 Cable Control

FROM: UNRRA TRIESTE 21 February 1946 TIME: 14:30
 TO: UNRRA LONDON - MAIL COPIES TO UNRRA ROME ITALY
 MISSION - UNRRA/AFHQ - WSA LONDON - MWT
 LONDON - ECITO LONDON
 INFO: UNRRA WASHINGTON - UNRRA PRAGUE - UNRRA
 BELGRADE - UNRRA VIENNA

SIGNAL 1 FROM DE WAAL FOR ILIUSHENKO AND DOMINICK.

1. SUBJECT IS MEETING VENICE 20 FEB. CLEARANCE MARCH ARRIVALS TRIESTE AND VENICE FOR YUGOSLAVIA AUSTRIA, CZECHOSLOVAKIA AND HUNGARY.
2. ATTENDED BY REPRESENTATIVES UNRRA AUSTRIA, ITALY, YUGOSLAVIA, CASERTA, ERC, AFHQ, XIII CORPS, 55 AREA, 86 AREA, AC AUSTRIA, AUSTRIAN GOVERNMENT, CZECHOSLOVAK GOVERNMENT, ECITO/ORMOA, WSA AND MWT.
3. AGREED CLEARANCE THROUGH TRIESTE FOR YUGOSLAVIA 110,000: HUNGARY 8,000: AUSTRIA 24000: AND THROUGH VENICE FOR CZECHOSLOVAKIA 40,000. DETAILS THESE TONNAGE FIGURES IS SUBJECT SEPARATE SIGNAL.
4. AGREED THAT PRIORITY FOR USE OF TRIESTE WILL BE FIRST YUGOSLAVIA SECOND HUNGARY THIRD AUSTRIA WITH DIVERSIONS OF THE LATTER SHIPMENTS TO VENICE IF NECESSARY.
5. RAIL CLEARANCE THESE SUPPLIES WILL FOLLOW SAME BROAD ROUTINGS AS AGREED FEBRUARY CLEARANCES.
6. MILITARY ADVISED THAT COMMENCING APRIL, RAIL CLEARANCE THROUGH TRIESTE WILL BE INCREASED BY 2000 TONS DAILY WHICH

ADDITIONAL MAIL COPIES TO UNRRA: ECITO, ECITO/ORMOA, UNRRA, UNRRA VIENNA, UNRRA PRAGUE, UNRRA BELGRADE, UNRRA LONDON, UNRRA TRIESTE, UNRRA ROME, UNRRA ITALY, UNRRA AUSTRIA, UNRRA AUSTRIAN GOVERNMENT, UNRRA CASERTA, UNRRA XIII CORPS, UNRRA 55 AREA, UNRRA 86 AREA, UNRRA AC AUSTRIA, UNRRA CZECHOSLOVAK GOVERNMENT, UNRRA ECITO/ORMOA, UNRRA WSA, UNRRA MWT.

INFO: BELGRADE - UNRRA VIENNA

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5. RAIL CLEARANCE THESE SUPPLIES WILL FOLLOW SAME BROAD ROUTINGS AS AGREED FEBRUARY CLEARANCES.

6. MILITARY ADVISED THAT SOMMENCING APRIL, RAIL CLEARANCE THROUGH TRIESTE WILL BE INCREASED BY 2000 TONS DAILY WHICH ADDITION AVAILABLE UNRRA, THUS GIVING TOTAL UNRRA CLEARANCE TRIESTE APPROX 200,000 TONS MONTHLY.

7. REFERENCE TRANSIT GUARDS. AUTHORITY OF AFHQ AND ITALIAN GOVERNMENT SO FAR REFUSED FOR ARMED TRANSIT GUARDS ALTHOUGH UNARMED GUARDS ACCEPTABLE, BUT WHOLE SUBJECT STILL UNDER NEGOTIATION MEANTIME SPECIAL ARRANGEMENTS MADE BY AC AUSTRIA TO PROVIDE MILITARY GUARDS FOR

FEB 28 1946

./.

copy to Pzok

2 =

FIRST AUSTRIAN SHIPMENT LULK WHEAT EXPECTED VENICE THIS WEEK AND AS FIRST CZECHOSLOVAK SHIPMENTS EXPECTED LATE FEB. AND EARLY MARCH CONSIST PHOSPHATE GUARDS WILL NOT BE NECESSARY.

8. RAIL CAR POSITION. AUSTRIA ABLE PROVIDE SUFFICIENT. CZECHOSLOVAKIA STATE UNABLE PROVIDE MORE THAN 500 RAIL CARS ALTHOUGH MARCH IMPORT FIGURE LIKELY REQUIRE UP TO 1500. PROVISION NECESSARY ADDITIONAL WAGGONS FROM CZECHOSLOVAKIA AND OTHER SOURCES BEING TAKEN UP BY ECITO.

9. MILITARY STRESS NECESSITY COMMON POOL OF RAIL CARS AUSTRIA AND CZECHOSLOVAKIA MOVEMENT AND THIS MATTER ALSO REFERRED TO ECITO FOR ACTION.

10. NEXT MEETING AGREED VENICE APPROX 20 APRIL.

U.N.R.R.A.

CARS ALTHOUGH MARCH IMEOLT FIGURE LIKELY REQUIRE UP TO
1500. PROVISION NECESSARY ADDITIONAL WAGGONS FROM
CZECHOSLOVAKIA AND OTHER SOURCES BEING TAKEN UP BY ECITO.
9. MILITARY STRESS NECESSITY COMMON POOL OF RAIL CARS
AUSTRIA AND CZECHOSLOVAKIA MOVEMENT AND THIS MATTER ALSO
REFERRED TO ECITO FOR ACTION.
10. NEXT MEETING AGREED VENICE APPROX 20 APRIL.

U.N.R.R.A.

0136

APR 28 1946

WAR SHIPPING ADMINISTRATION

Rome, Italy
February 20, 1946

To : Mr. S. Regan, Ports and Shipping Division, A.C.
From : Liaison Representative, W.S.A.
Subject: Cranes for Coal Berth at Venice

*T
5000 coal
other party*

As advised you by telephone to-day, we have received the following message from Venice :-

COAL BERTH MOLO A HAS ONLY FIVE ELECTRIC CRANES WORKING OTHER FIVE REQUIRE REPAIRS WHICH HAVE NOT YET BEEN ORDERED AWAITING REGULAR BIDS ACCORDING TO REGULATIONS. PLEASE OBTAIN ITALIAN GOVERNMENT INSTRUCT PROVVEDITORATO TO DO NECESSARY REPAIRS WITHOUT LOSS OF TIME THROUGH EMERGENCY PROCEDURE OTHERWISE WILL BE IMPOSSIBLE CAREY ON PROGRAMME AS ANTICIPATED UNDERSTAND VENICE AGENZIA MARITTIMA RAILWAYS ADDRESSING SAME RECOMMENDATIONS THEIR HEADQUARTERS POME. OTHER SUBJECT NECESSARY INSTRUCT PROVVEDITORATO OBTAIN FROM LABOURERS UNIONS NIGHT WORK AND DISCHARGING BY SHIPS GEARS WHEN NECESSARY.

X Venice - Port X

8421
R. R. Spence ^{ms.}

R. R. Spence
Liaison Representative
War Shipping Administration/
Allied Commission

cc W.S.A., Naples

811 Phoned Col. Lauricella and translated message to him. He states that, as regards the working of the Port of Venice, the position is well under control, and there is no need of any ~~more~~ ^{urgent} action.
21/2/46

0379

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

785021

INCCOMING MESSAGE TN.

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: AC TPTN PORTS 6/62

Message Centre No: G/9587

Date/Time of Origin: 18FEB1600

Date Time Rec'd: 20FEB1730

Precedence: ROUTINE

FROM: ALCOM TRANSPORTATION OFFICER VENICE

TO : AC TPT HQ ALCOM

UNCLASSIFIED.

SUBJECT:- SWEEPING OF CHANNEL OF CHIOGGIA. FO DI LEVANTE.

MINESWEEPING FINISHED ON 16th FEB. DIVERS WORKING ON SEA BED IN MOUTH OF FO DI
LEVANTE, ANCHORING MARKING BUOYS WHICH HAVE BROKEN AWAY DURING BAD WEATHER,
ESTIMATED TIME OF COMPLETION 23rd FEB.

AC DIST

ACTN: TPTN
INFO: CHIEF COMMISSIONER
ECON 2
FILE 2
FLOAT

ACTION



24.1/1946

8124

X Venice - Port X

1-14-54 s/c.

C IN C MED (R) A.F.H.Q. C IN C MED NAPLES

FOIL 25

U/C

H.Q. ALCOM HAS REQUESTED THAT IT BE EXPLAINED THEIR SIGNAL 9873 OF 3rd JANUARY TO A.F.H.Q., BEING PASSED TO C IN C MED (M) AND (N), WAS MADE IN ORDER TO FACILITATE AND INCREASE RELIEF TONNAGE URGENTLY REQUIRED FOR SHIPMENT THROUGH VENICE, FOR WHICH PORT NO ALTERNATIVE IS FORESEEN, AS FULL CAPACITY OF TRIESTE WILL BE REQUIRED FOR MILITARY AND CIVIL IMPORTS, IN ADDITION TO VENICE FOR CIVIL IMPORTS. (2) MINISTRY OF MARINE HAS ALREADY AGREED TO CARRY OUT A CHECK-SWEEP AND ESTABLISH A CHANNEL FOR BARGE AND SCHOONER TRAFFIC BETWEEN CHIOGGIA AND PORTO LEVANTE. SINCE 3rd JANUARY FIFTH ITALIAN MINESWEEPING GROUP HAS BEEN STANDING BY FOR SUITABLE WEATHER TO START THIS OPERATION.

== 141047A JAN ...

DIST. 1-5,13,15,16,25. LOG. NSC. M.L.O. TN. AND SHIPING S/C.
 PORTS & WAREHOUSES DEPT. MINISTRY OF MARINE.
 ECITO (FOR BRIG. VELLORES).

T/P

P/L

TOD 22:7/11 IAG

12/1

8123

AC/24.1

Jan. 14th, 1946

Ref. : PH 1/4

To : Head Quarter Allied Forces

C. - 5 Section

A.F.O. 512

From : Alcon P.L.O.

Verice

Sub : Oil ex Elijah Cobb

With reference to your P - 3 - 88.

a) Signature was given for 105.000 metric tons at this port.

b) Quantity received was 425 drums 50.198 net: 105.660 gross wt (metric tons)

c) Quantity railed to Brack/ Mar 192 drums 35.706 net: 41.570 gross wt. (metric tons)

d) Quantity railed to line 293 drums 54.492 net: 63.456 gross wt (metric tons)

e) The ship did not finish discharging until 3.9.45 and the quantity of oil referred to in para c) was despatched on 3.9.45

The remainder of the oil was discharged at Naples when the ship proceeded for final discharge.

Copy to:-

ACABRIT VINCEN

USPA

All Corps Rep

HQ. A/C.

L. Evans. Lr.

LT. W.J. EVANS

PORT & WAREHOUSE OFFICER

To : Head Quarter Allied Forces

G. - 5 Section

A.P.O. 512

: Alcom F.I.O.

Venice

: Oil ex Clifan 0011

With reference to your P - 3 - AC.

a) Signature was given for 105,000 metric tons at this port.
 b) Quantity received was 450 drums 90.198 net; 105,660 gross wt
 (metric tons)

c) Quantity railed to Brock/ Nur 192 drums 35.706 net; 41.570
 gross wt. (metric tons)

d) Quantity railed to Lima 293 drums 51.492 net; 63.438 gross wt
 (metric tons)

e) The ship did not finish discharging until 3.9.45 and the quantity of oil referred to in para c) was despatched on 3.9.45
 The remainder of the oil was discharged at Naples when the ship proceeded for final discharge.

Copy to:-

ACABKIT Vienna

USRA

XIII Corps Rear

HQ. A/C.

TN Sub Commission

L. Evans. Lr.

LT. W.J. EVANS

PORTER & WAREHOUSE OFFICER

TN. A.M.G. REG. XII.

AC/241

VENEZIA PROVINCE
 VENEZIE REGION
 ALLIED MILITARY GOVERNMENT
 A P O 394

21 December 45.

Ref : PW 8/35

To : U.S. War Shipping Administration

ROME

From : Alcom Port Liaison Officer
 Venice

Sub : Waggon way bills

Herewith waggon way bills for the four waggons with the goods consigned to you. It is regretted so much time has been lost in forwarding the consignment on to Rome as instructed by Mr. Crooks, but your agent in Venice did not agree to the proposals.

This is being sent down as U.S. Military Cargo and will have a guard on the train to stop pilfering.

Copy to:- W.S. A. Venice

Port & Warehouse Div.
 HQ.A/C. TN S/C.

ROME

File

W. Evans. Jr.
 LT. W.J. EVANS
 PCRT & WAREHOUSE OFFICER
 TN. A.M.C. REG. III.

0021

U.S.A. C.H.R. 90 WAGON WAY BILL

Way Bill No.

From

To

Army Form W.5177
(Fads of 150)

Wagon No.

Date

For loading in
(See Note 2)

Bill of Lading Number	Consignee (See Note 3)	Description of Packages and Contents	Marks	No. of Packages	Disposal (d) (for M.C. or Docks use)
		Sp. Section	B/L 1013	9	Evening
		Am. ...	B/L 1014	1	"
			B/L 1015	1	"
			B/L 1016	1	"
			B/L 1017	1	"
			B/L 1018	1	"
			B/L 1019	1	"
			B/L 1020	1	"
			B/L 1021	1	"
			B/L 1022	1	"
			B/L 1023	1	"
			B/L 1024	1	"
			B/L 1025	1	"
			B/L 1026	1	"
			B/L 1027	1	"
			B/L 1028	1	"
			B/L 1029	1	"
			B/L 1030	1	"
			B/L 1031	1	"
			B/L 1032	1	"
			B/L 1033	1	"
			B/L 1034	1	"
			B/L 1035	1	"
			B/L 1036	1	"
			B/L 1037	1	"
			B/L 1038	1	"
			B/L 1039	1	"
			B/L 1040	1	"
			B/L 1041	1	"
			B/L 1042	1	"
			B/L 1043	1	"
			B/L 1044	1	"
			B/L 1045	1	"
			B/L 1046	1	"
			B/L 1047	1	"
			B/L 1048	1	"
			B/L 1049	1	"
			B/L 1050	1	"
			B/L 1051	1	"
			B/L 1052	1	"
			B/L 1053	1	"
			B/L 1054	1	"
			B/L 1055	1	"
			B/L 1056	1	"
			B/L 1057	1	"
			B/L 1058	1	"
			B/L 1059	1	"
			B/L 1060	1	"
			B/L 1061	1	"
			B/L 1062	1	"
			B/L 1063	1	"
			B/L 1064	1	"
			B/L 1065	1	"
			B/L 1066	1	"
			B/L 1067	1	"
			B/L 1068	1	"
			B/L 1069	1	"
			B/L 1070	1	"
			B/L 1071	1	"
			B/L 1072	1	"
			B/L 1073	1	"
			B/L 1074	1	"
			B/L 1075	1	"
			B/L 1076	1	"
			B/L 1077	1	"
			B/L 1078	1	"
			B/L 1079	1	"
			B/L 1080	1	"
			B/L 1081	1	"
			B/L 1082	1	"
			B/L 1083	1	"
			B/L 1084	1	"
			B/L 1085	1	"
			B/L 1086	1	"
			B/L 1087	1	"
			B/L 1088	1	"
			B/L 1089	1	"
			B/L 1090	1	"
			B/L 1091	1	"
			B/L 1092	1	"
			B/L 1093	1	"
			B/L 1094	1	"
			B/L 1095	1	"
			B/L 1096	1	"
			B/L 1097	1	"
			B/L 1098	1	"
			B/L 1099	1	"
			B/L 1100	1	"

For M.C. Use only

(a) If contents loaded direct to ship, the checker will show in this column where packages are stowed, giving hold number and name of deck. When wagons are unloaded to quay, dump, transit shed, lighter, etc., checker will show disposal.

Date

40,000 Pads. 8/42. C.P.Ltd. 51-5253

Signed

Mod. 22 Fed.
50 b7 - 8 - 1945

4-S.H. Camp WAGON WAY BILL

Way Bill No.

208

From

Denebia

To

P. 11103

Wagon No.

134859

Date

20-12-45

For loading in

1031.

Army Form W.5177
(Pads of 150)

(See Note 2)

Bill of Lading Number	Consignee (See Note 3)	Description of Packages and Contents	Marks	No. of Packages	Disposal (a) (for M.C. or Docks use)
	P. 11103	May 1/45 ✓	P/d. 1062	12	can
		1/46 ✓	1. - 1063	44	"
		✓	--- 995	5	"
		✓	--- 1064	2	"
		✓	--- 1061	1	"
		✓	--- 994	2	"
		✓	Bayonnet	9	"
		✓	11/45	2	"
		✓	Am. base etc.	8	"

For M.C. Use only

(a) If contents loaded direct to ship, the checker will show in this column where packages are stowed, giving hold number and name of deck. When wagons are unloaded to quay, dump, transit shed, lighter, etc., checker will show disposal.

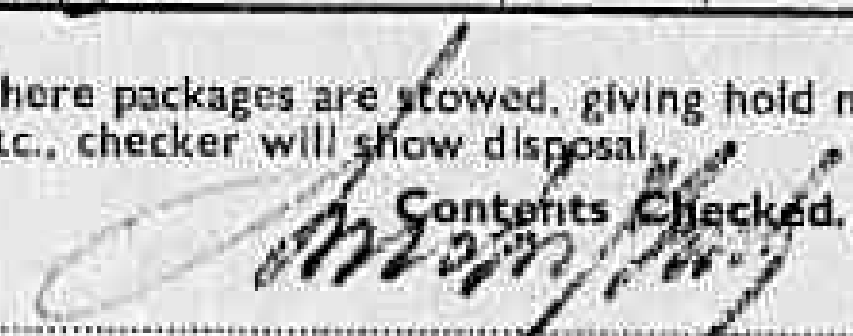
Date

20-12-45

Contents checked.

- Pads B/42, C.P.Ltd. 51-5253

Signed



WAGON WAY BILL

Way Bill No. 208
Wagon No. 134859

From Denver, CO
Date 9-12-1955

To 1/20/2011
For loading in 203-13
(See Note 2)

For M.C. Use only

(g) If contents loaded direct to ship, the checker will show in this column where packages are stowed, giving hold number and name of deck. When wagons are unloaded to quay, dump, transit shed, lighter, etc., checker will show disposal.

Date.....

WVL20386/1415 40,000 Parts. 8/42. C.P.Ltd. 51-5253

Copy to be checked

Signed

Mod. 22 Fed.
50 bl. - 8 - 1945

Army Form W.5177
(Page of 150)

U. S. R. G. R. G. O.

WAGON WAY BILL

Way Bill No. 902

From Heidi

T₁

Wagon No. 02023

Date 5-10-44

For loading in
(See Note 2)

Bill of Lading Number	Consignee (See Note 3)	Description of Packages and Contents	Marks	No. of Packages	Disposal (d) (for M.C. or Docks use)
Room	ERB	Box B/L 4 B U.S. Navy Palmer U.S. Navy 4 N-5	116 800 1062	1 H	1 H
		Box full of Bone			

For M.C. Use only

(a) If contents loaded direct to ship, the checker will show in this column where packages are stowed, giving hold number and name of deck. When wagons are unloaded to quay, dump, transit shed, lighter, etc., checker will show disposal.

Date 21-5-2019

Contents Checked

Wt.20366/1415 40,000 Pads. 8/42. C.P.Ltd. 51-5253

Signed

FEDERAZIONE ITALIANA DEI CONSORZI AGRARI MAGAZZINI GENERALI VENEZIA		NOTA DI ACCOMPAGNAMENTO VAGONE (WAGGON WAY BILL)			N. vagone <i>92923</i>
N. dell'etichetta (way bill No) <i>111 T</i>		N. sigilli (seals)			
da (from) VENEZIA		a (to) <i>Roma</i>			
diretto a (consignee) <i>Clubascia</i>		<i>U.S. Navy</i>			
Descrizione delle merci (description of commodities)	Imballaggi (type)	N. imballaggi (units number)	Totale peso netto (total net weight)	Totale peso lordo (total grossweight)	Notes
<i>Missionary</i>	<i>Cat.</i>	<i>1</i>	<i>1300</i>		
<i>Quinto</i>	<i>Cat.</i>	<i>11</i>	<i>2800</i>		<i>US Navy</i>
			<i>6000</i>		
			L'incaricato della spedizione <i>[Signature]</i>		

WALTON WAY, BILL

From _____

To 17 0770

Date 2-12-90

For loading in 510
(See Note 2)

For M.C. Use only

(g) If contents loaded direct to ship, the checker will show in this column where packages are stowed, giving hold number and name of deck. When wagons are unloaded to quay, dump, transit shed, lighter, etc., checker will show disposal.

Date 21/10/2019

Contents Checked

Signed _____

Mod. 22 Fed.
50 bl. - 8 - 1945

0393

PW9/68

G/6061

211530A

DEC 221000

ALCOM PORT LIAISON OFFICER VENICE

IMPORTANT

U.S. WAR SHIPPING ADMINISTRATION ROME INFO HQ ALLIED COMMISSION
PORT & WAREHOUSE FIV TNS/C ATTN MRX CROOKS

UNCLASSIFIED

Following waggons forwarded to you on 21st December.

30736 - 56853 - 92923 - 134859 . Contents household goods and stores
ex Elijah Cobb. Waggon way bills forwarded by post

AC DIST

ACTION: W S A (ROME)

INFO : CHIEF COMMISSIONER

TN.S/C 2

ECON.SEC. 2

FILE 2

FLOAT

84114 DEC 22 1968

0 3 9 4

ADRIATIC SHIPPING COMPANY

SOCIETA' A RESPONSABILITA' LIMITATA

ANCONA - VENEZIA - TRIESTE

SEDE LEGALE VENEZIA

C. I. A. VENEZIA 46059

AGENTI

AMERICAN EXPORT LINES, INC.
LYKES BROS. STEAMSHIP CO., INC.

VENEZIA: 12th Dec. 1945

Colle Larga XXII Marzo 1931
Telefono: 26-854
Indirizzo telegrafico: "Adriatic".

To: Stephen A. Regan
Liaison Representative, W.S.A.
Allied Commission
Rome

From: Adriatic Shipping Company
Venice

Dear Sir,

Special cargo from "Alijah Cobb"

We received to day your letter of the 7th inst.

Local Port Liaison Officer, Lt. Evans, told us yesterday that he had received instructions from Mr. C. Cooks of Allied Commission, Rome, to forward all this special cargo to Rome. We have had no special instructions ourselves, and await same in order to proceed.

We cannot deliver this cargo without specific instructions because it is all covered by Bills of Lading which are in the hands of each single consignee.

Telephonic instructions had previously been given to us to forward the 27 cases for the United Seamen's Service to Leghorn. Lt. Evans yesterday told us that the latest instructions were that he forward these to Rome together with the rest of this special

To: Stephen A. Regan
Liaison Representative, W.S.A.
Allied Commission

Rome

From: Adriatic Shipping Company

Venice

Dear Sir,

Special cargo from "Elijah Cobb"

We received to day your letter of the 7th inst.

Local Port Liaison Officer, Lt. Evans, told us yesterday that he had received instructions from Mr. C. Cooks of Allied Commission, Rome, to forward all this special cargo to Rome. We have had no special instructions ourselves, and await same in order to proceed.

We cannot deliver this cargo without specific instructions because it is all covered by Bills of Lading which are in the hands of each single consignee.

Telephonic instructions had previously been given to us to forward the 27 cases for the United Seamen's Service to Leghorn. Lt. Evans yesterday told us that the latest instructions were that he forward these to Rome together with the rest of this special cargo.

ADRIATIC SHIPPING COMPANY

SOCIETA A RESPONSABILITA LIMITATA

ANCONA - VENEZIA - TRIESTE

SEDE LEGALE VENEZIA

C. C. L. A. VENEZIA 46053

AGENTI

AMERICAN EXPORT LINES, INC.
LYKES BROS. STEAMSHIP CO., INC.

VENEZIA

Calle Targa XIII Marzo, 2031

Telefono: 26.854

Indirizzo telegrafico: "Adriatic"

- 2 -

We are, therefore, holding all of this special cargo pending receipt of direct telegraphic instructions of delivery.

Your letter of the 7th does not give us definite orders but merely general suggestions as to how the matter might be handled.

We have already written twice to American Export Lines, Rome Office in this connection.

Yours very truly



Adriatic Shipping Company

Manager

AGENT
AMERICAN EXPORT LINES, INC.
LYKES BROS. STEAMSHIP Co., INC.

VENIZIA
Celle Larga XXI Marzo, 2031
Telefono: 26-854
Indirizzo telegrafico: "Adriatic".

- 2 -

We are, therefore, holding all of this special cargo pending receipt of direct telegraphic instructions of delivery.

Your letter of the 7th does not give us definite orders but merely general suggestions as to how the matter might be handled.

We have already written twice to American Export Lines, Rome Office in this connection.

Yours very truly

Bianchi

Adriatic Shipping Company

Manager

C112

13th Dec. 1945

To: Stephen A. Regan
Liaison Representative, W.S.A.
Allied Commission
Rome

From: Adriatic Shipping Company
Venice

Dear Sir,

Special cargo from "Elijah Cobb"

We received to day your letter of the 7th inst.

Local Port Liaison Officer, Lt. Evans, told us yesterday that he had received instructions from Mr. C. Cooks of Allied Commission, Rome, to forward all this special cargo to Rome. We have had no special instructions ourselves, and await same in order to proceed.

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at the cost of this special

To: Stephen A. Regan
Liaison Representative, R.S.A.
Allied Commission
Rome

From: Adriatic Shipping Company
Venice

Dear Sir,

Special cargo from "Elijah Cobb".

We received to day your letter of the 7th inst.

Local Port Liaison Officer, Lt. Evans, told us yesterday that he had received instructions from Mr. C. Cooks of Allied Commission, Rome, to forward all this special cargo to Rome. We have had no special instructions ourselves, and await same in order to proceed.

We cannot deliver this cargo without specific instructions because it is all covered by Bills of Lading which are in the hands of each single consignee.

Telephonic instructions had previously been given to us to forward the 27 cases for the United Seamen's Service to Leghorn. Lt. Evans yesterday told us that the latest instructions were that he forward these to Rome together ~~with~~^{and} the rest of this special cargo.

- 2 -

We are, therefore, holding all of this special cargo pending receipt of direct telegraphic instructions of delivery.

Your letter of the 7th does not give us definite orders but merely general suggestions as to how the matter might be handled.

We have already written twice to American Export Lines, Rome Office in this connection.

Yours very truly

P. Bianchi

Adriatic Shipping Company

Manager

8110
OTIS

Alfred Cuffari

471351 - E466.

0402

Street No. ☐ COMMERCIAL

AMERICAN

Manifest of Cargo Shipped on board of the Steamship

Commander H L ACEY

Sailed from NEW YORK

for NAP

Item	Shipper	Destination	Quantity
1	UNITED SEAMENS SERVICE INC	UNTO US WAR SHIPPING ADMIN.- UNITED SEAMENS SERVICE NTFY SAME AT NAPLES ITALY	21 C
2	-DO-	-DO-	6 C
3	✓ NETHERLANDS PURCHASING COM- MISSION	UNTO H.M. MINISTER TO THE VATICAN JHR. MR. M.W. VAN WEEDE NTFY SAME AT VATICAN CITY ROME ITALY	4
4	HOWARD FYE	ORDER AMERICAN CONSUL GENERAL NAPLES ITALY	1
48	MM -DO-	-DO-	6 C
		AMERICAN EMBASSY ROME ITALY VIA NAPLES	6 6 8 1 1 2 1 3 1
		AMERICAN LEGATION TIRANA ALBANIA VIA NAPLES	1 1 2

209

ERB
JPM
ECW
ARR
FID
EM

AGENTS

ELIJAH COBB

101

NAPLES

NOVEMBER

1345

MARK	DESCRIPTION	QUANTITY	PAYABLE WEIGHT	UNIT	UNIT	UNIT	UNIT	UNIT
IN.- WFFY	USS-12 UNITED SEAMENS SERVICE US WAR SHIPPP ING ADMIN NAPLES ITALY 291/311	21 CS. CANTEEN SUPPLIES	1422	79	6	FREIGHT FREE		
0	USS-L-11 US WAR SHIP- PING ADMIN. UNITED SEAMENS SERVICE NAPLES ITALY 75/80	6 CS. CANTEEN SUPPLIES	345	16	3	- DO -		
HE N WEEDE Y	NETH. MINISTER WPC GP MISC 613 VAT- ICAN CITY 6237/6240	2 LOOSE TIRES & TUBES INSIDE CASING	135	9	0	MIN		
✓	AMERICAN CONSULATE GENERAL NAPLES ITALY <WET>	1 CS. HOUSEHOLD GOODS	433	43	11	37.50 M		
	AMERICAN EMBASSY ROME ITALY VIA NAPLES	6 CS. CHESTS & MIRRORS	1026	840	0	950/CU FT	798	
		6 CS. RAILS & SLOTS	450	530	4	18 M	238	
		6 CS. BEDS	438	157	0	24 M	94	
		8 CS. LIQUID FLOOR WAX	450	59	6	21.50 M	31	
	<ERB>	1 ✓ HOUSEHOLD GOODS	860	63	10	37.50 M	39	
	<JPH>	1 ✓ BOXED CHEVROLET AUTOMOBILE	4810					
	<ECW>	2 CS. PERSONAL EFFECTS	100					
	<ARR>	1 CS. PERSONAL EFFECTS	125					
	<FM>	3 CS. PERSONAL EFFECTS	546					
		1 CRT. RADIO	37					
	AMERICAN LEGATION TIRANA ALBANIA VIA HAR. EC. 100/100	1 TIERCE CHINAWARE	80	20	7	28.25 M		
		1 BBL. GLASSWARE	58	58	4	21.50 M		
		2 CS. BBL. GLASSWARE	20					

AGENTS

Voyage No. 5

NOVEMBER

5

Giffani
top floorPAYABLE
WEIGHT

IES

1122

79

6 FREIGHT FREE

IES

345

16

3 - DO -

ES INSIDE

135

9

0

MIN

7 50

DS

1133

113

11

37.50 M

41

17

RS

1026

840

0

950/CU FT

798

00

450

530

1

18 M

238

65

438

157

0

24 M

94

20

WAX

450

59

6

21.50 M

31

98

DS

0600

63

10

37.50 M

59

88

AUTOMOBILE

0810

100

125

546

37

ECTS

ECTS

ECTS

80

20

7

28.25 M

14

54

60

58

4

21.50 M

31

35

70

taken up at Rome City on Jan. 5

RECEIVED

NOTIFY SAME AT VATICAN CITY
ROME ITALY

VATICAN CITY 6257/6240

4 HOWARD FYFE

ORDER AMERICAN CONSUL GENERAL
NAPLES ITALY

AMERICAN CONSULATE
GENERAL NAPLES ITALY
<WF>

4B -DO-

-DO-

AMERICAN EMBASSY ROME
ITALY VIA NAPLES

<ERB>
<IPW>
<ECW>
<ARR>
<FM>
<EN>

8:09

4-A -DO-

-DO-

AMERICAN LEGATION
TIRANA ALBANIA VIA
NAPLES IN TRANSIT
TIRANA

RECEIVED BY MISC CITY
 ICAN CITY 6237/6240

CASINO

✓ GENERAL AMERICAN CONSULATE
 GENERAL NAPLES ITALY
 (WEE)

AMERICAN EMBASSY ROME
 ITALY VIA NAPLES

(ERB)

(UPW)

(ECW)

(ARR)

(FM)

(IM)

✓ AMERICAN LEGATION
 TIRANA ALBANIA VIA
 NAPLES IN TRANSIT
 TIRANA

1 CS. HOUSEHOLD GOODS

6 CS. CHESTS & MIRRORS

6 CS. RAILS & SLOTS

6 CS. BEDS

8 CS. LIQUID FLOOR WAX

1 ✓ MAN HOUSEHOLD GOODS

1 ✓ BOXED CHEVROLET AUTOMOBILE

2 CS. PERSONAL EFFECTS

1 CS. PERSONAL EFFECTS

3 CS. PERSONAL EFFECTS

1 CRT. RADIO

1 TIERCE CHINAWARE

1 BBL. GLASSWARE

2 CS. DRY GOODS

1 CS. GLASSWARE

1 CSL. OIL RANGE (INC. WICKS)

1 CS. CHINA & GLASSWARE

1 CS. KITCHEN UTENSILS

1 CS. KEROSENE REFRIGERATOR

1 BBL. GLASSWARE

2 TIERCE CHINAWARE

2 CS. COMBINATION RADIO &
 PHONOGRAPH

TOTAL GROSS WEIGHT

PAYABLE WEIGHT

433	13	11	37.50 M	
1026	840	0	950/CU FT	798
450	550	4	18 M	238
438	157	0	24 M	98
450	59	6	21.50 M	31
8600	63	10	37.50 M	59
1010				
100				
125				
546				
37				
50	20	7	28.25 M	
58	4		21.50 M	
30	32	6	24 M	
54	73	11	37.50 M	
335				
247				
160				
645				
86				
210				
150				

21203 1984 8 TOTAL MEASU

NONE 1888 11 PAYABLE ME

95 9 FREE MEASU

*from off of Rome City in
 Jan. 5/1946*

D GOODS

MIRRORS
SLOTSFLOOR WAX
D GOODS

OLET AUTOMOBILE

L EFFECTS
L EFFECTS
L EFFECTSMADE
WARE

ARE

DS

ARE

ANGE (INC. WICKS)

GLASSWARE

N UTENSILS

NE REFRIGERATOR

WARE

NAWARE

ATION RADIO &

GRAPH

from off of Rome. City on
Jan. 5, 1946

433	13	11	37.50 M	41	17
1026	840	0	954/CU FT	798	09
450	530	4	18 M	238	65
438	157	0	24 M	94	20
450	59	6	21.50 M	31	98
0500	63	10	37.50 M	59	84
4010					
100					
125					
546					
37					
50	20	7	28.25 M	14	54
	56	4	21.50 M	31	35
234	52	6	24 M	19	53
54	73	11	37.50 M	69	30
335					
247					
160					
645					
86					
210					
150					

TOTAL GROSS WEIGHT

21203

1984

8

TOTAL MEASUREMENT

PAYABLE WEIGHT

NONE

1888

11

PAYABLE MEASUREMENT

95

9

FREE MEASUREMENT

Sheet No.

1 NAVY

AMERICAN

MAIN

Manifest of Cargo Shipped on board of the Steamship
 Commander H. L. ACEY Sailed from NEW YORK for

B/L	SHIPPERS	CONSIGNEES	MARKS AND NUMBERS
N-1	SUPPLY OFFICER IN COMMAND N/VAL CLOTHING DEPOT	UNTO SUPPLY OFFICER PALERMO SICILY	SUPPLY OFFICER PALERMO SICILY 14296 " 14396 14397 14938-14939- 14940 & 14970 " "
N-2	SUPPLY OFFICER IN COMMAND US NAVAL SUPPLY DEPOT BAYONNE NEW JERSEY GOVT B/L WH-995 GOVT B/L WH-994	UNTO- U S NAVY OFFICER IN CHARGE TARANTO ITALY UNTO U S NAVY OFFICER IN CHARGE, PALERMO SICILY	US NAVY OFFICER IN CHARGE TARANTO ITALY VIA: NAPLES ITALY NSD BAYONNE NEW JERSEY B/L WH-995 US NAVY OFFICER IN CHARGE PALERMO SICILY VIA: NAPLES ITALY NSD BAYONNE NJ B/L WH-994
N-4	GOVT B/L WH-1061	- 00 -	

8100

AMERICAN EXPORT LINES, INC. AGENTS

MAIN OFFICE 29 BROADWAY, NEW YORK 4, N. Y.

Shipped on board of the Steamship

ELIJAH COBB

(Voyage No. 5

Sailed from NEW YORK for NAPLES

NOVEMBER 19

CONSIGNEES	MARKS AND NUMBERS	PACKAGES AND CONTENTS	WEIGHT (POUNDS)	MEASUREMENT Ft. In.
APPLY OFFICER PALERMO SICILY	SUPPLY OFFICER PALERMO SICILY 14296 " 14396 14397 14938-14939- 14940 & 14970 " "	1 CTN. BUTTON NO1BN <EAGLE GOLD> 3 CTNS CAPS NO1BN NOT MILITARY VISOR <FRAMES ONLY> 11 CTNS. SHOES NO1BN LEATHER <LOW> 4 CTNS. CLOTHING NO1BN <RAINCOAT-OVERCOAT> CLOTHING NO1BN 1 CTN. <RAINCOAT-OVERCOAT> 1 CTN. CLOTHING NO1BN <BLUE SUIT SERGE CPO>	110 128 1430 560 160 160	 244 0
OFFICER IN CHARGE ITALY	US NAVY OFFICER IN CHARGE TARANTO ITALY VIA: NAPLES ITALY NSD BAYONNE NEW JERSEY B/L WH-995	5 PCS NAVY CARGO	2740	74 0
NAVY OFFICER IN PALERMO SICILY	US NAVY OFFICER IN CHARGE PALERMO SICILY VIA: NAPLES ITALY NSD BAYONNE NJ B/L WH-994	2 PCS. NAVY CARGO	142	4 0
- 00 -		2 CASES US NAVY SUPPLIES	77	2 0

PORT LINES, INC. AGENTS

BY, NEW YORK, N.Y.

H COBB

(Voyage No. 5)
NOVEMBER

1945

AND CONTENT	WEIGHT POUNDS	MEASUREMENT		RATE	Freight	
		Fe	In		Available in New York	Receivable in
ION NOIRN (EAGLE GOLD)	110					
S NOIRN NOT MILIN-						
R (FRAMES ONLY)	128					
ES NOIRN LEATHER (LOW)	1430					
THING NOIRN	560					
AT-OVERCOAT)						
THING NOIRN		244	0		FREIGHT FREE	
COAT-OVERCOAT)	160				AS ARRANGED	
THING NOIRN	160					
SUIT SERGE (FO)						
CARGO	2740	74	0		DO	
Y CARGO	142	4	0		DO	
NAVY SUPPLIES	77	2	0		DO	

		UNTO-	
N-2	SUPPLY OFFICER IN COMMAND US NAVAL SUPPLY DEPOT BAYONNE NEW JERSEY GOVT B/L WH-995	U S NAVY OFFICER IN CHARGE TARANTO ITALY	US NAVY OFFICER IN CHARGE TARANTO ITALY VIA: NAPLES ITALY NSD BAYONNE NEW JERSEY B/L WH-995
81083	- DO - GOVT B/L WH-994	UNTO U S NAVY OFFICER IN CHARGE, PALERMO SICILY	US NAVY OFFICER IN CHARGE PALERMO SICILY VIA: NAPLES ITALY NSD BAYONNE NJ B/L WH-994
N-4	- DO - GOVT B/L WH-1061	- DO -	
N-5	- DO - GOVT B/L WH-1062	- DO -	
N-6	- DO - GOVT B/L WH-1063	- DO -	
N-7	- DO - GOVT B/L WH-1064	- DO -	
N-8	- DO - GOVT B/L WH-1065	- DO -	

		<BLUE SUIT SERGE CPO>							
CHARGE	US NAVY OFFICER IN CHARGE TARANTO ITALY VIA: NAPLES ITALY NSD BAYONNE NEW JERSEY B/L WH-995	5	PCS NAVY CARGO			2740	74	0	
R IN LY	US NAVY OFFICER IN CHARGE PALERMO SICILY VIA: NAPLES ITALY NSD BAYONNE NJ B/L WH-994	2	PCS NAVY CARGO			142	4	0	
		2	CASES US NAVY SUPPLIES			77	2	0	
		17	CASES U S NAVY SUPPLIES ✓ CS ON DECK AT SHIPPERS RISK 7408# -104/8 >			14789	372	0	
		64	PACKAGES U S NAVY SUPPLIES			6531	271	0	
		4	CASES U S NAVY SUPPLIES			316	16	0	
		53	CASES U S NAVY SUPPLIES			2161	57	0	
			TOTAL GROSS WEIGHT			29304	1040	0	TOTAL MA
			FREE WEIGHT			NONE	1040	0	FREE ME

SERGE CPO>

RGO

2740

74 0

- 00 -

RGO

142

4 0

- 00 -

NAVY SUPPLIES

77

2 0

- 00 -

NAVY SUPPLIES

14789

372 0

- 00 -

CHECK AT SHIPPERS
104/B >

S NAVY SUPPLIES

6531

271 0

- 00 -

NAVY SUPPLIES

316

16 0

- 00 -

NAVY SUPPLIES

2161

57 0

- 00 -

R N

GROSS WEIGHT

29304

1040 0

TOTAL MEASUREMENT

EIGHT

NONE

1040 0

FREE MEASUREMENT

TPTN.

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: PW 9/74Message Centre No: G/6752Date/Time of Origin: 041700ADate Time Rec'd: JAN 050945Precedence: IMPORTANTFROM: ALCOM P L G VENICETO : HQ ALLIED COMMISSION TN SUB COMMISSION ATTN MR CRCOKS

UNCLASSIFIED

Subject. Tonnage capacity of silos at marittima. Ground floor
3 tons per SQ meter other floors 1.5 tons per SQ. meter. Ground floor
contains machinery for bagging other floors hold bulk wheat.

AC DIST

ACTION: TPTN S/C

INFO: CHIEF COMMISSIONER

FILE 2

FLCAT

ACTION

8107

AC/24.1

GSD/10

TRANSPORTATION & SHIPPING SUB-COMMISSION, A.C.
(RAIL DIVISION)
c/o Transportation (Er) Main
C.M.F.

Tel: 843403
Ref: AC/202/Tn 4

3 January 1946

SUBJECT : Repairs of Box wagons.

TO : Italian State Railways
Building

1. A report has been received that the repairs to Wagons, particularly Box Wagons, at Venice, is not keeping up with requirements.
2. In view of the perishable and pilferable nature of the commodities requiring movement from the Port would you please have this matter investigated as early as possible and arrange that adequate repair facilities are made available.
3. Will you please report to this office your action.

James May RE
for Director

Copy to: Port Liaison Officer, A.C. Venice
Ports & Warehouse Div. (Attn. Mr Crooks) ✓
Shipping Branch
Tn & Shipping Sub-Commission (attn. Major Berridge).

8106

A C/24.1

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION and SHIPPING SUB COMMISSION

Tel. 290
Ref. AC/24.1/104/Tn6

CCC/mvm
31 December 1945

SUBJECT: Receiving Reports - Venice

TO : War Shipping Administration
Rome
(Att: Mr. S. Regan)

1. For your information and handling, we quote below letter #PW 6/20 of 21 December 1945, addressed to the Finance Sub Commission by Lt. W. J. Evans, our Port & Warehouse Officer, in Venice, copy of which was forwarded to this office:

"With reference to your 1364/F/A the out-turn receiving reports sent to WSA Venice for signature, 3 days after the ELIJAH COBB had finished discharging.

I have just been in telephone conversation with these people and they inform me that they will attend to the matter right away.

These agents seem to treat everything very casually and also seem to be full of various excuses which are nothing but lies.

I should be pleased if you could write them from Rome telling them about their responsibilities to AMG. I have tried without success. They seem to stop progress on everything they handle."

CHARLES C. CROOKS, Chief
Ports & Warehouse Division

0 4 1 7

21 December 45

Ref : PW 6/20

To : HQ. Allied Commission
Finance Sub Commission

Rome

From : Alcom Port Liaison Officer
Venice

Subject : Receiving Reports

With reference to your 1364/F/A the out-turn receiving reports sent to W.S.A. Venice for signature, 3 days after the MILJAH COBP had finished discharging.

I have just been in telephone conversation with these people and they inform me that they will attend to the matter right away.

These agents seem to treat everything very casually and also seem to be full of various excuses which are nothing but lies.

I should be pleased if you could write them from Rome telling them about their responsibilities to A.N.S.

I have tried without success.

They seem to stop progress on everything they handle.

W. Evans. Jr.

LT. W.J. EVANS
PORT & WAREHOUSE OFFICER

Rome
From : Aloom Port Liaison Officer
Venice

Subject : Receiving Reports

With reference to your 1364/E/A the out-turn receiving reports sent to M.C.A. Venice for signature, 3 days after the ELIJAH COHEN had finished discharging.

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Evans. li.

LT. W.J. EVANS
PORT & WAREHOUSE OFFICER
TN. A.M.G. REC. XII.

Copy to: - Port & Warehouse Division
HQ. Allied Commission
Attn. Mr. Crooks
R O M E

8104

30 December 45

Ref : PW 3/13

To : TN A.M.G.
Region XII
VeniceFrom : ALCOM Port Liaison Officer
Venice

Subject : Monthly Report

Shipping: This month the S.S. ELIJAH COBB arrived with supplies under the 100 000 000 £ Y B programme. The majority of which was stockpiled at Turin and Milan.

The second shipment of silk arrived too late for despatch on the S.S. BACTRIA and is now warehoused in Mag. N° 12 under a military guard waiting for shipment to U.K.

During this month medical stores arrived per S.S. PANDORIAN for ACABRIT Vienna and were despatched without delay.

The remainder of the vegetable oil ex ELIJAH COBB requisition X 9 approx 54 tons was despatched to Commanding Officer Land Military Government Linz on 3 rd December.

Shipments of coal are arriving but not to the extent of the programme given by TN Sub Commission, Shipping Branch, Rome.

No bulk wheat ship has arrived up to date.

Berth N° 16 is about to be dredged to a mean depth of 27'.

Rail : Clearance programme by rail is being met without much difficulty. Some of the box cars are still arriving with the floor badly damaged. By rail 223 tons of foodstuffs have been received and

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No bulk wheat ship has arrived up to date.

Berth No 16 is about to be dredged to a mean depth of 27'.

Rail : Clearance programme by rail is being met without much difficulty.

Some of the box cars are still arriving with the floor badly damaged. By rail 223 tons of foodstuffs have been received and 4,425 tons despatched (chiefly flour for stockpile ex ELIJAH COBB)

Road : 149 tons of Foodstuffs were despatched by truck to the various provinces in the region during the month.

Depots : Mag.No 4 is still requisitioned by the Town Major for the Currency Holder Austria, a letter has been sent to ACABRIT Austria, asking if this may be de-requisitioned, but to date no reply has been received.

8103

AC/24.7

- 2 -

The customs officials have opened an office in Mag. No 13, and also have the use of the 1st floor in Mag. 6, 7 & 8 if they require it.

Statistics:

	<u>Receipts</u>	<u>Issues</u>	<u>Stock</u>
Alcom Depot 12			
Food;	5 688	4 577	5 000
Miso;	86	86	229
Salt Monopoly			
Salt edible	2 000	1 600	14 000
indust.	1 400	200	
Agenzia Marittima			
Coal	49 613	47 613	2 000
Sepral	2 010	2 000	---
Citric fruit	450	450	---

L. Bruno Lt.

LT. W.J. EVANS
PORT & WAREHOUSE OFFICER
IN. A.M.G. REGIONAL
Province

Copy to:- Port & Warehouse Division
 A.M.G. Venezia
 Port Commandant
 File

8102

HQ ABCOK

28 16 1/4 Dec. 45

(1) PORT LIAISON OFFICER VEHICLE FOR LT EVANS

9716

UNCLASSIFIED

PARA ONE PD ADVISE BY MATCH SIGNAL CUBIC AND TONNAGE CAPACITY
OF AVAILABLE WAREHOUSES ALSO WAREHOUSES REQUISITIONED BY MILITARY PD

8101

PRIORITY

TRANSP. & SHIPP. S/O

G. J. LEONE
CWO USA

AC/24.1

IFC/alc

TRANSPORTATION & SHIPPING SUB COMMISSION

INTER OFFICE MEMORANDUM

Tel : 478701

28 December 1945

399/171/Tn 3

SUBJECT : Repairs of Box wagons

TO : Rail Division (Tn 4)

1. Confirming conversation Capt. Clinging - Capt. Jeffreys today.
Herewith copy of my 399/156/Tn 3 dated 4 December '45 for action.
2. The Port Liaison Officer Venice states that he has instructed the Federazione Consorzi Agrari to employ a carpenter to do minor repairs to wagons.
The December and January programmes are heavy and he fears that the repairs required to be done to wagons in order to fulfill these programmes may be more than the one man can handle.
3. Will you please reply direct to the Port Liaison Officer Venice advising him of what assistance can be given, with a copy to this office for information.

C.F. Berridge
C.F. BERRIDGE,
Major R.E.

Copy to : Ports and Warehouse Division (attn. Mr. Crooks)
Shipping Branch

9100

AC/24.1

Ext. 466

KJC/au

HEADQUARTERS ALLIED COMMISSION
APO 394
FOOD & AGRICULTURE SUB-COMMISSION

51-7/FOOD

13 December 1945

SUBJECT: Transportation of grain from
Venice by inland water transport

TO : Federazione Italiana dei Consorzi Agrari, ROME

1. We have been advised by the Transportation and Shipping S/C that ANNI are now in a position to deliver wheat by canal from Venice to the following destinations:

- a) North of Venice :
Trieste (Via Grado)
Udine (San Giorgio di Nogaro)
Treviso
Padova
- b) South of Venice :
Rovigo (Cavarzere)
Ferrara (Pontelagoscuro)
- c) West of Venice:
Mantova - the unloading point at Mantova is rail served and it would be possible to rail wheat unloaded at Mantova to Brescia, Bergamo, Sondrio, Verona, Cremona and Milan.

2. With your knowledge of the inland waterways of the North we will appreciate it if you will advise us the tonnages per month that you believe it would be practical to unload at Venice and distribute by barge and canal. For your information we show below the monthly tonnages of foreign imported grain required to supply the various provinces involved in the winter and early spring of 1946.

Trieste	4300
Udine	5360
Treviso	3207
Padova	4604
Rovigo	2140
Ferrara	2350
Mantova	2032
Brescia	6420
Bergamo	5300
Sondrio	1400

5039

Milano	23000
Cremona	6600
Verona	4300

J. M. Merritt
JAMES M. MERRITT
Director

Distribution

HQ AC Transportation & Shipping S/C (Attn: Major Laraman)
Economic Commissioner Northern Italy (for Food & Agriculture)
S/C Representative)

8098

12 December 45

Ref:- PW 7/ 4

To:- H.Q. Allied Commission Subject:- Silk
 TN Sub Commission
 Port & Warehouse Division
 attn. Mr. Crooks
 R O M E

From:- Alcom Port Liaison Officer
 Venice

To your information the silk which was to be shipped on board the

S.S. BACTRIA arrived too late: Reasons:

- 1) It took four days for an important telegram to arrive at Milan.
 (Representative of Ministry of Supply)
- 2) Staff Capt. HQ. Movements Shipping Venice gave orders for the Capt. to sail on the morning of the 1st December thereby causing the writer to send a telegram stopping the despatching of silk.
- 3) It is now stored in No 12 Magazine with a Military Guard over it awaiting transhipment to England.

Could you please negotiate with M.W.T. and pass the information on to this office.

2037

h. Evans. Lr.

LT. W.J. EVANS
 Govt to:- TN & Shipping Sub Commission Warehouse Officer

0427

attn. Mr. Crooks

ROME

From:- Alcom Port Liaison Officer

Venice

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22/12/47

L. Evans. Lt.

LT. V. J. EVANS
PORT & WAREHOUSE OFFICER
TN. AM.C. REC. XII.

Copy to:- TN & Shipping Sub Commission

Rome

M.W.T. Venice

Received

AC/24.1

AC/24.1

VENEZIA PROVINCE
 VENEZIE REGION
 ALLIED MILITARY GOVERNMENT
 A P O 394

11 Desember 45

Ref:- PW 4/10

To:- TN Sub Commission
 Port & Warehouse Division
 R o m e

From:- Alcom Port Liaison Officer
 Venice

1. Herewith the statistics on the unloading of the abovementioned vessel.⁷

Date:	Commodity	Hrs.work:	Tons discharged:	Remarks :
28 Nov.	flour	0800 to 2000	51.5	Rigging derieks
29 Nov.	flour & milk powder	0800 to 1730	408.376	
30 Nov.	flour & milk	0800 to 2000	733.687	moved from berth 6 to 16
1 Dec.	flour, pwd. milk, dried vegetables	0800 to 2000	1165.255	
2 Dec.	do.	0800 to 1730	688.235	rain stopped work for 1/2 day
3 Dec.	do	0800 to 1730	366.123	do.
4. Dec.	do	0800 to 2400	1492.368	
5 Dec.	do	0800 to 1800	912.507	

All Y B programme

8095

22 When the December programme starts they have agreed to work two

Port & Warehouse Division ✓

R o m e

From:- Alcom Port Liaison Officer

Venice

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4. Dec.	do	0800 to 2400	1492.368	
5 Dec.	do	0800 to 1800	912.507	

All Y B programme

22 When the December programme starts they have agreed to work two 8 hrs shifts in the port, so the figures should be a lot better.

3. The flour ie: 2000 tons Turino A.M.G. Stockpile
3645 tons Milan AAM.G. do
the last waggon has been despatched to-day.

Copy to:- H.Q. Allied Commission-
Transportation & Shipping Sub Commission Rome

- 2 -

Copy to:- HQ. Allied Commission
Food S&W Division
R o m e
Reg. Transportation Officer
File

W. J. Evans
LT. W. J. EVANS
PORT & WAREHOUSE OFFICER
TN. AM. C. REG. M. L.

8094

Ref:- PW 7/5

12 December 45

To:- HQ. Allied Commission
Commerce Division

R o m e

From:- Alcom Port Liaison Officer
Venice

1. When the writer first arrived here there was a programme for the shipment of hemp at the rate of 400 tons per month. The first shipment was made in October. Since then the S.S. BACTRIA arrived to load 70 tons of hemp, but there was no hemp forwarded from Hemp Control at Bologna for this shipment.
2. The writer tried to get in touch by phone with Mr. Thoroughed, Representative of Hemp Control in Bologna but was informed he had gone to England.
3. For future consignments could you forward to this office the telephone number & address of the representative in Bologna, so that the writer may be able to get in touch with him to call forward further consignments for shipments.

L. Evans

LT. W.J. EVANS

Copy to:- Port & Warehouse Division & WAREHOUSE OFFICER

R o m e

File

TH. A.M.C. 8493

Venice

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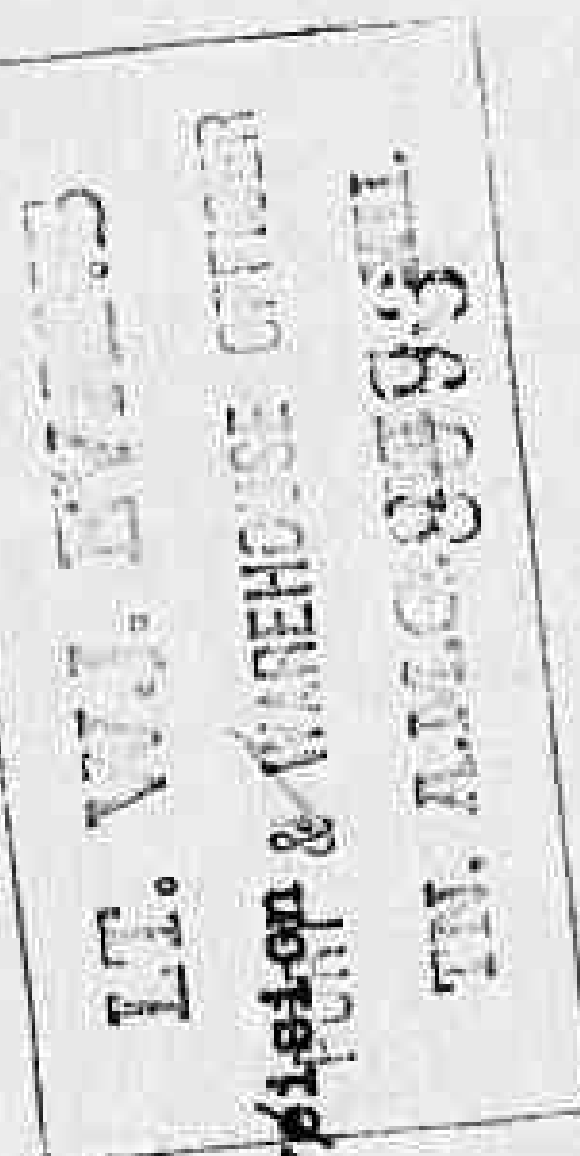
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L. Evans Jr



Copy to:- Port & Warehouse Division
Rome
File

AC/24.1

12 December 45

Ref:- 6/ 15

Subject:- Coal for Vetro- Coke Venice

To:- HQ. Allied Commission
TN & Shipping Sub Commission

R o m e

attn. Major Larraman

From:- Alcom Port Liaison Officer

Venice

1. The Regional Engineer at Venice is complaining about the coal which is being sent to Vetro-Coke. He points out that the present consignment has a 4 % Sulphur Content which is very harmful for the production of gas.
2. The best type that the firm of Vetro- Coke received was on the S.S. WATERSON, which discharged here on the 25 th Sept. with coking coal from Charleston. Whether the coal was mined at Charleston or not the writer does not know, but it would be appreciated if consignments from this particular area could be diverted to Vetro - Coke at Venice for the production of gas.
3. May I have your remarks on this subject please so that I may forward the same to the Regional Engineer Venice .

Copy to:- Coal Division Rome
Public Work Utilities
File
Port & Warehouse Rome

L. Evans

LT. V. J. EVANS
PORT & WAREHOUSE OFFICER

0 4 3 A

VENEZIA PROVINCE
VENEZIE REGION
ALLIED MILITARY GOVERNMENT
A P O 394

11 December 45.

Ref:- PW 3/10

Subject:- Magazzino No 4 Venice Docks

To:- TN Sub Commission

Port & Warehouse Division

attn. Mr. Crooks

R o m e

From:- Alcom Port Liaison Officer

Venice

1. With ref to the above mentioned magazzino the writer has been in touch with the Town Major at Venice asking for the de-requisitioning of this building.
2. Capt. Clay - Currency Section $\pm$ H.Q. Mil. Gov. Austria states that it may be required at the end of November for the possibility of shipments arriving in the Port of Venice.
3. The writer has pointed out to the Town Major that it is now getting on for the middle of December, no news has been received in this office for any likely shipments taking place, so therefore it is requested that he gets in touch again with H.Q. Mil. Gov. Austria asking for the de-requisitioning of the abovementioned magazzino.
4. When an answer is received by this office information will be forwarded to you.

L. G. Crooks. Lt.

LT. V. J. L. 11-12-45

To:- TN Sub Commission

Port & Warehouse Division

attn. Mr. Crooks

R o m e

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L. B. Crooks. R.

LT. WJ. EVANS
PORT & WAREHOUSE DIVISION
TN. ALCOM PORT LIAISON OFFICER

Copy to:- Town Major Venice

AC/24.1

29 November 45

Ref:- PW 3 /6

Subject:- Facilities of Port of Venice and
Marghera.

To:- HQ. Allied Commission

TN Sub -Commission
attn. Major Larriman

From:- Alcom P.L.O. Venice

The writer has called a meeting with the Provveditorato al Porto and herewith a list of statistics on the facilities for discharging cargoes at the Port of Venice and Marghera.

Marghera:- Coal

3000 tons per day, per 8 hour day, provided there are two ships at the quay-side. If working 13 hour shift; with two ships 6000 tons per day.

Backpile 40 000 tons to 45 000 tons .

If rail cars are available this will be cleared in a week, working 2 shifts.- Labour available to work 2 shifts, but transportation of workers from Venice to Marghera is essential.

Venice :- Bulk GrainMarittima:

Discharge 1000 tons per day, per 8 hour day; and 500 tons additional into barges, 400 tons into rail cars.

Storage in Silos 30 000 tons.

Capacity of Silos is 22 400 tons but can go up to higher figure.

Method of discharge: 3 mechanical suckers with the capacity of 30 tons per hour

8090

AC/24.1

- 2 -

MARGHERA : Vetro Coke :

2000 tons per day, 1 ship working 24 hours Draft: 26'

Bulk grain : Stucky Mill Giudecca

Discharge rate of 60 tons per hour (metric)

Storage capacity : 12 000 tons (metric)

Storage for Dec. 8 000 ton (metric)

Method of discharge: one elevator with mechanical
sucker, capacity of sucker: 60 tons
per hour (metric)

Grinding: 400 tons in 24 hours (metric)

Discharging capacity : 400 tons per day into barges.
Draft: 22'

Bulk grain : Chiari & Forti Marghera

Discharge rate: 50 tons per hour (metric)

Storage capacity: 10 000 tons (metric)

Stowage for Dec.: 8 000 tons (metric)

Method of discharge: one pneumatic sucker

Grinding: 150 tons per day can be raised to 250 tons
per day.Discharging capacity: 400 tons per day into barges
200 tons per day into rail cars.VENICE: General Cargo:

100 tons per hold per 8 hour day.

NB. A conservative figure could be stepped up 20 - 35 ton
per 8 hour day. Liberty ships of 26' draft can be
berthed at 6-7- and 8 which are not crane served.Other Liberty ships can be lightened at the buoys and the
brought alongside to berths 16 & 25 to 31 which are all
crane and rail served. (See sketch of Marittima)The Provveditorato al Porto state that there is plenty
of lighterage available for lightening ships at the
buoys. Anchorage berths for ~~over 100~~ 8000 work.

5' draught: 28'

- 3 -

Storage Capacity at Marittima :

Shed	Ground floor	1st floor	2nd floor	Remarks:
Shed 1	transit shed for 8000 tons	nil	nil	crane & rail served
Shed 103	transit shed for 8000 tons	8000	nil	crane & rail served
Shed 3 & 9	3000	1 500	1500	elevator broken but rail served
Shed 12	1500	500	nil	crane & rail served
Shed 13	1500	500	nil	do
Shed 14	1500	nil	nil	do
Shed 16	1500	500	nil	do
Shed 17	1500	500	nil	do
Shed 15	1000 tons approx	nil	nil	open storage due to bomb damage
Shed 112	4000 tons approx	nil	nil	do

Shed No. 10, 11, 18, 19 & 20 all offices .

L. Evans. R.

LT. W.J. EVANS

PORT & WAREHOUSE OFFICER

TM. AM.C. REG. III.

Copy to:- Port & Warehouse Division Rome

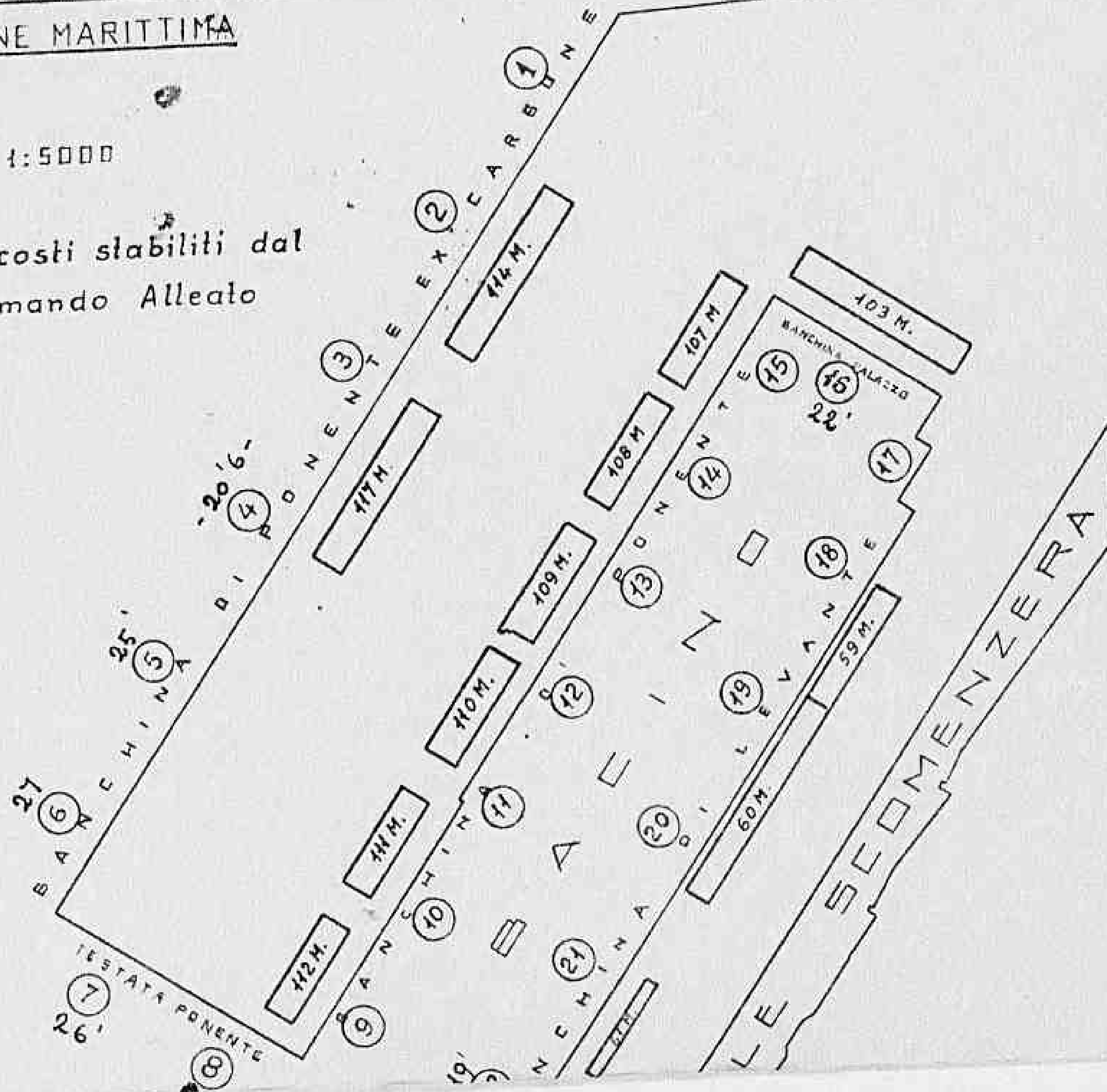
attn. Mr. Crooks

Reg. TM Officer

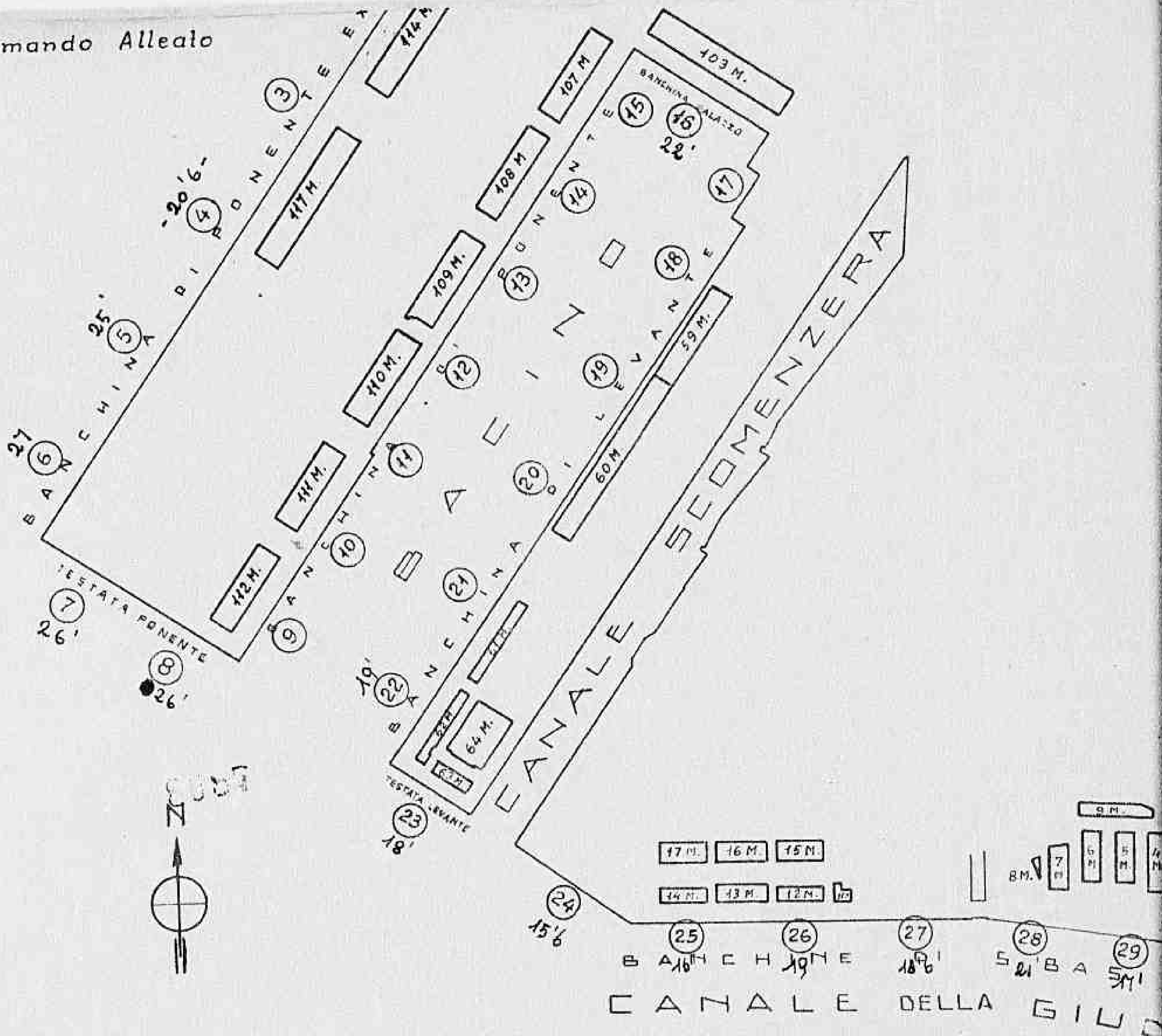
File

8089

○ Accosti stabiliti dal
Comando Alleato

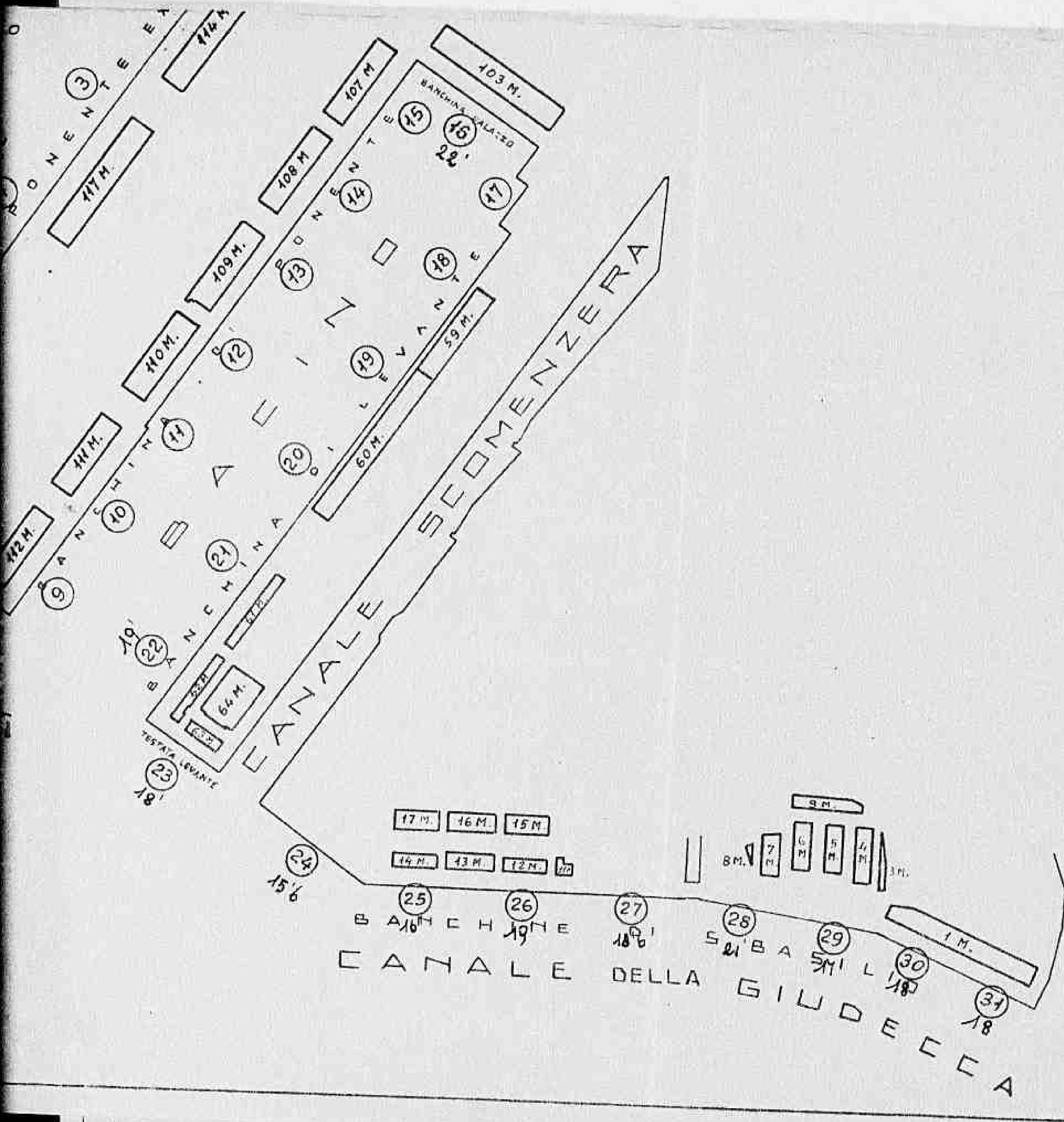


Comando Alleato



Dis. N° 519 A

Venezia 8-8-1945



Tel. 534

HEADQUARTERS ALLIED COMMISSION

MPL/gs

APO 394

Transportation and Shipping Sub-Commission

Our Ref :- AC/558/60/Tn.3.

28 November 1945

SUBJECT :- Clearance of cargoes from Venice by
I.W.T.

TO :- Ports & Warehouse Div. ✓

1. Reference telephone conversation 27 November
(Major Laraman-Capt. Tosi spoke).
2. Please note Lt.Col.Harris (HQ AC Tn S/C, Milan)
requests that he be informed if a contract has been
agreed and signed for the carriage of cargoes by
canal craft. He also wishes to be kept informed of
all developments.

For the Director :-

M.P. Laraman
M.P. LARAMAN
Major R.E.

Copy to : Director Tn S/C

8086

AC/24.1

Tel: 534

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Sub-Commission

P.D. 111

AC/699/33/Tn3

26 November 1945

SUBJECT : Expected tonnages through port of
Venice during December.

TO : Mov. Div. (Rail Branch)
Rail Div.

1. The total expected tonnages for the month of December are 232,401 tons. This total includes extra and intra Mediterranean cargoes of which coal amounts to 130,000 tons and grain to 56,000 tons.

2. If the entire cargoes of coal cannot be cleared it has been agreed by Coal Div. that 30,000 tons may be backpiled at Vetrocoke.

3. There is a marked increase in number of vessels planned for discharge in Venice during December and it is presumed there will be no serious clearance difficulties.

For the Director:

L. Laraman
L.P. LARAMAN
Major R.E.

Copy to:

Ports & Warehouse Div. ✓
Industry & Utilities S/C - (Coal Div.)

8085

AC/241

ALONG THE TONIC

8093

11 NOV 45

PRIORITY

UNCLASSIFIED TO

PAGE ONE TO REFERENCE YOUR LETTER FROM WILLIAM TONIC CLINT 200
AND VICTOR FROM WILLIAM TONIC CLINT ONE EIGHT DANCE RIGHT ONE
REVEN NOVEMBER SEVENTEEN 45

PAGE TWO TO ALONG THE TONIC FROM THE ALONG THE TONIC CLINT

PLEASE REFER MATTER TO REGIONAL COMMISSION OFFICE VICTORIA REGION
PLEASE REFER MATTER TO REGIONAL COMMISSION OFFICE VICTORIA REGION
AND AND PROBABLY RECEIVE A TEMPORARY CURRENT SUPPLY OF POL 20

Copy to 4-

Revenue Division, Shipping Branch

Industry and Utilities 2/3 Fuel Dept. - POL

8084

TRANS. & SHIPPING 2/3

C.J. LESTER

C.D. 500

Asst. Adjutant

AC/24.1

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: PW 9/18

Message Centre No: 8/3872

Date/Time of Origin: NOV. 17NET

Date Time Rec'd: NOV. 181445

FROM: ALCOM PLO VENICE

Precedence: ROUTINE

TO : HQ ALLIED COMMISSION TN SUB COMMISSION PORT AND WAREHOUSE
DIVISION ATTN MR. CROOKS

UNCLASSIFIED.

Reference to this office PW 3/2 8.11.45. Owing to recent moves the dock superintendent Venice informs me that it is a great physical strain to keep supply of fuel for cranes at Venice. Could you give a date when the provveditorato can draw their own from C I P.

AC DIST

ACTION : Tn SC (2)
INFO : Chief Commissioner
Industry USC (4)
File (2)
Float

ACTION

HEADQUARTERS

8083

AC/24.1

0 4 4 8

VENEZIA PROVINCE
VENEZIE REGION
ALLIED MILITARY GOVERNMENT
A P O 394

Ref:- PW 3 / 2.

8 November 45

To:- Mr. C. Crooks
Chief Port & Warehouse Division
H.Q. A.C. Rome

From:- Lt. Evans
Alcom P.L.O. Venice

1. On the 30 th October this office dispatched a letter to the Chamber of Commerce Venice for the amount of fuel required for a month to operate the cranes handed over by the Army at this port.
which is as follows:-

Petrol	500 gallons
Dieseloil	40 gallons
Lubricating oil	HP 50 30 gallons
"	HP 30 15 gallons
Grease No 1	25 pounds

2. The Army will continue to supply this to Alcom P.L.O. for Provveditorato al Porto until such time as arrangements have been completed.
3. The writer would be grateful if you could contact Commerce Sub Commission on this matter and see that the amounts as stated are received by the Provveditorato al Porto and not cut in any way.
4. Your remarks will be kindly appreciated.

80052
L. Evans. Li.

Chief Port & Warehouse Division

H.Q. A.C. Rome

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4. Your remarks will be kindly appreciated.

8002
Lt. Evans. R.



HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

PDGB/avm

Ref. AC/24.2/91/Tn6

9 November 1945

SUBJECT: Administration of the Ports of Genoa and Venice

TO : Regional Commissioner
Liguria Region
Regional Commissioner
Venezia Region

1. Attached is copy of letter which has been received from the Directorate General, Merchant Marine, concerning the administration of the ports of Genoa and Venice, together with a translation thereof.

2. Will you please say whether you are prepared to issue such an order as General Matteini requests; if you are not prepared to do this, may we have your remarks on the subject.

F.D.G. BUCHANAN, Colonel
Director
Transportation Sub Commission

Attachment:
As stated in para 1.

8081

AC/24.1

TRANSLATION

Ministry of Marine
 Direzione Generale della Marina Mercantile
Division IV

PRO MEMORIA for the Allied Commission

Ports of Genoa and Venice

1. The port of Genoa, according to Italian Law (R.D., 16 January 1936, No. 801), is administered by the "Consorzio Autonomo" of the port.

The "Consorzio" is now managed by an Extraordinary Commissioner nominated immediately after the liberation of Genoa by the C.M.A. with the consent of the Allies.

However, in view of the importance and intricacies of the problems which interest the port, it would be opportune and necessary that the ordinary administration of the "Consorzio" be re-constituted as soon as possible so that the various parties interested in the port traffic (Government, Communes, Provinces, Industrialists, Merchants, Ship Owners, Port workers) may in the body of the General Assembly bring the valid contribution of their specialized competence in the study of said problems.

The ordinary administration, however, cannot be re-constituted until the President of the "Consorzio" is nominated. On the other hand, such a nomination, which in accordance with the law must be effected by Lieutenantcy Decree, cannot take place as the Ligurian Region is still under the control of the Allied Military Government.

2. As, however, the port of Genoa has been turned over entirely to the Italian Government and the administration which is responsible for its function is the "Consorzio", this Ministry requests the Allied Commission to be so good as to examine the possibility of, pending the restoration of the Ligurian Region to the Italian Administration, the Allied Military Government issuing an ordinance rendering in the meantime complete executive Italian legislation for what concerns the port of Genoa.

3. A similar request is submitted by this Ministry in regard to the "Provveditorato" of the Port of Venice.

(signed) 8080

GENERAL MARTINI

General Directorate for the Merchant Marine

Rome, 29 October 1945

MINISTERO DELLA MARINA
 Direzione Generale della Marina Mercantile
Divisione IV - Porti, nautica e pesca

PROMEMORIA PER LA COMMISSIONE ALLEATA

Porti di Genova e Venezia

1. - Il Porto di Genova, come e' noto, e', secondo la legislazione italiana, (R.D. 18 gennaio 1936, n. 891), amministrato dal Consorzio Autonomo del Porto.

Tale Consorzio e' ora retto da un Commissario straordinario nominato subito dopo la liberazione di Genova dal CLN col consenso degli Alleati.

Tuttavia, pero', l'importanza e la delicatezza dei problemi che interessano il porto, sarebbe opportuno e necessario che l'amministrazione ordinaria dell'ente fosse ricostituita al piu' presto, in modo che i vari interessati ai traffici portuali (Stato, Comuni, Province, industriali, commercianti, armatori, lavoratori portuali) possano, in seno all'Assemblea Generale, portare il prezioso contributo della loro specifica competenza allo studio di detti problemi.

L'amministrazione ordinaria non puo', pero', essere ricostituita finche' non sia nominato il presidente del Consorzio. L'altra parte, tale nomina, che per legge deve essere effettuata con decreto luogotenenziale, non puo' aver luogo, essendo il territorio ligure ancora sotto il controllo del Governo Militare Alleato.

2. - Poiche', pero', il porto di Genova e' stato interamente restituito al Governo Italiano e l'Ente che ne ha l'esercizio, e' il Consorzio Autonomo, questo Ministero prega la Commissione Alleata di voler esaminare le possibilita' che, in attesa della restituzione della Liguria alla amministrazione italiana, il Governo Militare Alleato, emanì un'ordinanza la quale renda, intanto pienamente esecutiva la legislazione italiana per quanto concerne il Porto di Genova.

3. - Analoga richiesta questo Ministero rivolge nei riguardi del Provveditorato al Porto di Venezia.

Roma, 29 Ottobre 1945

Ten. Generale R.M.I.
 Direttore Generale della Marina Mercantile

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/24.1/89/Tn6

CCC/mvm
6 November 1945

SUBJECT: Venice Depots

TO : Port Officer
Venice
(Att: Capt. J. H. Bowes)

1. Reference your letter PW 3, of 24 October 1945.
2. Since Venice is an "A" port, it seems that the Italian organizations interested should get together and settle their own problems. We should interfere only if they cannot agree among themselves.

CHARLES C. CROOKS, Chief
Ports & Warehouse Division

8078

VENEZIA PROVINCE
VENEZIE REGION
ALLIED MILITARY GOVERNMENT
A P O 394

24 October 45

Subject:- Venice Depots

Ref:- PW 3

To:- Port & Warehouse Division ✓
HQ TN Sub- Commission
HQ Allied Commission
A.P.O. 394

1. The Provveditorato al Porto have again made application for the release of their depots and the F.C.A. are of the opinion that Magazzines No 3x9 can now be released.
2. This will enable Forwarding Agents to handle civil supplies through the Port, and assist in the rehabilitation of the Port trade.
3. The F.C.A. will then rent sheds 16 and 17 and the top floor of shed 103 releasing shed 15 which has only one covered bay.
4. Before a decision is made may information be given on the ~~likely~~ planned commitments for the next two or three months.
5. It is pointed out that F.C.A. or I.C. E. would still be able to rent space in 3 x 9 if required.
6. The Magazzini Generali Mestre is still required by 86 Army Area.

M. Bowes Capt.

J.N. Bowes Capt.
Port Officer
TN.A.M.G. REG. XII

Copy to:- TN REGION ~~XII~~

Food " XII

Food Sub- Commission HQ.A/C

~~TN HQ A/C Milan~~

2077

To:- Port & Warehouse Division
HQ TN Sub- Commission
HQ Allied Commission

A.P.O. 394

1. The Provveditorato al Porto have again made application for the release of their depots and the F.C.A. are of the opinion that Magazzines No 3x9 can now be released.
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5. It is pointed out that F.C.A. or I.C.E. would still be able to rent space in 3 x 9 if required.
6. The Magazzini Generali Mestre is still required by 86 Army Area.

M. Bowes Capt.

J.N. Bowes Capt.
Port Officer
TN.A.M.G. REG. XII

20/7

Copy to:- TN REGION ~~XII~~

Food " XII

Food Sub- Commission HQ.A/C

~~TN HQ A/C Milan~~

Tel. 534

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

MPL/lmr

AC/592/140/Tn.3

5 November 1945

SUBJECT : Shipping policy Venice and Trieste

TO : HQ Movements,
Rear 13 Corps.

1. Reference your Q (Mov) 135 of 28 October.
2. Information contained in your paras 1 and 2 have been passed to the Sub-Commissions concerned and to the shipping authorities in Rome.
3. The weekly shipping summary will be forwarded to you, but this advance information may take too long to reach you to be completely effective.
4. Vessels carrying civil supplies (excluding AMG Austrian cargoes) which are to be routed to Trieste will be advised by signal by this HQ for acceptance and details of cargo will also be given.
5. Disposal instructions will be notified by signal to Alcom Rep, who will be in a position to supply information to you.
6. The submission of a fortnightly forward shipping programme of AC cargoes cannot be supplied as diversions are mostly taking place after vessels pass Gibraltar or when ships manifest are received, which is often shortly after.

SUBJECT : Shipping policy Venice and Trieste

TO : HQ Movements,
Rear 13 Corps.

1. Reference your Q (Mov) 135 of 28 October.

2. Information contained in your paras 1 and 2 have been passed to the Sub-Commissions concerned and to the shipping authorities in Rome.

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4. Vessels carrying civil supplies (excluding AMG Austrian cargoes) which are to be routed to Trieste will be advised by signal by this HQ for acceptance and details of cargo will also be given.

5. Disposal instructions will be notified by signal to Alecom Rep, who will be in a position to supply information to you.

6. The submission of a fortnightly forward shipping programme of AC cargoes cannot be supplied as diversions are mostly taking place after vessels pass Gibraltar or when ships manifest are received, which is often shortly before arrival of vessel in Italian waters.

7. Colliers are routed by Commerce Sub-Commission (Coal Division) in conjunction with WSA and they advise diversions of ships and disposal of cargoes to all concerned.

For the Director :

M.P. Laraman
M.P. LARAMAN
Major R.E.

Copy to: Ports & Whse Div. ✓

AC/24.1

Ref:- PW 3

Subject:- Venice Port Facilities

To:- TN

~~REGION/X11~~

Venice

1. Ref the Silos referred to as being under repair in the September monthly report, these repairs have now been completed and the Silos is ready for use.
- 2/ The capacity is estimated at 22500/250 000 tons, it is rail and barge served and a large ship (liberty type) can be berthed alongside, with a draft of 27', at berth N° 22, which is fitted with two suction.
3. A new survey is being carried out of the depths at each berth and the 27' may be amended shortly, but the new survey is not expected to show a decrease.

J.H. Bowes

J.H. Bowes Capt.

Port Officer

TN A.M.G. REG. X11

Copy to:- Food A.M.G. REG. X11

P.& W. Div. HQ TN S/C ✓

Shipping Div. HQ TN S/C

Food S/C HQ A/C

TN S/C Milan

Food S/C Milan

8075

AC/2411

20 October 45

Ref:PW 3

Subject:- Venice Port Depots

To:- F. C. A.
 Venice
 I.C.E.
 Venice

1. With reference to your report concerning the Port warehouses it was agreed on 2nd Oct. at the Port Control Meeting in minute N° 1 that the depots would be allocated as follows:-

I.C.E.	magazines	3 to 9
F.C.A.	"	15 ; 16; 17
F.C.A.	"	103 top floor only
2. The magazines N°s 61 and 62 first and second floor to be available for civilian cargoes, and to be controlled by the Provveditorato.
3. It was further agreed that this could be varied and if goods arrived in the Port for shipment; the Provveditorato could apply for the use of quay sheds for transit storage, and shed 14 has been granted for a shipment of hemp.
4. In view of the unpredictable commitments, which may require to be warehoused by F.C.A. and I.C.E. it is considered to be essential to have adequate depot space available, and separate from normal civilian operations.
5. It is difficult to understand that a large quantity of goods would require to be stored in the Port area, and 61 and 62 provide good accommodation; further, provision has been made to meet any large transit demand for quayside warehouse space.
6. If it is not possible to come to agreement on the question with the Provveditorato then approach to the Prefect, to requisition on the behalf of the two organisations, appears to be the only solution.
7. It is expected that the M.G. Austria detachment will require the strong rooms again in shed 4 1st floor, but a new requisition has not been put through yet. These ⁸⁰⁷⁴rooms should be omitted from your negotiation.
8. The top floor of shed 17 has been made available for carabinieri barracks as requested by the Capitaneria di Porto.

AC/24.1

J.N. BOWEN Captain over
 F.N.A. M.G. Austria

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/24.1/80/Tn6

CCC/mvm
18 October 1945

SUBJECT: Port Liaison work at Venice

TO : Col. P. D. G. Buchanan

1. Lt. Lester, who was Warehouse Officer at Venice, was moved to Leghorn to take the place of Capt. Allan Ramsey, as both Port Liaison and Warehouse Officer. Capt. Ramsey went back to the States.

2. Major Klein, Major Laraman, Lt. Lester, Mr. Bazzanella and I all agreed that, considering the traffic passing through Venice, one competent officer could, without overwork, do both port liaison and warehouse duties.

3. This office signalled the Transportation Office at Padua advising of the above decision.

4. We received a signal indicating that Capt. Bowes could not handle both port liaison and warehouse duties. At this time, Lt. J. D. Evans became available, as the port of Piombino was to close down for the winter months. Lt. Evans seemed sure he could do both jobs and was certainly willing to try. He had done a very good job at Piombino. I have personally had a great deal of experience at the larger ports, Genoa and Naples, and it is my opinion that the job is not too big for one officer.

5. The duty of Port Liaison and Warehouse Officer is to turn over the responsibility of operation to Italian Authorities and to assist them when they need help. It is not expected of one officer to operate any port.

6. At the time the discussion of overwork was in progress, a representative of ICE came to my office and complained that Capt. Bowes would not let them use a warehouse they had selected for medical supplies. He had insisted that they use another warehouse, away from the port, which cost ICE some 30,000 lire per day for road transport. Capt. Bowes said the medical supplies might be subject to pilferage in the warehouse ICE and Federazione had selected.

7. Without going into the merits of the case, it is the

8073

- 2 -

opinion of this office that since the cargo is receipted for at shipside by ICM, security of the material is their responsibility. My experience with Capt. Bowes is that his tendency is toward port operations instead of liaison and now that Venice has been turned back to Italian Authorities, Lt. Evans can not only do the job alone, but also do it better than with the help of Capt. Bowes.

CHARLES C. CROOKS, Chief
Ports & Warehouse Division

8072

Ref: P9/IT
16th Oct 45

Subject: - Fire Cover, Venice Docks.

To: - DADAFS.
AFHQ.

Ref your ATZ/5150 dated 25th Sept 45

1. A visit was paid to Venice Docks on 8th Oct 45, accompanied by RSM Smith, Fire Adviser 759 Mine Fighting Coy.

2. A general survey of the Docks revealed the following facts:-

- (a) Present fire cover arrangements are satisfactory.
- (b) As most of the warehouses are badly bomb damaged and as warehouses are liable to be used to store different commodities at various times, no estimate could be made regarding necessary fire-fighting equipment. In connection with this, when RSM Smith arrives he will be instructed to carry out fire inspections so that warehouses can be fitted up with first aid equipment.

(c) Hydrant system generally is not too good and it will take a long time before this is in order. Commandante Piermarini informed us that he considers the hydrant system useless. Apart from the fact that he considers the idea of watering ships then use for fire fighting.

3. A visit was paid to Commandante Piermarini to discuss with him any equipment he considered necessary. Apart from one or two minor items he assured me that he considers he has enough equipment and men to give adequate fire cover to Venice Docks and also to Porto Marghera. He intends to take over our station on 15th when ARS withdraws (if this can be done).

4. Unfortunately I could not contact Capt. Posterni Regional Fire Officer by phone and so could not arrange an interview regarding this subject.

5. The Docks Superintendent informed Capt. Griffiths (who visited the Dock Superintendent at my request) that no specific quays had been earmarked for military supplies. From my own experience military stores are usually removed very quickly by road or rail and do not remain stored in dock warehouses for any length of time.

6. General stores only are arriving in Venice docks at present. They constitute no great fire risk.

7. RSM Smith and myself are of the opinion that, unless there is a radical change in the type of commodity landed at Venice Docks, the fire risk at Venice Docks is very small.

8. Appended to this report is:-

- (a) A map showing present fire cover arrangements in Venice Area.
- (b) A list of Italian Fire Appliances in Venice Area.

(c) A list of Italian Fire Stations in Venice area with number of appliances.

he will be instructed to carry out fire inspections so that warehouses can be fitted up with first aid equipment.

(c)

Hydrant system generally is not too good and it will take a long time before this is in order. Commandante Piermarini informed us that he considers the hydrant system useless. After entry they were fitted more with the idea of entering ships than use for fire fighting.

3. A visit was paid to Commandante Piermarini to discuss with him any equipment he considered necessary. Apart from one or two minor items he assured me that he considers he has enough equipment and men to give adequate fire cover to Venice docks and also to Porto Marghera. He intends to take over our station on North IS when AFS withdraws if this can be done.
4. Unfortunately I could not contact Capt. Foster, Regional Fire Officer by phone and so could not arrange an interview regarding this subject.
5. The Docks Superintendent informed CQMS Griffiths (who visited the Dock Superintendent at my request) that no specific quays had been earmarked for military supplies. From my own experience military stores are usually removed very quickly by road or rail and do not remain stored in dock warehouses for any length of time.
6. General stores only are arriving in Venice docks at present. They constitute no great fire risk.
7. RSM Smith and myself are of the opinion that, unless there is a radical change in the type of commodity landed at Venice Docks, the fire risk at Venice Docks is very small.
8. Appended to this report is:-
 - (a) A map showing present fire cover arrangements at Venice Docks.
 - (b) A list of Italian Fire Appliances in Venice Area.
 - (c) A list of Civilian Fire Stations in Venice area with number of men on station and telephone numbers of station.
 - (d) A list of equipment considered necessary by S/Lt (AFS) HQ Rear IS Corps and RSM Smith (Fire Adviser) ISB Fire Fighting Coy.

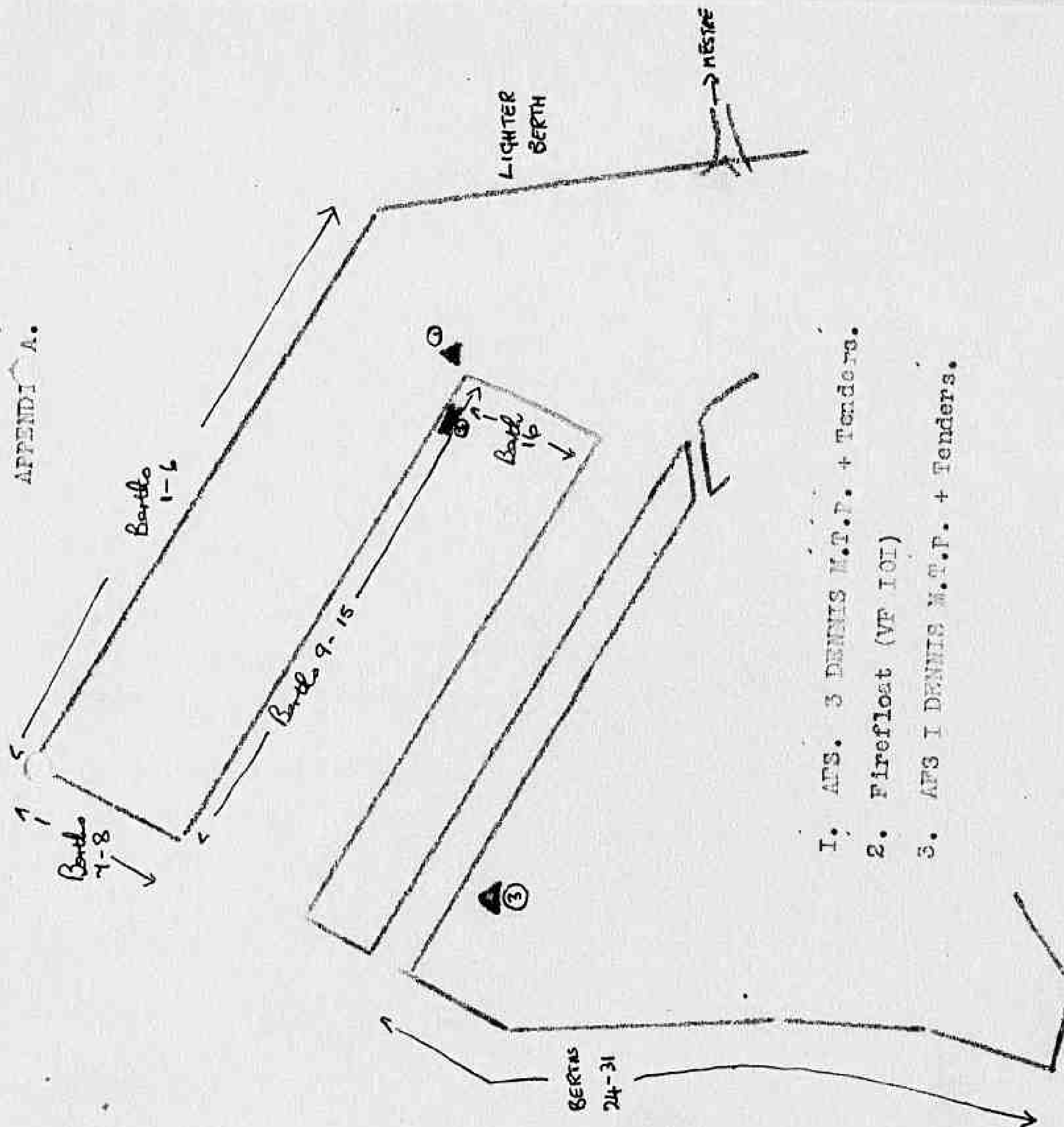
JR/EF.

S/Lt (AFS)
HQ Rear IS Corps.

E. J. Hansen

AC/24.1

APPENDIX A.



1. APS. 3 DENNIS M.T.P. + Tenders.
2. Firefloat (VF 101)
3. APS 1 DENNIS M.T.P. + Tenders.

The above sketch map illustrates the present fire cover lay-out for Venice Docks.

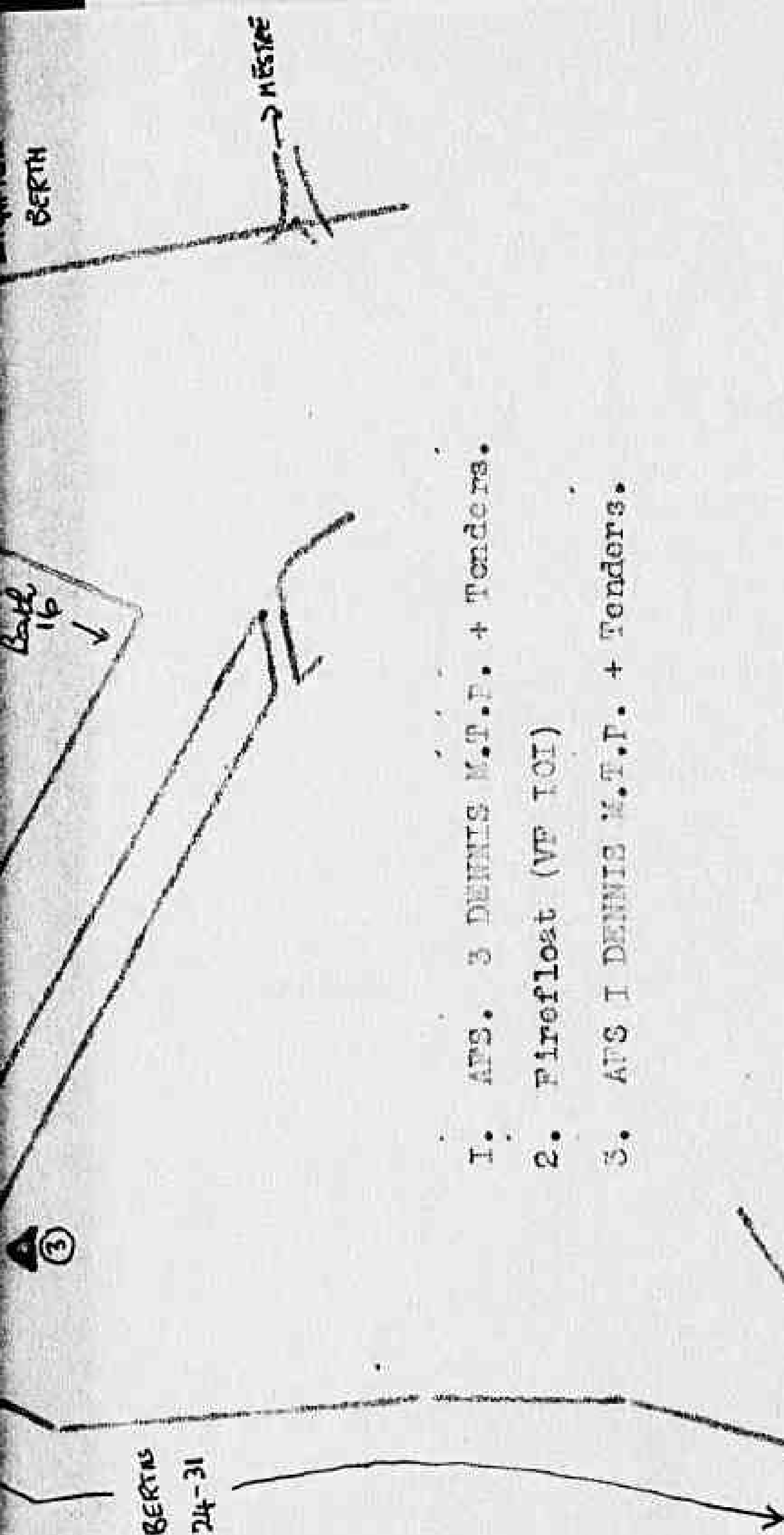
Lay-out of APS Withdrawals.

Station 1. 2 Bedford Tenders. 2 Dennis M.T.P.
1 Firefloat. (VF 203) when fitted.

Station 2. 1 Bedford Tender 1 Dennis M.T.P.
1 Firefloat (VF 101)

300 Gall reserve foam.

The above lay-out would be...



1. APS. 3 DENNIS M.T.P. + Tenders.
2. Firefloat (VF IOI)
3. APS 1 DENNIS M.T.P. + Tenders.

The above sketch map illustrates the present fire cover lay-out for Venice Docks.

Lay-Out of APS Withdrawals.

Station 1. 2 Bedford Tenders. 2 Dennis M.T.P. 300 Gall reserve
1 Firefloat. (VF 23) when fitted.
foam.

Station 2. 1 Bedford Tender 1 Dennis M.T.P.
1 Firefloat (VF IOI)

The above lay out would, I suggest, give adequate cover to Venice Docks and to the gas works (not yet working) behind berths 24-31

PORTO MARCHERA.

Reinforce present Civilian Station with.

2 Bedford tenders. 2 Dennis M.T.Ps. 700 Gals reserve
foam.

The warehouses on berths 1-3. 16, 24-31 are in fairly good condition. Berth 16 is a deep water Berth and is used to discharge Liberty Ships. These warehouses will be fitted out with first aid equipment when fire inspections have been carried out.

APPENDIX B.

<u>LOCATION</u>	<u>APPLIANCE</u>	<u>REMARKS.</u>
<u>Central Station.</u>	1. Motor Boat Equipped. with Motor pump N°20 600/10	
	2. Motor Boat Equipped with motor pump N°21 600/10	
	3. Autopump Lagoon 250/8	
	4. Autopump Lagoon. 3000/8	
	5. Autopump 2500/8	
	6. Motor boat Salvage	
<u>St Elena.</u>	Motor Pump Lagoon 2500/8	
	Motor Boat equipped.	
	Motor Pump N°23 250/8	
	Motor Pump N°34 300/8	
<u>Palazzo Ducale</u>	Motor Boat equipped	To be repaired
	Motor pump N°8 250/8	
	Small Motor Boat equipped with motor pump N°1	Royal Palace
	Motor Pump N°42 250/8	"
	Motor pump N°39 250/8	"
<u>Marittima</u>	Boat Harbour Pump 2-3000/6	
	Autocar Command	
	Motor Cycle Sertum	To be repaired
<u>Ca Pesaro</u>	Auto Pump Lagoon 2500/8	
	Motor Boat equipped	To be repaired
	Motor Boat	Out of Service
	Motor Pump N°12 50/2	To be repaired
<u>LIDO</u>	Motor pump N°27 70/5	
	Auto Pump FIAT 505 1200/12	
	Autocar Comando FIAT 1900	Out of Service

<u>Palazzo Ducale</u>	Motor Pump No 23	250/8	
	Motor Pump No 34	300/6	
	Motor Boat equipped		To be repaired
	Motor pump No 8	250/8	
<u>Maritime</u>	Small Motor Boat equipped with motor pump No 1		Royal Palace
	Motor Pump No 42	250/8	"
	Motor pump No 39	250/8	"
	Boat Harbour Pump 2-3000/8		
<u>Ca Pesaro</u>	Autocar Command		To be repaired
	Motor Cycle Sortum		
	Auto Pump Lagoon	2500/8	
	Motor Boat equipped		To be repaired
<u>LIDO</u>	Motor Boat		Out of Service
	Motor pump No 12	50/2	To be repaired
	Motor pump No 27	70/3	
	Auto Pump FIAT 508	3200/12	
<u>Mestre</u>	Autocar Comando FIAT 1500		Out of Service
	Motor Truck Equipped FIAT 514		
	Motor Truck		
	Auto Pump. Alfa Romeo 2000/8		(Badly damaged)
	Auto Pump FIAT 626		{ Out of Service
	with container	2000/8	8069
	Auto Pump FIAT 626 with container of 2000 Litres	1750/8	
	Motor Truck FIAT 626		

APPENDIX B SHEET 2

LOCATION	APPLIANCE	REMARKS
NESTRE cont.	Motor Truck equipped FIAT 1100	Out of service
	Motor Truck for Transport 1100	To Repair
	With Gas Metano	to repair
	Motor Truck for transport DM	To repair
	Motor Truck FIAT 621	
	Motor Truck with Metano gas	
	Benelli 500	
	Auto car 1100 F.	To repair
	Motor Truck FIAT 525	
	Autocar FIAT 518	To repair
	With Autopump N°37 500/8	
	Motorcycle Sertum	
	Motor pump N°= 800/8	
	Motor Truck Benelli	Out of Service
Marçhera.	Motor pump N°45 1000/8	
	Motor pump N°15 1000/8	
	Motor boat pump	
	Motor boat N°2	
	Motor Pump N°26 600/8	
	Motor pump FIAT 515 1000/4	
	Motor pump N°4 1000/7	
	Boat with motor pump N°46	
	Boat with motor pump N°8	
	Two (2) Hand pumps	
	Motor pump N°35	Trained

Motor Truck	Donelli 500	To repair
Auto car	ILCOFF.	
Motor Truck	FIAT 525	To repair
Autocar	FIAT 518	
With Autopump	N°37 800/8	
Motorcycle	Bertum	
Motor pump	N°= 800/8	Out of Service
Motor Truck	Donelli	
Motor pump	N°45 1000/8	
Motor pump	N°15 1000/6	
Motor boat	pump	
Motor boat	N°2	
Motor Pump	N°26 800/8	
Motor pump	FIAT 515 1000/4	
Motor pump	N°4 1000/7	
Boat with motor	pump N°40	
Boat with motor	pump N°2	
Two (2) Ha ndpumps		Trained
Motor pump	N°35	

Marchera.

APPENDIX. C

Station.	Fire Floats.	Land. Appliances	Motor Pumps	Manual Pumps	Full time Firemen	Telephone Number (all on Mestre exchange)
Central Station	5	-	2	-	101	22222-20632-25051
S. Elena.	2	-	2	1	16	25051
P. Ducale	1	-	4	1	11	25031
Ca. Pesaro	1	-	-	1	17	25051
Lido	-	2	2	-	16	60222
Marittima	1	-	-	-	26	22960-22958
Mar. ghara.	1	1	2	-	24	51264
Mestre.	-	7	4	1	44	50222-50636.

8067

APP. DIX: D.

EQUIPMENT

5 Bedford Tenders.

5 Dennis M:T:P;

REMARKS:

These I consider necessary in view of the unsatisfactory hydrant system.

Regarding pumps, I suggest that two adaptors (instantaneous female Dr)-Italia couplings for 70 mm be permanently fitted to each delivery outlet to enable Italian hose to be used.

This will remove necessity

(a) of supplying British hose

(b) of supplying British branch pipes, and any confusion which may arise, as to when to use British hose etc or Italian hose and fittings.

These be located: 2 at Station on berth 15

1 " " 24

2 " " Porto Marghera

where FPs are located or nearer the petrol installations.

These are essential for transport of store equipment and personnel in the event of any of these being required in a hurry.

I suggest (a) one at station on berth 15

(b) " " Porto Marghera.

2X3 Ton Lorries
(Use as equivalent
to base tender)

1000 galls. Foam Compound.

Location. (a) 300 galls Venice Docks

(b) 700 galls Porto Marghera

Commandant Piermarini only requested

2000 litres, but as British Foam Compound

is so much better than the present Italian

Compound I suggest 1000 galls be supplied.

Commandante Piermarini assured us that he had sufficient of the following equipment and that it was in good condition:-

Hose and fittings

Ladders.

Ropes.

Fire Extinguishers and refills. (these Piermarini informed me are obtained from Turin)

He has requested that his monthly allowance of petrol be increased from

2000 litres to 3000 litres (this has been done through AMO channels) This

seems to me a small allowance considering the number of appliances to keep

in running order.

VF 203 (the large fire float recovered from the Germans which they had

turned into a small gunboat) is being re-fitted with fire equipment by the

Italian Fire Service.

Commandant Piermarini asked if any phosphor bronze equipment could

be supplied, but it was pointed out this could not be done, the only

alternative being to wash out appliances with fresh water, to remove traces

when to use British hose
hose and fittings.
These be located: 2 at Station on berth 15
1 " " " 24
2 " " Porto Marghera

where FPS are located or nearer the petrol
installations.

These are essential for transport of store
equipment and personnel in the event of
any of these being required in a hurry.
I suggest (a) one at station on berth 15
(b) " " Porto Marghera.

2x3 Ton Lorries
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2000 litres, but as British Foam Compound
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Compound I suggest 1000 galls be supplied.

1000 galls. Foam Compound.

Commandante Piermarini assured us that he had sufficient of the following
equipment and that it was in good condition:-

Hose and fittings

Ladders.

Ropes.

Fire Extinguishers and refills. (these Piermarini informed me
are obtained from Tunis)

He has requested that his monthly allowance of petrol be increased from
2000 litres to 3000 litres (this has been done through AMC channels) This
seems to me a small allowance considering the number of appliances to keep
in running order.

VF 205 (the large fire float recovered from the Germans which they had
turned into a small gunboat) is being re-fitted with fire equipment by the
Italian Fire Service.

Commandant Piermarini asked if any phosphor bronze equipment could
be supplied, but it was pointed out this could not be done, the only
alternative being to wash out appliances with fresh water, to remove traces
of seawater.

8066

6 Oct. 45.

Subject:- Facilities Port of
Venice Oct. 1st

Ref:- PF 3

To:- TN A.M.G.
REC. XII
P & W A

1. The attached appendix 'A' is a copy of appendix 'A' issued by HQ Movements Venice in the Sept. monthly report, and is forwarded for information.

*J. H. Igwes*J. H. Igwes Capt.
Port & Warehouse
Officer

TN. A.M.G. REC. XII

Copy to:- P. & W. Div.
TN. S/C HQ AC ✓
TN S/C
AC MILAN

AC/24.1

8064

APPENDIX "A"

DRAUGHTS AND PORT FACILITIES.

1. Draughts. (a) Porto Venezia

Berth	Length	Dwd	Aft.	Remarks.
1	Approach	300'	15'	Additional Lighter Berth
2	"	300'	15'	General Cargo
3	"	300'	15'	"
4	"	300'	15'	"
5	"	300'	15'	"
6	"	300'	15'	"
7	"	300'	15'	"
8	"	300'	15'	"
9	"	300'	15'	"
10	"	300'	15'	"
11	"	300'	15'	"
12	"	300'	15'	"
13	"	300'	15'	"
14	"	300'	15'	"
15	"	300'	15'	"
16	"	300'	15'	"
17	"	300'	15'	"
18	"	300'	15'	"
19	"	300'	15'	"
20	"	300'	15'	"
21	"	300'	15'	"
22	"	300'	15'	"
23	"	300'	15'	"
24	"	300'	15'	"
25	"	300'	15'	"
26	"	300'	15'	"
27	"	300'	15'	"
28	"	300'	15'	"
29	"	300'	15'	"
30	"	300'	15'	"
31	"	300'	15'	"

x All draughts as supplied by Admiralty Berthing Officer as L.W.O.S.T.

Lighter Berth 1200' - No draught available.

Harb for 2 L.Ts. or 1 L.S.T.

Anchorage Berths for overseas work: A Draught 28'

Stucky Mill Draught 21'

Adriatic Landing Stage Draught 27'

Cinecoca Oil Berth

(b) Porto Marghera

Coal Berth (2) (No 1 Basin) 26'

Vetrococo 1 Berth 26'

Trellisbau Oil Berth 25'

Pices 25'

2. Cranes - Quay Cranes.

At Venice

Make:	Type	Number	Lifting Capacity	Location
Nathan & Ubaldi	Horizontal	400	1 1/2 ton	Berth 16
Battaglia	"	500	"	"
Nathan & Ubaldi	"	200	"	"
Nathan & Ubaldi	"	200	"	"

... 1000 aircraft are supplied by Admiralty ...

Information available.

1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 84

working for overseas work. A Drafting 28,

AT CROZIER

Stucky 111

Mr. Tolson, Office of the
Director of the FBI

04205 (a)

(2) (b) (iii)

[illegible]

100

44-38861-1000

14. Yeast

உயிரின வளர்ச்சி

[illegible]

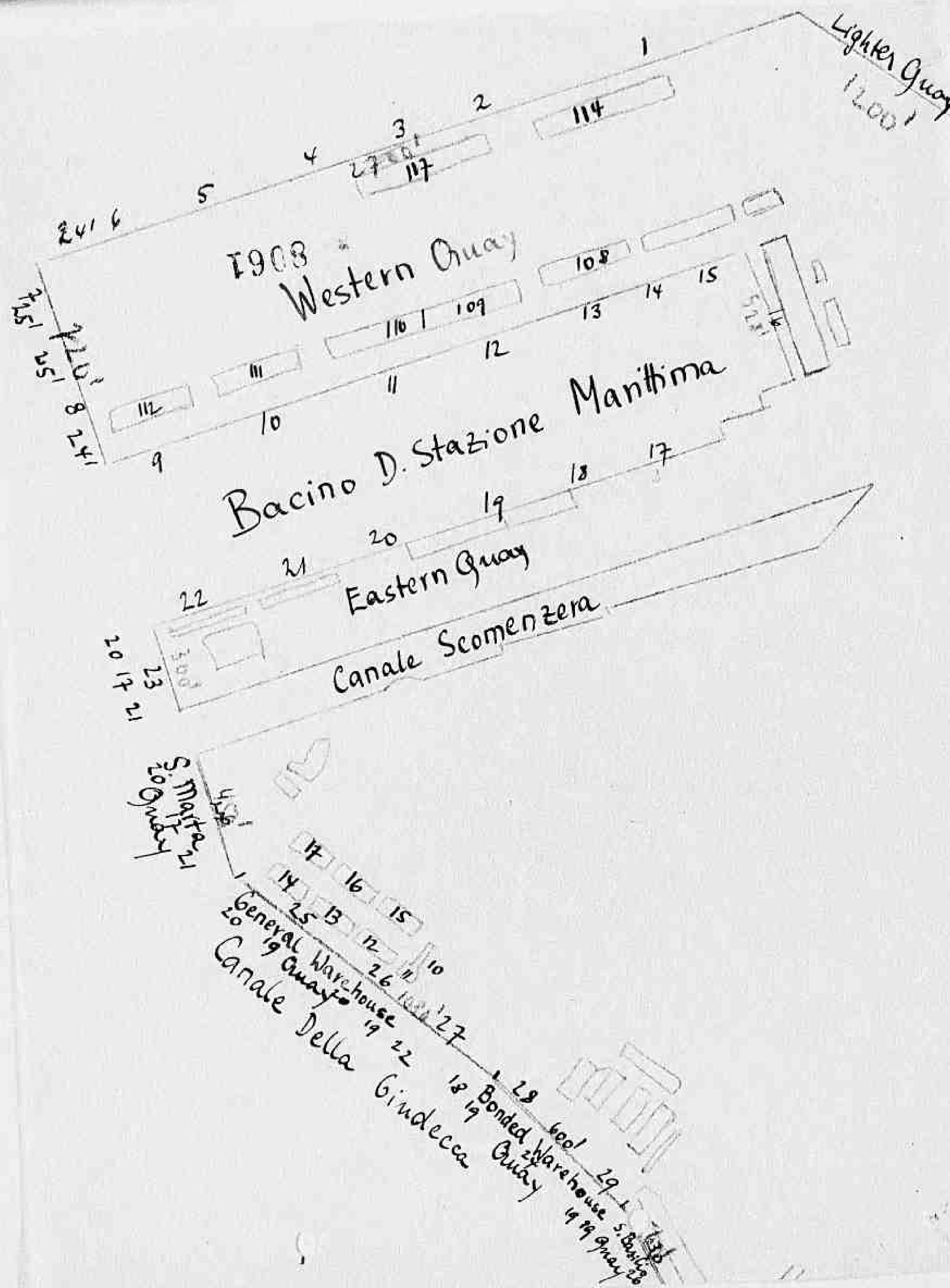
- 2 -

APPENDIX A

Marghera Coal Transporters.

| MAKE | TYPE | NUMBER | LIFTING CAPACITY | LOCATION |
|-------------------------------------|----------|--------|------------------|----------|
| Cantieri Riuniti
dell' Adriatico | Overhead | C | 5 1/2 Tons. | Quay A |
| " | " | D | 5 1/2 " | " |
| " | " | E | 5 1/2 " | " |
| Bat taglia | " | 3 | 4 " | " |
| " | " | 4 | 4 " | " |
| " | " | 5 | 4 " | " |

8062



CAPE ROYAL PORT HAZARD OFFICER VEHICLE

6541

4 OCTOBER 65

PRIORITY

UNCLASSIFIED PD

ASD

PARA ONE PD GET ITEM CHARLIE EAST REPRESENTATIVES
TOGETHER TO SELECT HARBORER SPACE SATISFACTORY TO BOEN FOR
STORAGE OF MEDICAL SUPPLIES PD

PERIN TO CAPE ROYAL PORT HAZARD OFFICER VEHICLE FROM HQ ALCON
CITE ACFT PARK

SECURITY STRICTLY ITEM CHARLIE EAST RESPONSIBILITY PD DO NOT
INTERVIEW PD

8060

TRANSFORMATION 9/0

1.0

G.J. LONE
CSC USA
Asst. Adjutant

AC/241

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: RXII/850/32
Date/Time of Origin: OCT 021600A

Message Centre No: F 9767

Date Time Rec'd: OCT 021840A

Precedence: IMPORTANT

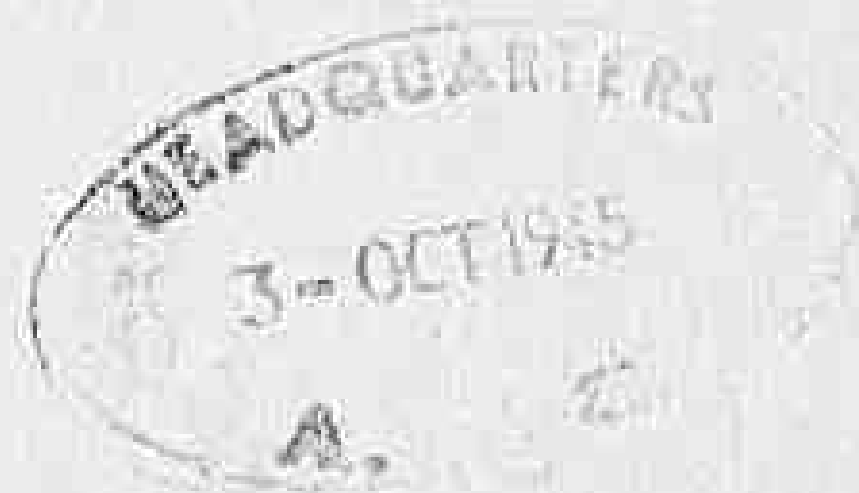
FROM: HQ VENEZIE REGION AMG
TO : HQ ALCOM FOR TPTN

UNCLASSIFIED

Ref your 6194 cite ACTPT of 271740. Do not think it fair to ask BOWES to accept any responsibility for LESTER's, warehouse duties. His own work is full time job. He will watch warehouse work to best of ability but repeat cannot in fairness be held responsible. Signed DUNLOP.

Dist

Action - Tn SC 2
Info - Chief Commissioner
Econ SEC 2
File 2 Float



ACTION

8059

AC/24.1/

July List of Ship's Received at Force

| NAME OF SHIP | WHEAT | COAL | FOOD + CEM SUPS | MISC. |
|-----------------------------------|-------|------|-----------------|-------|
| 1. Makefiell | 400 | | | 1982 |
| 2. ITU (GROUND SULPHUR) | | | 1198 | |
| 3. TUNISINO | | | | |
| 4. RENBEN TIPTON | 3266 | | | 1065 |
| 5. MAKEFIELL (copper sulphate) | | | 3215 | 480 |
| 6. MINDSHOLM | | | 1543 | |
| 7. CAPE LOOKOUT | | | | |
| 8. TANTRA | | | | 782 |
| 9. MOTIA (copper sulphate) | 3090 | | | |
| 10. TH. Guardia | 3671 | | | 921 |
| 11. BRYON DARATON | | | | |
| 12. Willow PARK (copper sulphate) | | | 911 | |
| 13. EZILDA GROCE | | | 1264 | |
| 14. THELMA | | | | |
| TOTALS | 10427 | — | 8131 | 5230 |

14

24,000

August

| | | | | |
|--------------------------|--|--|------|------|
| 15. Salvore | | | 1441 | 1820 |
| 16. ITU (ground sulphur) | | | 158 | |
| 17. Violette | | | | 2805 |
| 18. WILLOW PARK | | | | |
| 19. TURKOTOPIC | | | 2621 | |
| 20. DESPIKA | | | 2221 | |

| | | | | |
|-----------------------------------|-------|------|-------|------|
| 5. MAKEFIELD (copper sulphate) | | | | 1065 |
| 6. MINDSHOLM | | | | 480 |
| 7. CAPE LOOKOUT | | | 3215 | |
| 8. TANTRA | | | 1543 | |
| 9. MOTIA (copper sulphate) | | | | 782 |
| 10. TH. GUERDIE | 3090 | | | |
| 11. BRYON DARATON | 3671 | | | |
| 12. Willow PARK (copper sulphate) | | | 911 | 921 |
| 13. EZILDA GROCE | | | 1264 | |
| 14. THELMA | | | | |
| <u>14</u> TOTALS | 10427 | — | 8131 | 5230 |
| August | | | | |
| 15. Salvore | | | 1441 | |
| 16. Itu (ground sulphur) | | | | 1820 |
| 17. Violette | | | 158 | |
| 18. WILLOW PARK | | | | 2805 |
| 19. TURKOTOPIC | | | 2621 | |
| 20. DESPINA | | | 2221 | |
| 21. ELIJAH COBB | | | 6184 | |
| 22. VIOLETTE (salt) | | | | 570 |
| 23. EZILDA GROCE | | | 824 | |
| 24. OCEAN VISION | | 8425 | | |
| <u>10</u> TOTALS | — | 8425 | 13449 | 5195 |
| | | — | — | — |

September

| NAME OF SHIP | WHEAT | COAL | FOOD & GEN
SUPS. | MISC |
|------------------------|--------|--------|---------------------|--------|
| 25. EMPIRE CAICOS | | | 1000 | |
| 26. VIOLETTE * (SALT) | | | | 286 |
| 27. AUGUST ST. GAUDENS | | 6514 | 1919 | |
| 28. IMPERATORE | | 5944 | | |
| 29. R. COPELAND | | | 750 | |
| 30. TORE JARL | | | | |
| 31. J.F. COOPER | | 7841 | | |
| 32. EPHRAIM BREVARD | | 8052 | | |
| 33. DESPINA | | | 1195 | |
| 34. VIOLETTE * (SALT) | | | | 286 |
| 35. CARLO ZENO * | | | 261 | |
| 36. THEOMETOR | | | 750 | |
| 37. HENRY WATTERSON | | 8068 | | |
| 38. GEORGE STEERS | | 8124 | | |
| TOTAL | — | 44,543 | 5,875 | 572 |
| 41. GRAND TOTALS | 10,427 | 52,968 | 27,455 | 10,997 |

less cargo
discharged
in Trieste
sq. 6 x 6000
= 36,000 tons

41. GRAND TOTALS
11 vessels + 3 tinner.

There is
only
one
God

VENEZIA PROVINCE
VENEZIE REGION
ALLIED MILITARY GOVERNMENT
A P O 394

2 October 45

Ref:- PW 3

Subject:- Monthly Report. Port of
Venice.

To:- TN A.M.G.

REGION XII

P a d o v a

1) SHIPPING. During the month small quantities of Maintenance Sups were received without difficulties.

Large quantities of wine arrived in schooners and coasters. Most of the cargo was for Lombardia Area, and had not been programmed to the P.L.O.

2) RAIL. Little difficulty has been met in clearing A.M.G. goods by rail, delays due to lack of cars have been small. The clearance to Lombardia of Wine has been largely effected by rail, in spite of the fact that bids had to be originated by this office after the wine had arrived. Approx. 3500 Tons food, 1320 Tons Agric. Chemicals and 5000 tons wine have been despatched by rail. It has not yet been necessary to call on the Truck pool for vans for dock clearance, as barges have been used in the dock area.

3) ROAD. Sheds 3 x 9 are being gradually cleared of foodstuffs and will be available for I.C.E. Shed 103 first floor has been in use all the month and has enabled the use of barges in lieu of road transport for the receipt from ships. Sheds 15 and 16 are still in use, and shed 17 ground floor is now available: the top floor is to be used as a Carabinieri barracks.

The stacking in these depots has improved under the super-

To: TN A.M.G.

REGION XII

Padova

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The stacking in these depots has improved under the supervision of Lt LESTER, recently posted away.

5) STATISTICS.

| Alcom No 12 | Receipts | Issue | Stock |
|-------------|----------|-------|-------|
| Food | 3206 | 4026 | 3692 |
| Misc | 24 | 1320 | 24 |

| | |
|---------------|-------|
| Salt Monopoly | 590 |
| Coal (A.M.G.) | 37137 |
| Civilian wine | 6957 |
| " Misc | 30 |
| | 47944 |

5346

3716

AC/24.1

- 2 -

6) PORT FACILITIES.

Berths 16 and 21 are dredged and can take ships 27 feet draft. The former has 4 cranes and the latter 3 cranes and both are rail-served and have good transit sheds.

Shed 60 has been demolished by the CRE which makes Berth 21 available to road and rail.

Scomenzera Canal is available for schooners, has two cranes. The Railway are repairing their depot on this canal, which has three small cranes and six large ones on the adjoining quay.

The general policy proposed is to ensure that quay side sheds are used only for goods in transit, and the remaining sheds in the port area will be reserved for Federazione foodstuffs and I.C.E. misc. imports.

The roof of the Silos berth 22/23 is more than half repaired and should be completed early in October. The machinery is in working order.

At Porto Marghera it is stated that it will be the end of the year before the other four coal transporters are working. The Vetro Coke have two transporters working at their plant in the NORD Canal, so the coal discharge should proceed satisfactorily. It has been agreed to lighten coal ships at buoys, and so enable total discharge at Venice.

J.N. Bowles
J.N. BOWLES Capt.
Port & Warehouse
Officer
TN AMG REG XII

8056

Copy to:- P & W TN S/C HQ AC ✓
" " A.M.G. Venezia Prov.
" " Port Commandant

Subject :- Venice Port - Civilian Facilities

H. J. Movements
VENICE

Ref. Mov 5/401
Tele Auto 27084

A.M.G. P.L.O.

28 Sep 45

Ref. your Pl/3 of 17 Sep 45.

1. The suggestions contained in your letter have been carefully considered.
2. In view of the present circumstances it is not considered practicable at present to divide the port into military and civilian zones.
3. Therefore the port facilities will continue to be used on a common user basis with priority for military commitments.

RCMP/hs

R.C.R. Powell Major R.M.
(R.C.R. POWELL)
D.A.G(M) & Port Commandant.

Copies to :- P & W Div H. Tn S/C H. J. C
M. S. T.
M. S. T.
Tn H. Region XII

8055

AC/24. #

ALCON TAYLOR

6134

27 SEP 1949

PRIORITY

UNCLASSIFIED NO

PARA 075 PD ALCON TAYLOR CAPTAIN ROYCE IS ASSIGNED IN LIAISON
 WASHINGTON UNTIL SUCH TIME AS HIS REPLACEMENT CAN BE SECURED PD
WANT TO ABANDON PAPER FOR MAJOR CORRE TRANSPORTATION OFFICER FROM HQ
ALCON TAYLOR ADJUTANT

8054

TRANSPORTATION CO

190

G.J. LEONE

CWO U.S.A.

Asst. Adjutant

AC/24.1

23 Sept. 45

Ref:- PW 3

Subject:- Coal Handling Arrangements- Port of Venice

To:- TN A.M.C.
REGION XII
VADOVA

1. A copy is attached of a signal from Mov Venice Coal Section dated 221800, which gives information of the future handling of coal at the port of Venice.

2. A.M.C. REGION XII Fuel Officer undertook to inform the Civilian agencies the procedure for bidding for Movement by rail.

J.N. Bowles capt

J.N. BOWLES CAPT.

Port Officer

TN.A.M.C. REG. XII

Copy to:- P. & W. ✓

TN S/C HQ=AC

REG. XII

TN S/C AC MILAN

8853

AC/24.1

MESSAGE OUT

FROM: MOV VENICE COAL SECTION

DATE/TIME OF ORIGIN

221500 A

TO : ACTION : AFHQ cite PHSUP

INFO : ALCON cite ACCOL : AMO LOMBARDIA REGION FOR HANCOCK

MOV CS/ 1453 (.) Unclassified (.)

FUTURE ARRANGEMENTS FOR HANDLING COAL IN VENICE HAVE BEEN DISCUSSED AND FOLLOWING AGREED (.) ONE (.) COAL SECTION VENICE WILL CLOSE 22 SEP AND FUNCTIONS WILL BE IMMEDIATELY ASSUMED BY ITALIAN CIVILIAN ORGANISATIONS. (.) TWO (.) ALLOCATED LOCALLY ADVISED TODAY THAT ALLOCATIONS WILL BE MADE BY AFHQ FOR EACH SHIP IN DETAIL FOR MILITARY CONSIGMENTS AND IN TOTAL FOR RAILWAY AND CIVILIAN REQUIREMENTS (.) COAL SECTION VENICE HAS ALLOCATED CARGOES FAIRCHILD CMA STUBBS CMA WATERSMAN AND MOPESTAR IN ACCORDANCE SEPT PROGRAMME (.) FUTURE ALLOCATIONS SHOULD BE ADDRESSED MOV VENICE WITH REQUEST TO PASS TO AGENZIA MARITIMA AND LOCAL COAL IMPORTERS GROUP (.) THREE (.) AS FAR AS POSSIBLE FULL CARGOES SHOULD BE ALLOTTED TO AGENZIA MARITIMA FOR RAILWAY AND MILITARY NEEDS AND TO IMPORTERS GROUP FOR CIVILIAN NEEDS (.) FOUR (.) IT IS CONSIDERED OPINION OF ALL LOCAL SHIPPING AUTHORITIES INCLUDING MOVEMENTS WSA AND HWY THAT QUICKER DISCHARGE AND MORE SATISFACTORY RESULT IN EVERY WAY WILL BE OBTAINABLE IF SHIPS ARE SENT TO VENICE FOR FULL DISCHARGE (.) ANY NECESSARY LIGHTENING TO ENABLE SHIPS TO ENTER PORTO MARGHERA CAN BE DONE AT LIDO /TO LIGHTERS (.) TRIESTE REQUIREMENTS CAN THEN BE MET BY FULL CARGOES (.) FIVE (.) COMMUNICATIONS (.) NOW VENICE WILL RECEIVE ALL COMMUNICATIONS DISPATCHED BY ARMY SIGNALS AND PASS THEM TO AGENZIA MARITIMA AND IMPORTERS GROUP (.) SIMILAR FACILITIES ARRANGED FOR COMMUNICATIONS IN RESERVE DIRECTION ADDRESSED TO AFHQ AND ALCON (.) SIX (.) PITHEAN REMAINS VENICE TO SEE NEW ARRANGEMENTS WORK SMOOTHLY AND TO MAKE SIMILAR ARRANGEMENTS FOR TRIESTE (.) TRIESTE ARRANGEMENTS WILL BE ADVISED AS SOON AS COMPLETED (.) SEVEN (.) AGREED MOV WSA AND HWY (.) NEW SUBJECT (.)

FOR WALKER () SWANS AND JOHN NEDSON ARRIVE AFHQ 22 SEP 52 CONFIDENTIAL

FOLLOWING AGREED TO BE IMMEDIATELY ASSUMED BY ITALIAN FUNCTIONS WILL BE IMMEDIATELY ADVISED TODAY THAT ALLOCATIONS AND IN TWO (.) ALLOCATIONS IN DETAIL FOR MILITARY CONSIGNEES AND IN MADE BY AFHQ FOR EACH SHIP IN DETAIL FOR MILITARY CONSIGNEES IN TOTAL FOR RAILWAY AND CIVILIAN REQUIREMENTS (.) COMBINATION WHICH HAS ALLOCATED CARGOES FAIRCHILD CMA STEERS CMA WATERSSEN AND ROBERTAR IN ACCORDANCE SEPT PROGRAM (.) FUTURE ALLOCATIONS SHOULD BE ADDRESSED MOV VENICE WITH REQUEST TO PASS TO AGENZIA MARITIMA AND LOCAL COAL IMPORTERS GROUP (.) THREE (.) AS FAR AS POSSIBLE FULL CARGOES SHOULD BE ALLOCATED TO AGENZIA MARITIMA FOR RAILWAY AND MILITARY NEEDS AND TO IMPORTERS GROUP FOR CIVILIAN NEEDS (.) FOUR (.) IT IS CONSIDERED OPINION OF ALL LOCAL SHIPPING AUTHORITIES INCLUDING NOVEMBER WSA AND THAT QUICKER DISCHARGE AND MORE SATISFACTORY RESULT IN EVERY WAY WILL BE OBTAINABLE IF SHIPS ARE SENT TO VENICE FOR FULL DISCHARGE (.) ANY NECESSARY LIGHTNING TO ENABLER SHIPS TO ENTER PORTO MARCHERA CAN BE DONE AT LIDO /TO LIGHTERS (.) TRIESTE REQUIREMENTS CAN THEN BE MET BY FULL CARGOES (.) FIVE (.) COMMUNICATIONS (.) NOW VENICE WILL RECEIVE ALL COMMUNICATIONS IN DISPATCHED BY ARMY SIGNALS AND PASS THEM TO AGENZIA MARITIMA REMAINS LIPONTI GROUP (.) SIMILAR FACILITIES ARRANGED FOR COMMUNICATIONS IN REVERSE DIRECTION ADDRESSED TO AFHQ AND ALSO (.) SIX (.) PITTMAN REMAINS VENICE TO SEE NEW ARRANGEMENTS WORK SMOOTHLY AND TO MAKE SIMILAR ARRANGEMENTS FOR TRIESTE (.) TRIESTE'S ARRANGEMENTS WILL BE ADVISED AS SOON AS COMPLETED (.) SEVEN (.) AGREED MOV WSA AND INT (.) NEW SUBJECT (.) FOR WALKER (.) EVANS AND JOHN DELECT ARRIVE AFHQ 22 SEP 52 CONFERENCE

26 SEP.

Degree of Priority
IMPORTANT TO ALL

signed Lt. Pittman
----- Lt. USA.

Copy to : MOV 13 CORPS

MOV Venice
WSA Venice
AFHQ Venice
ANG REGION Venezia

0 4 9 2

VENEZIA PROVINCE
VENEZIE REGION
ALLIED MILITARY GOVERNMENT
A P O 394

18 Sept. 45
c/o HQ Movements
venice

Subject:-Venice Port Tariff

To:- Port & Warehouse
TN S/C HQ A/C

- 1) The Regional Labour Officer has written to this office as regards recommendations on the Port Tariff.
- 2) Today the Ministry of War Transport Representative and the Capitaneria di Porto discussed this question in this office and the Capitaneria di Porto will call a meeting of the interested parties, that is Users of the Port and Labour in the near future, so that recommendations can be made on the proposed tariff scale as submitted by the Provveditorato al Porto.

J.N. Bowes
J.N. BOWES Capt.
Port Officer
TN AMG REG XII

8051

To:- Port & Warehouse
TN S/C HQ A/C

- 1) The Regional Labour Officer has written to this office as regards recommendations on the Port Tariff.
- 2) Today the Ministry of War Transport Representative and the Capitania di Porto discussed this question in this office and the Capitania di Porto will call a meeting of the interested parties, that is Users of the Port and Labour in the near future, so that recommendations can be made on the proposed tariff scale as submitted by the Provveditorato al Porto.

J.N. Bowes

J.N. BOWES Capt.
Port Officer
TN AMG REG XII

8051

AC/24.1

1

VENEZIA PROVINCE
VENEZIA REGION
ALLIED MILITARY GOVERNMENT
A P O 394

Page:- 003
Subject:- Freight charges

To:- Port & Warehouses

HQ TN S/C

HQ Allied Commission

A.P.O. 394

- 1) According to news to two queries which arose recently when wine for division collection was landed at the Allied Airbase and no collection given as to whether or not the freightage and cost of dispatch had been paid before shipment.
- 2) In both cases the necessary requests were taken by the P.L.O. at Venice to ensure that the cargo was processed until the queries were settled, but this caused unnecessary work.
 - a) SS NOTIA 32 tons wine on STO Charter. It had been subsequently confirmed that COOMA SA had been paid.
 - b) SS BIANCA ROSA 250 tons wine on RASC Charter was to subsequently confirmed that COOMA SA VATICAN was to collect.
- 3) Can more drill be obtained e.g. the bill of lading endorsed.

M. Basso

J. W. BOWEN Capt.

Port Officer

TN A.M.C. REG. XII

Copy to:- M.W.T. Venice

~~S.M. King. TN S/C~~

~~TN HQ REGION XII~~

HQ TN 5/C

HQ Allied Commission

A.M. 3.4

- 1) Material is drawn to two queries which arose from the fact that the Commission was asked to advise on the cost of a certain type of material which was being used in the production of a certain type of material. The cost of this material was found to be very high and it was suggested that the Commission should advise on the possibility of using a different type of material.
- 2) In both cases the necessary information was taken by the D.M.O. at Venice to ensure that the work was frozen until the queries were settled, but this caused unnecessary work.
- 3) 23 MARCH 1942 some wine on STO CANTIERI had been subsequently confirmed that the bill of lading endorsed.

M. Bowditch

J.N. BOWDITCH Capt.

Port Officer

TN A.M. G. 3.4. XII

Copy to:- M.W.T. Venice

Shipping. TN 5/C

TN HQ REGION XII

8050

AC/241

IN 69
SEP 181230A

F/8232
SEP 191900A

ROUTINE

ALCOM HLO VENICE

HQ ALCOM FOR ACTPT FOR BAZZANELLA HOME INFO HQ AMG REG XII FOR TN PADOVA

UNCLASSIFIED.

May GOC CARABINIERI ROMA be contacted to expedite 30 Carabinieri due at
VENICE port.

DIST

ACTION: Tn SC 2
INFO: Chief Commission
Econ Sec 2
P. Safety SC
File 2
Float

Action by P/S. E/c.

21 9/45. Transcription what.

8049



AC/24.2

M. Bowes

17 September 45

To: - TN

HQ. A.M.G. Region XII

Padova

Subject:- Recommendation American Personnel
nel

Ref Lt. Gerd Lester 0-2053921

1. When the Allied Commission TN S/C Warehouse Officer Maj. Klein visited Venice and discussed the reposting of Lt. Lester to the Port Liaison Officer at Leghorn, he was asked if that would mean this officer would receive promotion, since he was filling a position held by an American captain. The reply was that it was up to the officer to apply to the HQ he was then attached to.

2. In view of constant changes of station which have taken place in order to fill Regions' warehouse and port commitments, these TN officers' movements are usually controlled to a large extent by HQ. TN S/C and Regions appear to regard them more as attached Specialist personnel.

3. In view of the work this officer will be faced with as a Port Liaison Officer in a Military Port like Leghorn, it is requested that a promotion be initiated by this Region before he leaves and forwarded on posting to his new HQ.

4. This officer while in charge of Alcom Depot No 12 Venice during the months of August and September has done very good work and his previous record, which can be vouched for by TN S/C Warehouse Division as to whether or not it is satisfactory is as follows:

Dec. 44 to March 45

March 45 to July 45

May to July 45

Aug. 45 to Sept. 45

Depot Officer Leghorn

Established Depot Cesena, to handle 2000 tons daily. took over 8th Army Forli Depot with 1400 tons daily in addition to Cesena.

Alcom Depot No 12

J.N. Bowes capt.

Port Officer

HQ. A.M.G. REG. XII

Copy to:- P. & W. Div. ✓

TN. S/C

HQ. AC.

May Klein: Pls note and return.

AMB

AC/241

17 September 45.

Ref:- PW 3

Subject:- Venice Port - Civilian Facilities

To:- Port Commandant
Venice Port

1. In order to provide facilities for civilian trade and to limit the military supervision required, it is requested that consideration now be given to the original plan to make the S. Basilio area the civilian area, that is the east side of Scamozzi Canal to berth 24 and berths 24 to 31. The military area to be the Eastern and Western Quay.
2. The undertaking would be given that the quayside warehouses on berths 24 to 31 be used only for goods in transit, and it would be the responsibility of the Allied Commission or A.M.G. Port Officer to see that these sheds used solely as transit sheds.
3. A.M.G. would wish to continue to use the first floor of shed 103 as a storage depot, for the reception of mixed ships berthed at Berth 10, and undertake to issue at times which do not interfere with discharge operations.
4. The A.M.G. would also require sheds 15 x 17 for storage of foodstuffs and would discontinue the use of sheds 3 x 9.
5. Until such time as more information is available AMG would require the control of Depots 3 x 9, in order to ensure the clearance of transit sheds and for the receipt of merchandise for 'backloading' or imports for commercial undertakings.
6. In view of the small military commitment, the facilities at berths 1 to 22 should meet the demands, except the meat cargoes which would still have to be handled in the civilian area.

J.H. Bowes capt.
J.H. Bowes capt.

Port Officer

TN. A.M.G. REG. X11

Copy to:- P.W. Div. HQ TN S/C HQ AC ✓

~~M.F.I.~~~~W.S.A.~~

TN. HQ REGION X11

8047

13 September 45

Ref:- PW 6

Subject:-Alcom Depot No.12 Venice

To: TN

HQ.A.M.G.

REGION XII

P A D O V A

1. With reference to the reposting of Lieut. Lester to Livorno, which means that there will be no warehouse officer at Venice, Maj. Klein in subsequent conversation with the Port Liaison Officer said that the P.L.O. would be required to supervise the workings of the Depot.

2. The P.L.O. expressed in very strong terms the view that if at the end of three months the F.C.A. were unable to carry out a warehouse operation without supervision, then the F.C.A. had better take steps to improve their organisation.

3. The P.L.O. duties have never been laid down but appear to be to keep all the wheels turning, including the handing over of the Port, and he can not be expected to supervise any particular organisation.

4. The P.L.O. maintains that since the F.C.A. have warehouses all over the country it is time they set up a proper system of supervision. The longer the Allied Officers do the Italians work, the longer the Italians will take advantage of the situation.

5. It is pointed out that the F.C.A. are responsible for the goods at ships tackle, and are now receiving from civilian tpt. In the opinion of the P.L.O. with the possible exception of the soldier clerk, all military personnel should be withdrawn from the Depot whom the officer is withdrawn on Oct. 1st. The services of the clerk are useful for checking the sizes and weights, which often give rise to book errors.

Copy to: P.M.

TN

S/O HQ Allied
Commission

J.N. Bowes capt.

Port Officer

TN.A.M.G. REG.XIII

AC/24.1

11 September 45

Subject:- Port Police

Ref: PW 4

To: Capitaneria Di Porto
Venice
~~Pravveditorato Di Porto~~
~~Venice~~

1. The following letter has been received from the A.M.G. Public Safety Officer, and is forwarded for information.
2. It appears that it is necessary to treat the Port as a special area, until a regular force is available.

M. Bowes
J.M. Bowes capt.
Port Officer

TN. A.M.G. REG. X11

Copy to:- P.M. T. Div. TH 3/C HQ.AC ✓

" " I.N.L.O.

" " Navy House Venice

8045

AC 24.1

C
O
P
Y

VENETIA PROVINCE
 VENEZIA REGION
 ALLIED MILITARY GOVERNMENT
 A P O 394

Public Safety

10.XI.1945.

SUBJECT : Port Police, Venice Port and Porto Marghera .
 TO : Provincial Commissioner (for Capt. Bowes, Ports Warehouse,
 A.M.C. Venice)

1. Reference P.W.4. dated 4 September 45. Para 4.
2. It is regretted that no CC.RR. are available for guarding coal dumps owing to so many other duties within the Province in connection with the detection and prevention of crime.
3. If some system of guards are organised, I will give the necessary authority to carry arms. There cannot, however, be any augmentation to the strength of existing Police forces, the numbers permitted by A.C.C. being fully recruited.
4. Prior to Allied occupation, I understand that CC.RR. Guardia di Finanza, Pubblica Sicurezza and the former MILIZIA PORTUARIA operated this area. The latter has naturally been disbanded. When the Port area is returned to the Italian Government the CC.RR. Guardia di Finanza and Pubblica Sicurezza, would resume duties and probably another body will be formed to replace the now disbanded MILIZIA PORTUARIA. A small force of Pubblica Sicurezza is, I understand, already operating within the port from the Caserma there, but no CC.RR. as yet.

signed:

R.S. Harris, Major

P.P.S.O. Venice Province

8044

11 September 45

Ref: PW 4.

Subject:- Salt Discharge - Venice

To:- FOOD OFFICER
HQ. A.M.C.
REGION XII
~~PADOVA~~

1. Ref 70- 19/60/Food HQ AC 4;Sept.45. No difficulty will be experienced in discharging the Imperatore or a Coaster.
2. If rail distribution can be arranged direct shipment can be organised; if all the salt has to go to the Monopoli Warehouse then barges will be used.
3. The Monopoli have been contacted and expect to (discharge) effect discharge of 2000 tons in 4 days, personally I think it will take 5/6 working 16 hours per day.

J.N. Bowes
J.N. Bowes capt.
Port Officer
TN.A.M.C. REG. XII

Copy to:- TN REG. XII
" " Food S/C HQ.AC
" " P.&W.Div.TN S/C HQ.AC ✓
" " TN S/C AC Milan

8043

AC/24.1

OKW/vlc

TRANSPORTATION SUB-DIVISION

INTER-OFFICE MEMORANDUM

8 September 1949

Tel : 472704

277/30/En 3

SUBJECT : Port Clearance at Marghera

TO : Rail Division (En 4)

1. The following para from the Minutes of the Port Control Committee Meeting held on 31 AUG '45 at Venice is given for your information and necessary action :

"The Ministry of War Transport Representative said that coal discharge at Marghera in the last three days had been 800 tons and with such big discharges, the difficulty was transporting it away, owing to the shortage of trucks. Port Commandant said that the rolling stock position was expected to improve shortly. Ministry of War Transport Representative also said that in order to work the ships evenly it was some times necessary to work a third shift, and though labour had always been available as yet, there was a definite shortage of crane drivers. It was agreed that the Provveditorato al Porto be asked to have further men trained as crane drivers."

2. It is of the utmost importance that sufficient wagons are available for Port Clearance, otherwise there will be congestion which will undoubtedly affect the discharge and turn-round of ships.

3. Your views regarding future wagon availability for clearance at Marghera are awaited.

For Chief Movements Division

6049

1. The following para from the Minutes of the Port Control Committee Meeting held on 31 Aug '45 at Venice is given for your information and necessary action:

"The Ministry of War Transport Representative said that coal discharge at Marghera in the last three days had been 8,000 tons and with such big discharges, the difficulty was transporting it away, owing to the shortage of trucks. Port Commandant said that the rolling stock position was expected to improve shortly. Ministry of War Transport Representative also said that in order to work the ships evenly it was some times necessary to work a third shift, and though labour had always been available as yet, there was a definite shortage of crane drivers. It was agreed that the Provveditorato al Porto be asked to have further men trained as crane drivers."

2. It is of the utmost importance that sufficient wagons are available for Port Clearance, otherwise there will be congestion which will undoubtedly affect the discharge and turn-round of ships.

3. Your views regarding future wagon availability for clearance at Marghera are awaited.

For Chief Movements Division

8042

Ch W. Walworth

C.R. WASHINGTON,
Major R.E.

Copy to: Regional Transportation Officer - Venezia Region
P.L.O. Transportation - Venezia Region AGO
Shipping Branch
Ports & Warehouse Division ✓

AC/24.1

Ref:PW 4

4 September 45

Subject:- Port Police Venice Port and
Porto Marghera.

To:- Capitameria Di Porto
Venice

1. The question raised at to-day's Port Control Committee Meeting of the Port Police.
2. It was pointed out that it is one of the responsibilities of the Capitameria di Porto and that he should have an officer on his staff to supervise ; but that the latter official had not yet been appointed.
3. I therefore undertook to draw the attention of the Capitameri di Porto to the fact and request he takes action to have this appointment expedited, as the Italian Liaison Officer had previously been informed of the necessity.
4. The most urgent demand is the safeguarding of the coal at Porto Marghera and I suggest that special police be enrolled for this purpose if the ~~Capitameria~~ Carabinieri are unable to meet this commitment. Major Harris, the AMG PUBLIC SAFETY OFFICER for VENEZIA PROVINCE, can probably assist on the provision and permission to carry arms.
5. The Ministry of War Transport Representative complains that the watchmen at the M.W.T. dump has been intimidated, and unless armed can not take effective action.
6. In order to be prepared for the Reclassification of the Port it is imperative that no further time be lost, and I shall be available at any time to give what assistance I can, and appreciate your views.

J.N. Bowes
J.N. Bowes capt.

Port & Warehouse

C/o HQ Movements
Venice

Officer

TN.A.M.G.REG.X11

Copy to: - Port Commandant
P.P.S.D. Venezia Province
P.& W. Div. TN S/C HQ AG. ✓

AC/24.1

1 September 45

Ref:- PW 4

Subject:- MG Austria Supplies

To: Accountant

TN SUB-COMMISSION

HQ. Allied Commission

A.P.O. 394

1. Ref your 4/A/TN. 1 of 27 Aug. May I be informed if the Federazione has to render an account against MG Austria for expenses incurred in handling cargoes for M.G. Austria.

2. It is noted that shortly some supplies will be issued from the Venice Depot to M.G. Austria.

3. I also have to report that the instructions given to Venice are that S. & T. will handle all M.G. Austria goods from direct shipments. The posed is that the B.S.P. set up for that purpose has been closed, and the only other depot located here is very much under strain, and can only handle 500 tons. We were confronted with the arrival of the S/S. Eljah Cobb, which partially discharged at Trieste but owing to the stowing was unable to discharge any MG Austria cargo. As there was some doubt as to what had been discharged, and as to what was on board, and as the B.S.D. had closed and no arrangements had been made to dispose of MG Austria goods, Alcom Depot No. 12 was used to safeguard any such goods left on board. In fact it turned out to be the total MG Austria cargo of 302 tons for which disposal instructions have only just been received. In consequence Federazione di Conserzi Agrari will incur some handling expenses, and direction would be appreciated as to whether or not on account of same is to be rendered.

J.N. Bowes capt.

Port Officer

TN. A.M.G. REG. XII

Copy to:

P. & W. Div. TN 3/c HQ AG.

TN. HQ A.M.G. REG. XII

Alcom Depot No. 12

To: Accountant

TN SUB-COMMISSION

HQ, Allied Commission

A.P.O. 394

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J.N. Bowes capt.

Port Officer

TN. A.M.G. REG. XII

Copy to: P. & W. Div. TN 3/c HQ AG 10

" " TN. HQ A.M.G. REG. XII

" " Alcom Depot No. 12

AC/24.1

Ref:- PT 4

1st September 45

Subject:- Monthly Report. August 45
Port of Venice.

To: FM

HQ.A.M.C. REGION XII

C.M.S.

1. During the month the last known mines have been cleared from the old Port. In consequence it has been possible to use barges and discharge to shed 103 certain A.M.C. cargoes.
2. Dredging has almost been completed at Berths 16 and 22 enabling ships of 27 draft to berth: Berth 16 is rail served and has an excellent transit shed, while Berth 22 has two 30 ton per hour grain suckers to the silos, which is undergoing repair to the roof, and can meanwhile store 2000 tons of grain. A good transit shed adjoins Berth 22 as well.
3. Rail clearance has been effected during the month for the bulk of the Italian import. Rail clearance of fertilisers to Emilia, Piemonte, Liguria and Lombardia have been unsatisfactory and only at a started late in the month.
4. Salt, tobacco and wine schooners have discharged direct to small warehouses outside the Military Port area satisfactory.
5. Coal has been received in large quantities at Porto Marghera, and is being worked satisfactory by the civilian organisations. Six of the ten transporters are now working; repairs to the other transporters are in hand.
6. Warehouse accommodation is still not satisfactory, and there are no depots in the Port which can be utilised to the best advantage. This however expected that the use of the first floor of shed 103 should enable A.M.C. cargoes to receive some cargoes direct from the ship. Fire broke out in the Sulphur when being stacked on 2 August in shed 103 but was extinguished by the Army Fire Brigade with a loss of approx 2000/50 lbs bags.
7. Summary of receipts and issues during month of Aug. 45.

8039

- 2 -

| | Received | Issued | 31 Aug. Stock |
|--------------------------|----------|--------|---------------|
| Ex Ships: | | | |
| Alcom Depot No.12 Food | 15985 | 14884 | 4716 |
| Chemicals | 1327 | 942 | 1480 |
| Coal | 19000 | - | - |
| Ex Schooners: | | | |
| Salt Monopoly Salt | 350 | | |
| Tobacco Monopoly Tobacco | 95 | | |
| Various Merchants Wine | 475 | | |
| " " Misc. | 33 | | |
| | 3 7265 | 15826 | 6196 |

J.N. Bowes capt.
J.N. Bowes capt.
Port Officer

TN. A. M. G. REG. X11

Copy to: P.&W. Div. TN S/C HQ AC ✓
" " Alcom No.12
" " Venezia Prov.

8038

C16045
AUG 312058B

F/6085
SER 010845B
ROUTINE

MT0USA

PENBASE INFO PENSOUTH, ALCOM FLO, LEGHORN, DEPOT 12150, ALCOM FLO NAPLES
COMMUNE, ALCOM HQ PONTS & WISE DIV ROMA

UNCLASSIFIED.

Issue the following at LEGHORN: SNL 42-9424. 5-1 wire barbed steel, galv.
type "A", V strand, gauge, No 12, 4 point 4 in spacing, coils 70 and SNL 42-8680.
15-09, staples, wire fence, type D, steel galv, 1-1/2" no 9, lbs 225.

Upon completion of packing contact Captain A.C. RAMSEY, Port L/O ALLIED COMM.,
LEGHORN, who will arrange for rail shipment to ALCOM PORT L/O CIVITAVECCHIA for
CAPITANO DI PORTO, CIVITAVECCHIA. Basis is port security at CIVITAVECCHIA.
Requisition MTO-ENG IV-5874 covers.

DIST

INFO-ACTION: Tn SC 2
INFO: Chief Commissioner
Econ Sec 2
File 2
Float

AC/23

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/24.1/49/Tn6

RMB/mvm
23 August 1945

SUBJECT: Ports of Venice, Porto Marghera and Trieste

TO : Movements Division - Shipping Branch
Regional Transportation Officer, Venice
Regional Transportation Officer, Trieste
Ministry of Marine, Rome
Captain Tosi, Liaison Officer

1. For your information and retention, attached are copies of reports on the above mentioned ports.

2. Maps of the ports of Venice and Trieste were secured and are on file in the Ports & Warehouse Division available to all interested parties.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Attachments:

As stated in para 1.

66-5

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

RSE/nvm

22 August 1945

REPORT OF INSPECTION MADE - 8 AUGUST 1945 - VENICE and PORTO MARGHERA

A. Venice

1. Docking Facilities

- a. At Darsina di Ponente (Piers 4, 5, 6), two Liberties can be berthed. The draft alongside the pier is 27 feet. Clearance by road only - no sheds - no rail sidings.
- b. At Testata di Ponente (Pier 7), one Liberty or two coasters. The draft alongside the pier is 27 feet. Clearance by road only - no sheds - no rail sidings.
- c. Canale Scemenzera (Piers 21, 22, 23) at which five schooners can be berthed, has a draft alongside of 18 feet. Cranes are available.
- d. At Canale Giudecca (Piers 24 to 34 inclusive) eleven coasters can be berthed: two drawing 16', 3 drawing 18', three drawing 20', one drawing 17', one drawing 21' and one drawing 15'.
- e. At Darsina Saloni, tobacco and salt are discharged.
- f. The Bacino area cannot be used because of serious damage due to a mine explosion during mine sweeping operations.

2. Port Equipment

- a. No heavy lift cranes are available.
- b. Fourteen cranes are in working order at Canale Giudecca.
- c. Three cranes are available at Canale Scemenzera.
- d. Four cranes are available within warehouse #103 area.
- e. There are several other cranes under repair.
- f. Sufficient stevedoring gear is available.
- g. Tugs are available to meet the port needs.

3. Labor - There are sufficient laborers working on a contract basis.

- 2 -

4. P.O.L. - The supply needs are handled through Military headquarters. Schooners are supplied through the Italian Port Captain's office.

5. Draft at Port Entrance - Ships drawing 28' can safely enter the port. Tankers drawing 20', when necessary, can lighten at Lido's buoy.

6. Warehouse Space - The situation at the warehouses was found to be bad due mainly to the inefficient manner in which goods were stacked and stored when the port was first taken over by the Military. This, no doubt, was due to the urgency for speed in the discharge of ships and warehousing cargo. The matter was called to the attention of Sig. Brambilla, Consorzio Agrario's representative, who accompanied us on the survey of warehouses. He was directed to straighten out this matter immediately. He agreed to take action. Due to military reasons which appear to be well founded, it will be necessary to continue warehouse operations in Venice in the same location as before.

7. Pilferage - There is a minimum number of pilferage losses due to the fact that the port area is under Allied Military Police control and the population in Venice is rather law abiding.

8. Schooner Operations - the Port Captain at Ravenna must secure schooners' sailing orders from Ancona which results in delayed sailings. Schooners operating between Ravenna/Venice must have a speed of more than 6 knots in order to enable them to reach Venice in daylight so as to navigate the narrow channel safely. Later on as days become shorter, greater speed will be necessary. There is no Venice southbound cargo available, except empty wine barrels. Therefore, most schooners sail from Venice empty. Should southbound cargo become available, up to 500 tons can be stored at Venice awaiting loading on schooners.

3. Porto Marghera - This port, at present, can only be used for coal discharge at Quay "A" where 2 Liberties drawing 24' can be docked and bulk oil which is discharged at Banchina Tagliabene where 3 tankers drawing 20' can be docked.

R. M. Baganella
R. M. Baganella, Chief
Ports & Warehouse Division

DISTRIBUTION

Movements Division - Shipping Branch
Regional Transportation Officer, Venice
Ministry of Marine, Rome
Captain Tosi

VENEZIA PROVINCE
VENEZIE REGION
ALLIED MILITARY GOVERNMENT
A P O 394

22 August 45

Ref: - PW 8

Subject:- Removal and Warehouse Charges
at Port of Venice.

To: - Port and Warehouse Division
HQ. Allied Commission
A.P.O. 394

- 1 Ref your AC/24.1/36/ TH 6 of 6 Aug 45 Mr. Bazzanella spoke to the P.L.O. about the subject, and the Region XII were answered in my PW 8 of 8 Aug. a copy being sent to P and W Div.

J. N. Bowes
Capt.

J. N. Bowes Capt.

Port Officer

TH. A.M.G. REG. XII

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 489081
REF. AC/24.1/36/Tn6

UAG/mvm
6 August 1945

SUBJECT: Removal and Warehouse Charges at Port of Venice

TO : Captain J. N. Bowes
Port Liaison Officer
Venice

1. Attached is copy of letter from Major W. K. Mudie, Regional Commerce Officer, Venezia Region, together with copy of letter from Provveditorato al Porto di Venezia, dated 15 June 1945.

2. To enable us to reply to Major Mudie's request, we require more detailed information and request that you approach the Provveditorato al Porto di Venezia, above mentioned, and report as early as possible.


for
R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Attachment:
As stated in para 2.

Copy to:
Maj. Klein, Warehouse Branch

HEADQUARTERS
VENEZIE REGION
ALLIED MILITARY GOVERNMENT
A.P.O. 394

BK/mg

10 July 1945

REF : R.XII/CMR/33

SUBJECT : Porto of Venice Charges.

TO : PORT AND WAREHOUSES DIVISION = H.Q. = A.C.
(Att. Mr. Bazanella)

1. Attached is a copy of letter R.XII/CMR/33
dated 9/6/45 received from the Provveditorato al Porto
di Venezia.

2. May a ruling please be given concerning
various charges referred to therein.

B. K. M. M. H. -
W.K. MUDIE
Major

Regional Commerce Officer

8031

0517

PROVEDITORATO AL PORTO DI VENEZIA

HEADQUARTERS

VENEZIE REGION

ALLIED MILITARY GOVERNMENT

(Major W.K. Mudie)

Commerce Division

PADOVA

Copy to: C.E.M. (Major Colman)

86th AREA, Venezia, Piazzale Roma

R XII/CMR/33

9/6/45

II CA I630

Venezia, 15th June 1945

(2)

SUBJECT: Release of materials stored in the port of Venice

Referring to your letter dated 9th June 1945, Ref. BK/mg we confirm to have taken note of your instructions concerning the release of part of materials stocked in the port-sheds by civilians and we are waiting of further instructions regarding the materials remained "frozen".

We have also taken note the Major COLMAN of C.E.M.-Section 86th Area Command at Venice will care the release of all German and Italian Army materials? Concerning the delivery of the said materials we inform that our administration is creditor against the depositors or their successors of expenses charged on the different stocks, as follow:

1. warehouse rent matured or to be.
2. labour charges for removing (to other sheds) of a part of these materials, supplying empty sheds for Allied Military commodities.
3. labour charges for delivery from sheds to truck, car or craft at reception of the goods.

We kindly beg you to inform us regarding the proceeding for the settlement of the above charges.

We will give further news about the amounts of the warehouses rent matured till the 15th June 1945.

The President

Ing. L. Martignoni -6

C
O
P
YVenice

Ext 376

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

MBT/lrv

430/71/Tn 1

10 August 1945

SUBJECT: Imported Coal for Italy

TO : Movements Division, Transportation Sub Commission

1. Brigadier Fellows at AFHQ phoned me today that he had discussed with Brigadier Anderson, Economic Section, the proposed importation of 440 thousand tons of coal into Italy. It is understood that 6 thousand tons a day will pass through Genoa, and 2 thousand tons a day through Venice. Brigadier Fellows wished us to make certain that we should not overlook the difficulty of securing wagons to clear this tonnage from the ports. Will you please follow up with Colonel Evans of the Coal Division and make sure that everything is in order for the proposed import program.

(signed)

M. E. Thomas, Colonel
Deputy Directorcc: Port and Warehouse Division
cc: Rail Division

8029

VENEZIA PROVINCE
 VENEZIA REGION
 ALLIED MILITARY GOVERNMENT
 A P O 394

Subject:- Working of Venice Port

Ref: PW 4

To:- ~~TH A. G.~~

~~Region All~~

~~C. M. F.~~

- 1) This morning I interviewed the Port Commandant as to the future working of the Port, when the port becomes a Class B port on the 1st Sept.
- 2) In view of the varying drafts and facilities existing, following the removal of the mines; the Military Commitments of Army Supplies and E.C. Austria Supplies, the Port Commandant does not consider it practical to allot specific berths to AMG cargoes. The Berthing Committee will include AMG or Representatives of the Civilian Consignees to represent the Civilian Consignees interests.
- 3) The Port Control Committee agreed to the applications AMG made for Depot Nos 61 and 62, which will become available in the near future.
- 4) This will afford a 18 ft draft berth and facilities for loading into rail, road or barges, but will only hold approx. 2000 tons and has only six road discharge points.
- 5) This depot will be required in addition to sheds 3 x 9 and 15 x 16 already in use for foodstuffs and 103 at present in use to tranship chemicals.
- 6) No forecast of future tonnages being available it is impossible to estimate the miles/tonnage required of tpt for docks clearance. If the present figure of 500 tons per day (excluding coal) is accepted

To:- TM A.S.G.

Region XII

C.M.P.

- 1) This morning I interviewed the Port Commandant as to the future working of the Port, when the port becomes a Class A port on the 1st Sept.
- 2) In view of the varying drafts and facilities existing, following the removal of the mines; the Military Commitments of Army Supplies and M.C. Austria Supplies, the Port Commandant does not consider it practical to allot specific berths to AMG cargoes. The Berthing Committee will include AMG or Representatives of the Civilian Consignees to represent the Civilian Consignees interests.
- 3) The Port Control Committee agreed to the applications AMG made for Depot Nos 61 and 62, which will become available in the near future.
- 4) This will afford a 18 ft draft berth and facilities for loading in rail, road or barges, but will only hold approx. 2000 tons and has only six road discharge points.
- 5) This depot will be required in addition to sheds 3 x 9 and 15 x 16 already in use for foodstuffs and 103 at present in use to tranship chemicals.
- 6) No forecast of future tonnages being available it is impossible to estimate the miles/tonnage required of tpt for docks clearance. If the present figure of 500 tons per day (excluding coal) is accepted, I estimate that the average road clearance to depot would be:-
300 tons per day and the mileage 4 miles.
- 7) The use of Liberty ships would tend to use more road tpt as the Liberty ship berths are not rail served, but extensive use could be made of barges if bulk sacked cargoes are handled.

J.A. BOWEN Capt.

Port Officer

TM A.M.C.R.O. XII

28 July 45

Copy to:- Port Commandant ✓
P & W Div. TM S/C HQ AC
" " Capt. Corby, Venice Prov.

INTER - OFFICE MEMO*File
Device
24.1*

CSW/lp

To : - Finance Sub/Comm. (attn. Chief Accountant).
From : - Trans. Sub/Comm.
SUBJECT : - Charges.

13/A/Tn.1.12th July 45

1. During a recent visit to Venice, we were notified that although M.W.T. is in the habit of paying labour charges between ships hold and ships rail, W.S.A. had refused to do so. Consequently, labour charges for the unloading of S.S. Ramsey are not yet paid.

2. This is brought to your attention for such action as you consider necessary.

For the Director,



(C/S. WYATT) Capt. R.A.
Accountant

Copy to : - Transportation Sub/Commission (attn. Major Godfrey).
" " " " (" Mr. Bazzanella).

5027

HIGH COMMISSIONER SICILY FOR ACTION AMG VENEZIA REGION
 NOV VENICE ALCON PORT LIAISON OFFICER VENICE O/O 86 AREA
 1551 10 JULY 1945 PRIORITY

CONTINUATION OF ADDRESSES : AMG 8 ARMY AFHQ CITE FROM FROM
 MTR ZONE 3 NAPLES FOR INFO

IN CLEAR PD

PARA ONE PD REF OUR SIGNAL TWO FOUR OF ONE EIGHT JUNE PARA TWO
 SUBJECT SUGAR SUGAR ITU PD

PARA TO HIGH COMMISSIONER SICILY FOR ACTION TO AMG VENEZIA REGION
TO NOV VENICE TO ALCON PORT LIAISON OFFICER VENICE CHARLIE SLANT
ONE EIGHT SIX AREA TO AMG EIGHT ARMY TO AFHQ CITE FROM FROM TO
MINISTRY WAR TRANSPORT REPRESENTATIVE ZONE THREE NAPLES FOR INFO
FROM HQ ALCON CITE ACTPT PARA

PARA TWO PD TOBACCO NOT TO BE LOADED AT GALLIPOLI PD

PARA THREE PD ITU NOV DUE CATANIA WILL LOAD APPROX ONE THREE ZERO
 ZERO TONS GROUND SULPHUR AND THEN PROCEED PORTO EMPEDOCLE TO COMPLETE
 WITH FIVE ZERO ZERO TONS APPROX GROUND SULPHUR PD ALL ACCOUNT
 CONSORCIO AGRARIO AND FOR DISCHARGE VENICE PD

COPY TO AGRICULTURE SC
 INDUSTRY SC
 PORTS & WAREHOUSE DIV ✓
 MINISTRY OF MARINE

ITARE
 M.W.T.R. HOME
 SCHORNER OFFICE

TRANSPORTATION SC

534

NICHOLAS PIOMBINO
 CWO U.S.A
 Asst. Adjutant

ALCOM PORT LIAISON OFFICER VENICE

WSA VENICE FOR INFO

1465

9 JULY 1945

ROUTINE

RESTRICTED PD

PARA ONE PD WILLIAM SUGAR ABLE ADVISE THAT VESSELS STEVEDORING
EXPENSES SHALL BE PAID BY THE AGENT FOR ACCOUNT WILLIAM SUGAR
ABLE PD

PAREN TO ALCOM PORT LIAISON OFFICER VENICE TO WILLIAM SUGAR ABLE
VENICE FOR INFO FROM HQ ALCOM CITE ACTET PAREN

COPY TO WSA ROME
MWT ROME
PORTS & WAREHOUSE DIV ✓

TRANSPORTATION SC

534

NICHOLAS PIONBINO
CFO U.S.A.
Asst. Adjutant

(Venice)

Tel. 489081 Ext. 534

HEADQUARTERS ALLIED COMMISSION

CONFIDENTIAL

APO 394

Transportation Sub-Commission

SUBJECT : Civil maintenance through Venice

AC/591/78/Tn 3

| PERIOD | TONNAGE
ACCEPTED | BREAKDOWN BY
COMMODITIES | TONS | SHIP | E.T.A. PORT OF LOADING | |
|--------------------|---------------------|--------------------------------|-------------|--|-------------------------------------|---------|
| 5/14 July | 500 | Salt | 500 | Lapa Michele
2 trips | Barletta | 19 June |
| | 500 | Tobacco | 500 | Violette | Gallipoli | 15 July |
| | 2800 | Ground Sulphur | 1800 | Itu | Catania | 10 July |
| | 3500 | Wheat | 3500 | Tipton | To lighten Heel | |
| | 500 | Lard | 500 | Not accepted for shipment on account of bad condition of | | |
| | 1000 | Misc. Supplies | 1000 | Tunisino | Ancona | |
| | 3000 | Wheat | 3000 | J. Ramsey | | |
| <u>For Austria</u> | | | | | | |
| <u>Emergency</u> | 1100 | Copper Sulph.
ex H.B. Stowe | 1100 | Makefjel | Ancona | |
| 15/24 July | 500 | Bulk Salt | 500 | Schooners to be
nominated | Margherita di Savoia
or Barletta | |
| | 800 | Misc. Sups. | 800 | Ships to be nominated | Bari | |
| | 700 | " " | 700 | | Ancona | |
| | 4000 | Grain | 4000 | Reubin Tipton | | |
| <u>Emergency</u> | 2000 | Copper Sulph. | 1000 approx | Motia | Bari | 10 July |
| | | " " | 921 | Willow Park | Naples | 10 July |
| | | | 7921 | | | |
| 25 July | 750 | Bulk Salt | 750 | Schooners to be
nominated | Margherita di Savoia
or Barletta | |
| 3 August | 1010 | Misc. Sups. | 1010 | " " " " " | Ancona | |
| | 1250 | Wine | 1250 | " " " " " | Brindisi | |
| | 2500 | Phosphates | 2500 | " " " " " | Sfax | |
| | 11 | Insecticides | 11 | " " " " " | Bari | |
| <u>For Austria</u> | 3000 | Grain | 3000 | Thomas Guardia | Lightening Heel | |
| | 8521 | | | | | |

Coasters nominated are subject to alteration

(Distribution: See over)

For the Director:

G. B.
Major

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

CONFIDENTIAL

RH/mb

7 July 1945

enice

| BY
TIES | TONS | SHIP | E.T.A. PORT OF LOADING | REMARKS |
|------------|-------------|--|----------------------------------|---|
| | 500 | Papa Michele
2 trips | Barletta 19 June | |
| | 500 | Violette | Gallipoli 15 July | Consecutive voyages until completed |
| Alphur | 1800 | Itu | | Already discharging Venice 3 July |
| | 1000 | Itu | Catania 10 July | Signal Tn S/C No.24, 18 June 45 refers |
| | 3500 | Tipton | To lighten Heel | AFHQ Signal FX9865 of 23 June refers |
| | 500 | Not accepted for shipment on account of bad condition of packing | | |
| lies | 1000 | Tunisino | Ancona | Sailed Ancona 5 July |
| | 3000 | J. Ramsey | | Sailed Bari 23 June, AFHQ Signal FX93262 refers |
| ulph. | 1100 | Makefjel | Ancona | Now loading Ancona |
| lows | 12300 | | | |
| | 500 | Schooners to be nominated | Margherite di Savoia or Barletta | Schooners Luigino 48T, Maria Luigia 52 T |
| | 800 | Ships to be nominated | Bari | |
| | 700 | | Ancona | |
| | 4000 | Reubin Tipton | | In Bari on 3 July-AFHQ FX14907 of 29 June |
| ulph. | 1000 approx | Motis | Bari 10 July | Transshipment ex Extra Med Ships |
| " | 921 | Willow Park | Naples 10 July | ex W. Black Yates |
| | 7921 | | | |
| it | 750 | Schooners to be nominated | Margherite di Savoia or Barletta | See 1063 3 July 1945 |
| ps. | 1010 | " " " " " | Ancona | |
| | 1250 | " " " " " | Brindisi | |
| tes | 2500 | " " " " " | Sfax | |
| cides | 11 | " " " " " | Bari | |
| | 3000 | Thomas Guardia | Lightening Heel | AFHQ Signal FX15744 of 1 July refers |

Coasters nominated are subject to alteration

For the Director:

G. B. GOLDFREY,
Major, I.E.

DISTRIBUTION:

AMG Venezia Region (2)
 " Lombardia Region (2)
 " 5 Army
 " 13 Corps
 1 District
 AC Port Liaison Officer Venice for Capt. Bowes c/o 86 Area
 AC Port Warehouse Officer " Maj. Martin " "
 G-4 (Mov & Tn) AFHQ (2)
 G-5 Section AFHQ
 Mov. Venice
 " Ancona
 " Bari
 " Brindisi
 ALCOM P.L.O. Ancona
 " " Bari
 " " Naples
 Economic Section
 Food Sub-Comm. (2)
 Agriculture Sub-Comm.
 Industry Sub-Comm.
 Ports & Warehouse Div (4)
 M.W.T.R., Navy House, Naples
 M.W.T.R., Rome
 Ministry of Marine, Rome
 Itmare, Rome

TRANSLATION of letter dated 6 July 1945 Div.UT/2 No.2160 addressed by Ministry of Marine, Direzione Generale del Marina Mercantile, Rome, to NEDEO and copy to Allied Commission

SUBJECT: Società BREDA - Venice - Requisition material.

VERY URGENT

1. The BREDA Company, by letter No.352 of 3 July, copy of which is attached hereto, has pointed out that there are requested and requisitioned material destined to the ships now building in their Venice Yard.

These are:

4 motorships - cargo vessels - of 2550 Tons DW (building numbers 85, 86, 88, 93).

1 motortanker of 600 tons dw. (building No.89)

1 " " 1000 " " (" " 90)

2 cargo steamers of 2000 tons dw. (building No. 108 & 109) that

2. Bearing in mind the advanced state of work and the supply already effected of almost all the material would allow a rapid fitting out of the ships (ready as from October 1945 to June 1946), we beg of you to intervene to see that withdrawals and requisitions of materials at the Yard be stopped.

for the MINISTER

(sd) Matteini

TRANSLATION OF COPY OF LETTER OF SOC. IT. ERNESTO BREDA above-mentioned

Requisition materials.

At our Venice yard there are often requested and requisitioned materials destined for the ships now building in our Yard.

We have called the attention of the Italian and Allied Authorities in Venice to the serious consequences which such a procedure of requisition, especially at the present moment in which the substitution of material taken away is not only difficult but often impossible.

Since the Allied Authorities have shown interest in the rapid fitting

in their vessels - of 2550 Tons DW (building numbers

These are:

- 4 motorships - cargo vessels - of 2550 Tons DW (building No. 89)
85, 86, 88, 93).
1 motortanker of 600 tons dw. (" " 90)
1 " " 1000 " " (" " 90)
2 cargo steamers of 2000 tons dw. (building No. 108 & 109)
that the advanced state of work and the
2. Bearing in mind the material would allow
supply already effected of almost all the material would allow
a rapid fitting out of the ships (ready as from October 1945 to
June 1946), we beg of you to intervene to see that withdrawals
and requisitions of materials at the Yard be stopped.
for the MINISTER
(sd) Matteini

TRANSLATION OF COPY OF LETTER OF SOC. IT. ERNESTO PREDA above-mentioned

Requisition materials.

At our Venice Yard there are often requested and requisitioned ma-

terials destined for the ships now building in our Yard.
We have called the attention of the Italian and Allied Authorities of

in Venice to the serious consequences which such a procedure of requisition, especially at the present moment in which the substitution of material taken away is not only difficult but often impossible.

Since the Allied Authorities have shown interest in the rapid fitting out of these ships, we think that you should intervene in order to have all requisitions of such material suspended.

Thanking you in advance, we are, etc.



Ministero della Marina

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

Roma 10 luglio 1945

e, p.c.c.

Alla

M S D B O = ROMA =
COMMISSIONE ALLEATA
NAVY SUB COMMISSION
= ROMA =

Alla - COMMISSIONE ALLEATA
TRANSPORTATION SUB C.
= ROMA =

Divisione 2160
T. N. 2160
T. N. 2160

Società BREDA - Venezia - Requisizione materiali -

OGGETTO

URGENTISSIMO

1°)- La Società BREDA, col foglio n°352 del 3 luglio, che si rimette allegato in copia, ha segnalato che vengono richiesti e requisiti materiali destinati alle navi in costruzione nel suo Cantiere di Venezia.

Si tratta di:

- 4 Motonavi da carico da 2550 TDW (Costruzione numeri 85-86-88-93).

- 1 Motocisterna da 500 TDW (Costruzione n°99)

- 1 " " 1000 " (" " 90)

- 2 Ziroscafi da carico da 2000 TDW (Costruzione numeri 108-109)

2°)- Tenuto conto che lo stato di avanzamento dei lavori e l'approvvigionamento già effettuato della quasi totalità dei materiali consentirebbe un rapido approntamento delle navi (pronte dall'ottobre 1945 al giugno '46), si prega di voler intervenire perchè siano sospesi i prelievi e le requisizioni dei materiali presso il predetto Cantiere.

IL MINISTRO

Divisione 2160
UT/2
Prot. N. 2160
Allegati
Società IMEDA - Venezia - Requisizione materiali -
Ripostato al P. 100
ROMA -

OGGETTO

URGENTISSIMO

1°)-

La Società IMEDA, col foglio n°352 del 3 luglio, che si rinette allegato in copia, ha segnalato che vengono richiesti e requisiti materiali destinati alle navi in costruzione nel suo Cantiere di Venezia.

Si tratta di:

Costruzione numeri 85-86-88-

- 4 Motonavi da carico da 2550 TDM (Costruzione n°89)
- 1 Motocisterna da 600 TDM (Costruzione n°90)
- 1 " " 1000 " (" " 90)
- 2 Piroscafi da carico da 2000 TDM (Costruzione dei lavori e

2°)-

Tenuto conto che lo stato di avanzamento della quasi totalità dei l'approvvigionamento già effettuato delle navi materiali consentirebbe un rapido approntamento di voler in materiali consentiti dal giugno '46, si prega di requisizioni (pronte dall'ottobre 1945 al giugno '46) i prelevamenti e le requisizioni intervenire perchè siano sospesi i prelevamenti e le requisizioni dei materiali presso il predetto Cantiere.

IL MINISTRO
[Signature]

MINISTERO DELLA MARINA
DIREZIONE GENERALE
DELLA MARINA MERCANTILE
UFFICIO TECNICO

SOCIETA' ITALIANA ERNESTO BREDA -Per costruzioni Meccaniche

COPIA

Roma 3 luglio 1945

ALLA DIREZIONE GENERALE DELLA
MARINA MERCANTILE
Ispettorato Tecnico

ROMA

Requisizione materiali -

Al nostro Cantiere di Venezia vengono spesso richiesti e requisiti materiali destinati alle navi in costruzione in detto Cantiere.

Abbiamo richiamato l'attenzione delle Autorità Italiane ed Alleate di Venezia sulla grave conseguenza che può avere un simile procedimento di requisizione specialmente in questo momento nel quale la sostituzione del materiale prelevato non è solamente difficile ma spesso impossibile.

Poichè le Autorità Alleate hanno manifestato interesse alla rapida ultimazione di dette nostre costruzioni, pensiamo sia molto opportuno unV/ intervento affinché venga sospesa ogni requisizione di tali materiali.

Ringraziando anticipatamente porgiamo distinti saluti.

p.p. SOCIETA' ITALIANA
ERNESTO BREDA

(dott. Ing. Lodovico Pelmi)

0 5 3 2

RESTRICTED

CMR/36/2
JUN 29NFT

E/7324
JUN 2917253
ROUTINE

AMG VENEZUE REGION

8 ARMY FOR MIL GOVT STAFF AUSTRIA INFO FREEDOM FOR G5, ALCOM ROME . Q REAR 8
ARMY

RESTRICTED.

Your ES4 of 27 refers.

Confirmed civil arrangements complete to handle all quantities of coal to
be imported. Advise date of shipment as soon as known.

DEST

INFO-ACTION: Tn S/C 2
INFO: Chief Commissioner
Econ Sec
Coal Div
File

P. + W. D. V.

8020

RESTRICTED.

Your ES4 of 27 refers.

Confirmed civil arrangements complete to handle all quantities of coal to be imported. Advise date of shipment as soon as known.

DEST

INFO-ACTION: Tn S/C 2

INFO: Chief Commissioner
Econ Sec
Coal Div
File

8020

RESTRICTED

30 JUN 1945

Ref: 4.

A. E. O. 394

- 1) On 16 June I called on the Capitaneria di Porto, and was shown a report of the agreement reached in Rome early in June between A.C. and the Italian Government to form a pool of Italian seafaring craft under the name of COMAR.
- 2) No copy of this agreement has been sent here and no pool has been set up as yet.
- 3) Meanwhile the Capitaneria has certain details of craft, but it is nothing like complete.
- 4) A letter is attached re: moving certain materials from the Pola area, but the craft mentioned has not yet been declared to the Capitaneria at Porto, which shows the state of affairs.
- 5) Now that TNT is to be available I will go to Bologna and see what facilities exist there, and also reach the ^{Switzerland} area in Porto Marghera, which the military now say is not likely to be of service to them.
- 6) The report in your possession which states that ships can discharge at the Stucky mill is not correct; only barges can.

A. G. O. 594

SAFETY

37 Meanwhile the Capitancie has certain details of craft, but it is
nothing like complete.

Capitaneria di Porto, which sends the

The report in your possession which states that ships can dis-

20th June 1945

Mr. Brown

J. M. BOWEN Capt.

Port & Warehouse

OFFICER

TN. A. E. G. R. G. XII

Copy to:- P & V Div TH S/C HQ, AG ✓

JUNE

E/5698
JUNE 19/0950B
ROUTINE

CINC MED

RNO AUGUSTA INFO: SNOBET TOTALI SLOA NOIC ANCONA NOIC VENICE SNOVA
SNOWIT NOIC NAPLES HQ AC ROME

UNCLASSIFIED.

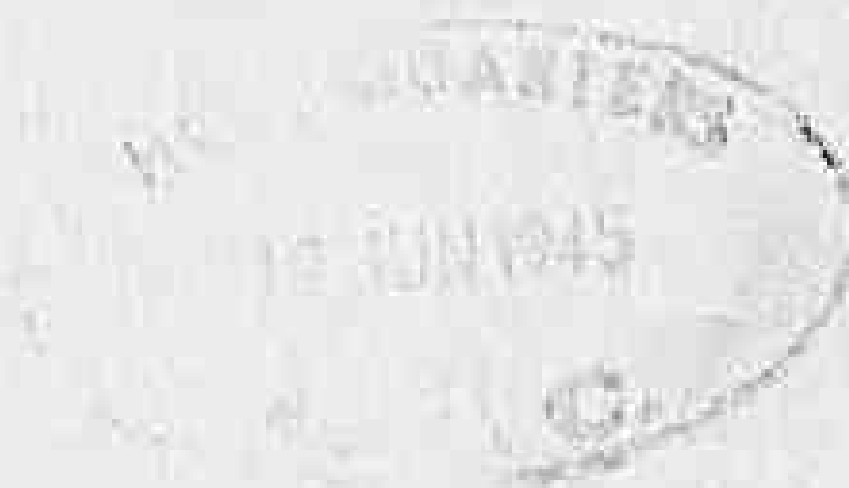
Amend my 281537B may not to all. When completed discharge at PORTO EMPEDOCLE
sail ITU to CATANIA to load sulphur for VENICE to discharge

DIST

ACTION : TN SC (2)

INFO : CHIEF COMMISSIONER
ECON SEC
NAVY SC
MSTR
WSA
MIN OF MARINE(TN SC)
FILE

Ports of where -



[Handwritten signature]

8018

3340 Venice

HIGH COMMISSIONER SICILY INFO ANG VENEZIA REGION ALCON PLO VENICE
C/O 86 ARMA ANG EIGHT ARMY AFHQ CITE FROM FROM

24

18 JUNE 45

PRIORITY

RESTRICTED PD

PARA ONE PD ITU DUE CATANIA ABOUT TWO ZERO JUNE WILL LOAD TO CAPA-
CITY ONE NIGHT ZERO ZERO TONS APPROX GROUND SULPHUR IN BAGS ACCOUNT
CONDOMIO AGRARIO FOR DISCHARGE VENICE PD

PARA TWO PD HIGH COMMISSIONER SICILY INFO TO ANG VENEZIA REGION TO
ALCON PLO VENICE CARE OF EIGHT SIX AREA TO ANG EIGHT ARMY TO AFHQ
CITE FROM FROM FROM HQ ALCON CITE ACTUE PARA

PARA TWO PD ON COMPLETION DISCHARGE VENICE WILL RETURN CATANIA
TO LOAD ONE ZERO ZERO ZERO TONS GROUND SULPHUR AND COMPLETE GALLI-
POLI WITH FOUR ZERO ZERO TONS APPROX TOBACCO ACCOUNT DAMBROSIO FOR
MONOPOLI DELLO STATO ALL FOR DISCHARGE VENICE PD

PARA THREE PD ALL ABOVE MAINTENANCE PERIOD FIVE SLANT ONE FOUR JULY
PD

COPY TO : AGRICULTURE SC - INDUSTRY SC - PORTS & WARE DIV -
MINISTRY OF MARINE - BOATMAN OFFICE

8017

TRANSPORTATION SC

534

Venice

NICHOLAS PIONBINO
CWO U.S.A.
Asst. Adjutant

RECEIVED
P.W. & U.S./C.A.C.
22 JUN 1945

VENEZIA PROVINCE
VENEZIA REGION
ALLIED MILITARY GOVERNMENT
A P O 394

Subject:- Port of Venice.
Ref:- P.W.3.

To:-
All British All
A.P.O. 394.

- 1) Any instructions be informed that the Port of Venice is at present entirely a military port and that the Port Officer should be informed of their operations, and that a copy of any of their communications to consignees should be sent to the Port Officer.
- 2) May it also be pointed out that the operations are handicapped by a lack of good storage space, and that at this period the sheds should be repaired. It is thought sheds are not so much filling depots.
- 3) That facilities do not exist for handling bulk cargoes, as yet, except by port to rail.
- 4) (A note on Consignee instructions will be included.

16 June 1945

M. Bowler

J. H. M. M. M. M.

Port & Consignee

00110

To: Mr.

Mr. Nathan XII

A.P.O. 394

- 1) Any divisions be informed that the port of Venice is at present entirely a military port and that the Port Officer should be informed of their operations, and that a copy of any of their communications to Consignees should be sent to the Port Officer.
- 2) May it also be pointed out that the operations are handicapped by a lack of good storage space, and that at this period the space should be reserved for transport stores and not for retail filling depots.
- 3) That facilities do not exist for handling bulk cargoes, as yet, except by rail to rail.
- 4) In view of conditions improve a report will be prepared.

16 June 1945

M. Bowe

J. H. L. Bowe Capt.

Port & Warehouse

8016

Officer

TH A.M.G. REG. XII

Copy to: P & W Div.

HQ Allied Commission

A.P.O. 394

please

WILLIAMS, R. R.

13 June 1945

REF. #/88/1112/788

SUBJECT : Designation of VARIOUS Depot

TO : See Distribution

1. All mail intended for the Liaison Officer, Pers Depot in Venice, should be addressed to

ALAN Fort Liaison Officer
Per Capt. Brown
c/o US Army

2. Venice Fastboats will be known as SLASH Port Report
No. 14.

Distribution:-

County Director, Transportation A/C

Col. W. M. Thomas

Transportation 8/0

(Asst. Capt. Wyatt)

[illegible]

Transportation S/O (Attn. Col. W.J. Stoff)

Transportation N/A, Mail Branch

Transportation 8/C, Box 3 Branch

Transportation S/C, Shipping Branch

Panel A: *Value-Added in Manufacturing*

Transportation & Road Division

Transportation B/C, Ports & Harb. Division

ALICE Port Liaison Officer - VIO ICE

(Alm. Capt. Brown)

ROBERT W. NELSON

Major Genl. John. G.

FORN & INLN. DIV.

8015

10/24 Venice
~~10/24/2006~~

AMG VENEZIA REGION c/o 86 AREA (ACTION) MOVEMENTS VENICE

FREEDOM CITE FNGIM (INFO)

9691

13 June 45

PRIORITY

CONFIDENTIAL PD

PARA ONE PD SUBJECT ADVICES ON REFUGEE SHIPMENTS VENICE TO ANCONA PD

PAREN TO AMG VENEZIA REGION CHARLIE SLANT CBOE EIGHT SIX AREA
FOR PORT LIAISON OFFICER VENICE FOR ACTION TO MOVEMENTS VENICE
TO FREEDOM CITE FNGIM FOR INFO FROM HQ ALCOM CITE ACTPT PAREN
 PARA TWO PD ARRANGE TELEPHONE THIS HQ BREAKDOWN BY NATIONALITIES
 OF REFUGEES EMBARKING VENICE FOR ANCONA PD IN CASE OF ITALIAN
 NATIONALS STATE WHETHER FOR SOUTHERN ITALY OR SICILY IF POSSIBLE
 PD

PARA THREE PD IN ADDITION ARRANGE MOV VENICE REPEATS ALL SAILING
 SIGNALS HQ ALCOM PD

COPY TO PORTS & WAREHOUSE DIVISION
 DISPLACED PERSONS SC
 WMD & FW SC
 RAIL MOVEMENTS

TRANSPORTATION SC

543

NICHOLAS PIOMBINO
 CWO U.S.A.
 Asst. Adjutant

ac/24/46 (Venice)

000 P.Y.

Parts of 1 file

/cle

ANG PIMENTE ANG VENEZIA ANG BUCARIA ANG BULIA ANG LOMBARDIA
 INTO TO AMR CITE WHICH BEING 15 ARMY GROUP 5 ARMY GROUP 8 ARMY
 9385 8 JUNE 45 PRIORITY

RESTRICTED PD

PARA ONE PD FOR ALL TRANSPORTATION OFFICERS PD

PARA TWO PD FOR ALL TRANSPORTATION OFFICERS PD
PARA TWO PD FOR ALL TRANSPORTATION OFFICERS PD
PARA TWO PD FOR ALL TRANSPORTATION OFFICERS PD
PARA TWO PD FOR ALL TRANSPORTATION OFFICERS PD
PARA TWO PD FOR ALL TRANSPORTATION OFFICERS PD

PARA TWO PD FOLLOWING INSTRUCTION ISSUED TO ALL MOVEMENT OF STAFFS AND PERSONNEL
 DURING PHASE ONE WITHIN OR ORIGINATING WITHIN THE FIVE ARMY GROUP TERRITORY AND TO
 ALL MOVEMENT FROM LOADING POINTS IN ITALIAN GOVERNMENT TERRITORY TO DESTINATIONS
 SET IN ONE FIVE ARMY GROUP TERRITORY PD

PARA THREE PD ALL THIS FOR MOVEMENT FROM OR FROM THROUGH FIVE OR SEVEN ARMY AND
 COORDINATED WITH ONE FIVE ARMY GROUP PD

PARA FOUR PD THIS FOR MOVEMENT IDENTIFIED IN PARA TWO WILL NOT BE MADE TO THIS HQ
 BUT DETAILS OF BEING AFTER REPORT AFTER APPROVAL BY ARMY GROUP BE SENT TO THIS
 HQ FOR INFORMATION IF MOVEMENT ORIGINATED OR TERMINATES IN ITALIAN GOVERNMENT
 TERRITORY PD

PARA FIVE PD FOR ANG BULIA TERRITORY PD YOUR BID FOR THESE HAVE BEEN SENT YOUR GROUP
 GULFANIA TO BULOGNA IS IN CATEGORY REFERENCED IN PARA TWO PD

TRANSPORTATION CO
 356

RECEIVED
 C-10 U.S.A.
 Capt. Adjutant

Copy to : Exec. Comm. - Econ. Section - Food SG - Industry SG - Commerce SG -
 Agriculture SG - I.R.C.S.C. - Planning Staff (En 2)

8013

2990 ac/rt/fmb (Venece)

HEADQUARTERS
VENETIAN REGION
Allied Military Government
APO 194

3 June, 1945.

TO : C.E. No. 1 District.

SUBJECT : To Bridges.

FILE NO : MAIL/880.72

This will serve to confirm conversation with Lt. Col. Linsell, C.A.V., 10 Corps Tpn.

I understand that Lt. Col. Linsell proposes to use fourteen (14) Italian owned river barges in the construction of a floating Bailey bridge across the fo near Portolegoscuro.

From the point of view of this commission there is no objection to the use of the barges for this purpose.

[Signature]
J.A. Dunlop, Brigadier,
Regional Commissioner

Copy to: Provincial Commissioner, Novigo.
Transportation, Venetian Region
Food Division
H.Q. A.C.

JXD/LAG

HEADQUARTERS

9 JUN 1945

8012

5 June, 1945.

TO : C.E. No. 1 District.

SUBJECT : To Bridges.

FILE NO : 211/510.72

This will serve to confirm conversation with Lt. Col. Linsell, C.E.E., 10 Corps Type.

I understand that Lt. Col. Linsell proposes to use fourteen (14) Italian owned river barges in the construction of a floating Bailey bridge across the Po near Portelagoesuro.

From the point of view of this commission there is no objection to the use of the barges for this purpose.

[Signature]
J.K. Butler, Brigadier,
Regional Commissioner

Copy to: Provincial Commissioner, Novigo.
Transportation, Venezia Region
Food Division
H.A. A.C.

JKB/lac

HEADQUARTERS

9 JUN 1945

A. C.

8012

ac/24/Tmb

AFHQ CITE FHGDM FHGEG INFO 15 ARMY GROUP 8 ARMY MOV VENICE
 MOV ANCONA MOV BARI AMG VENEZIA REG AMG ANCONA ALCOM BARI
 9133 5 JUNE 45 OPER PRIORITY
 CONTINUATION OF ADDRESSEES : NOIC VENICE NOIC ANCONA NOIC BARI

IN CLEAR PD

PARA ONE PD OUR NINE ONE ZERO SEVEN OF FIVE JUNE FOUR FIVE NOT TO
 ALGI REFERS PD

PAREN TO AFHQ CITE FHGDM FHGEG INFO TO ONE FIVE ATMY GROUP TO EIGHTH
ARMY TO MOV VENICE TO MOV ANCONA TO MOV BARI TO AMG VENEZIA REGION
TO AMG ANCONA TO ALCOM BARI TO NOIC VENICE TO NOIC ANCONA TO NOIC
BARI FROM HQ ALCOM CITE ACTPT PAREN

PARA TWO PD ASSISTANCE REQUESTED SEA LIFT ONE TWO ZERO ZERO REFUGEES
 DAILY BACKLOADING IN LANDING CRAFT AND COASTERS VENICE TO ANCONA
 SLANT BARI PD THESE REFUGEES AVAILABLE FROM MESTRE REPEAT MESTRE
 CAMP PD

PARA THREE PD CANCEL PARA FOUR ^{OUR} ~~ON~~ NINE ONE ZERO SEVEN OF FIVE JUNE
 PD DISINFESTATION FACILITIES EXIST PD

COPY TO : ECONOMIC SECT - DPRSC - NAVY S.C. - PORTS & WHSE ✓
 DIV - MOV RAIL - WMD & IPW SC - CIVIL AFFAIRS SECT-
 M.M.I.A.

TRANSPORTATION SO

342

Nicholas Piombino
 Lt. Col.

NICHOLAS PIOMBINO
 GWO U.S.A.
 Asst. Adjutant

8011

copy to file

AFHQ CITE FHGDM FHGEG INFO AMG VENEZIA REGION AMG ANCONA
ALCOM BARI NOUC VENICE NOIC ANCONA NOIC BARI

9107

4 JUNE 45

PRIORITY

IN CLEAR PD

PARA ONE PD SUBJECT IS REFUGEES FROM VENICE PD

PAREN TO AFHQ CITE FHGDM FHGEG INFO TO AMG VENEZIA REGION TO AMG
ANCONA TO ALCOM BARI TO NOIC VENICE TO NOIC ANCONA TO NOIC BARI
FROM HQ ALCOM CITE ACTPTPAREN

PARA TWO PD URGENTLY REQUEST ASSISTANCE MOVING BY SEA REFUGEES FROM
VENICE TO ANCONA SLANT BARI PD CAMP AT ANCONA FOR TWO ZERO ZERO
ZERO AND LARGE HOLDING CAMP AT BARI PD MINIMUM ONETWO ZERO ZERO
PER DAY AVAILABLE VENICE PD

PARA THREE PD SUGGEST BACKLOADING LSTS AND COASTERS PD

PARA FOUR PD NO EXISTING FACILITIES DISINFESTATION VENICE PD

COPY TO ECONOMIC SECT - D.P.R.S.C. - NAVY S.C. - PORTS &
WHSE DIVISION - MOV RAIL - WMD & JPW S.C. - CIVIL AFFAIRS SECT-
M.M.I.A.

TRANSPORTATION SC
WWV 454

WWV

NICHOLAS PIOMBINO
CWO U.S.A.
Asst. Adjutant

8010

ad/24/ff/26

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

HSC/2512
31 May 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To: Commander-in-Chief, Mediterranean.
Subject: Italian Navy Chart of VENICE Harbor, including
obstructions, dated 15 May 1945.
Enclosure: (A) Copy of subject chart.
1. Enclosure (A) is forwarded herewith for information.

H. W. ZIEGLER,
COMMODORE, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.
for CHIEF COMMISSIONER

Copy to:
ComNAVHAW
FOITALI
METBO
TRANSPORTATION SC.
All w/copy of enclosure (A).

8009

SECRET

HEADQUARTERS ALLIED COMMISSION
 APC 394
 TRANSPORTATION SUB COMMISSION

SECRET

RHK:avm

Ref/ W/16/924/Tn6

22 May 1945

SUBJECT: Report of AFHQ Siting Port of Venice

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

1. The first meeting was held on 20 May 45 with Major General Duff as Chairman.

2. The following information was brought up in the general remarks of Major General Duff, Brigadier Fellows and others:

- a) Venice will be operated as a military port.
- b) Planned tonnage is 6,500 t.p.d.
- c) 86th Area Headquarters will remain at Venice for some long time. They are now responsible to the 8th Army. When this responsibility ceases, the 86th Area will then be responsible to AFHQ through the 1st Dist.
- d) Venice port will open as of 27 May 45 and will accept craft, coasters and shuttle tankers. Only Venice Island section of the port will open on this date.
- e) It is expected that Port Marghera, which will be the main section of the port, will be opened in part on 7 June 45 to accept craft, coasters and shuttle tankers. The expansion in the use of Port Marghera will be slow and difficult due to the fact that there is no hard standing for vehicles and it will be necessary to bring in several thousand cubic yards of gravel.
- f) It is expected that by 1 July 45, it will be possible to bring in liberty ships and to open the Lido channel. This date is not firm.
- g) It was stated, at first, that AC would operate its own section of the port in the early stages, but at the second meeting of the Board this was revised and it is not expected that AC will accept such responsibility for several months. The revision was caused by the expected delay in using the full facilities of

8008

- 2 -

Port Marghera and the subsequent necessity of the military using for a longer period of time the facilities of Venice Island earmarked for AC.

b) Rail service north from Venice is limited quantities estimated at 1,000 to 1,500 t.p.d. will be available about 27 May 45. Rail heads not known. Increased tonnages expected to be available about 1 July 45.

3. After considerable discussions based on requirements of the various services, it was agreed to allocate to AC/AMG the use of those premises of the Magazzini Generali originally requested and to which reference is made in my report of 14 May 45, ref. W/18/856/Tn6. However, the four buildings immediately adjacent to quay side with an estimated capacity of 16,000 tons will be used by the Port Commandant as transit sheds as long as the military have need of the quays on Venice Island, the period estimated at two months. This limitation creates a serious problem because, of the buildings of the Magazzini Generali immediately available for AC/AMG use, only two have easy access to road vehicles and have an estimated total capacity of only about 6,000 tons. Six other buildings, with an estimated total capacity of 18,000 tons, immediately available, have access only by rail and their use will be exceedingly difficult, if at all possible. However, Brigadier Fellows stated that it was not apparent to him why AC/AMG should require a greater stockpile than 6,000 tons at Venice in the early stages. He further stated that AC/AMG should be able to secure a sufficiently rapid turnover of Venice inventories so that a 6,000 ton warehouse should be sufficient in the early stages. Further, if AC/AMG, at any time, did not have sufficient warehouse accommodations in their allotted space, AFHQ would not give port acceptance.

4. In my previous report, it was stated that the Magazzini Generali quays could simultaneously accommodate two Liberty ships and three coasters. It is now stated that although quay length is sufficient, there is some question of draft. It is not unlikely that all Liberty ships will have to be lightened before entrance into Venice and/or Port Marghera.

5. It is planned to place Captain Bowes in charge of AC/AMG warehouse, Venice. He will also act as Port Liaison Officer. Nine C.P.'s will be sent to Venice immediately for duty with Captain Bowes.

6. It is suggested that when AC/AMG accepts the responsibility for its own port operations on Venice Island, that Captain Bowes be placed in charge of that operation and other officer assigned as warehouse officer.

8007

- 3 -

7. For prompt communication by signal or letter, Captain Bowes may be addressed as follows:

ALCOM, Port Liaison Officer for Captain Bowes
c/o 86th Area, Venice
Mail should be marked additionally via A.D.L.S.

8. Although another meeting of the Board was scheduled after my departure from Venice, it was not considered essential that I remain as matters to be discussed did not concern AC/AMC. Captain Bowes attended the two meetings with me and planned to attend any additional ones.

Robert E. Klein
ROBERT E. KLEIN
Major Med. Adm. C.
Ports & Warehouse Division

DISTRIBUTION

Col. M. B. Thomas
Col. M. J. Sieff
Lt. Col. J. W. Baker
Lt. Col. C. W. Christensen
Major G. E. Godfrey
Food Sub Commission - Att. Lt. Col. J. Imrie
Col. Woodger, Transportation Officer, Venezia Region
Capt. Bowes, ALCOM Port Liaison Officer, Venice
c/o 86th Area, via ADLS

8006

SECRET

VENEZIA PROVINCE
 VENEZIE REGION
 ALLIED MILITARY GOVERNMENT
 A P O 394

Subject: Report on A.M.G. matters
 raised at Venice AFHQ
 Sitting Board 20/21 May '45

To TM. HQ, A.M.G.
 REGION XII
 APO 394

- 1) In order to avoid confusion the conclusions are only reported.
- a) Going to Porto Marghera not being fully available for about two months, the Army will use the quay originally bid for by AC.
- b) All depots immediately adjoining this quay, will meanwhile be used by the Army, and AC are allotted Depots N° 3 - 4 - 5 - 6 - 7 - 8 - 9 - and 15 - 16 - 17. The former are difficult to work by road and will be used as little as possible; the latter are good and will accommodate some 4,500 tons under cover and 1,000 tons walled open storage.
- c) During this period the Army to discharge and rpt to A.M.G. Depots.
- d) Rail to be able to handle 1,500 tons per day to Genoa as from 27th May.
- e) Lt. Col. Grenibold - Reg. XII, was present to confirm that no Commercial factories required for production were taken over by the Army for storage purposes in Venice or Mestre.

M. B. Bower
 J. B. Bower Capt.
 P. and T. Officer
 TM. A.M.G. REGION XII

22nd May 1945 - Venice

Copy to: Movements, Shipping Div. TM S/O. HQAC.
 Ports and Warehouses Div. " " " ✓
 Venezia Prov.
 File.

B/A

8005

ac/r4/f-ulo

INTER OFFICE MEMO

RHH/er

Ref : W/18/856/TW6

14 May 45

SUBJECT : Report of Trip to VENICE - 11 May 45

TO : Chief, Port & Warehouse Div., Transportation S/C. ✓

1. Contacts were made with the following :

| | |
|--------------------|---------------------------------|
| Col. WOODGER, | Sr. Tn. Officer, Venezia Region |
| Capt. NEWBY, | Tn. Officer Venezia Region |
| Lt.Col. SNODGRASS, | Reg. Supply Officer, " |
| Capt. KING, | Prov. Supply Officer |
| Cmdr. BACKHOUSE, | N.O.I.C. Venice. |

2. After advice from N.O.I.C. that the old port of Venice would be developed prior to Porto Marghera (the new port) a recce of the warehouse facilities was made in company of the Director and Assistant Director of SEPRAL, Venice and a sub-official of the Provveditorato al Porto, Venice.

3. Subsequently, verbal request was made upon N.O.I.C. for use by ALCOM of the premises of the Magazzini Generali. Verbal approval was obtained subject to approval of the Provveditorato al Porto, Venice, which approval was later secured verbally by N.O.I.C. However, a letter requesting written confirmation was sent to N.O.I.C. by the Sr. Tn. Officer, Venezia Region.

4. Warehouse facilities are excellent. Closed warehouse space in excess of 50,000 tons exists. Only minor repairs are required. Lights and lifts are in operation. Warehouses are at dock side, where two Liberty ships and three coasters may be berthed simultaneously. Barges of any type may be accommodated. Several cranes in working order are on the docks. Warehouses are well rail served. Rail, including numerous turn tables are in good condition. No repairs necessary. There is easy access for trucks, and a large amount of standing rooms. There are many two wheel hand trucks on the premises.

5. Various miscellaneous merchandise, including some food-stuffs, were found in the warehouses. A verbal report of this was made to the Province and Region.

6. Undoubtedly the personnel for the Magazzini Generali are available to operate the warehouse for ALCOM, under arrangements to be made with the Federazione Italiani dei Consorzi Agrari, when

Capt. KING, N.O.I.C. Venice.
Cmdr. WAREHOUSE,

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5. Various miscellaneous merchandise, including some food- stuffs, were found in the warehouses. A verbal report of this was made to the Province and Region.

6. Undoubtedly the personnel for the Magazzino Generali are available to operate the warehouse for ALCOM, under arrangements to be made with the Federazione Italiani dei Consorzi Agrari, when operations commence.

7. All arrangements are based on the premises that Venice will be operated as a civilian port. If circumstances force a change in this plan, it may be necessary to relinquish some of the allocated space.


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

Copy to :- Col. THOMAS, Deputy Director, Tn.S/C.
Col. SIEFF, Chief Mov. Div.
Lt.Col.BAKER, Chief Rail Section
Lt.Col.CHRISTIANSON, Chief, Roads Section
Maj. GODFREY, Chief Shipping Section
Col. WODGER, Sr. Tn.Off. Venezia Region
Lt.Col.SNODGRASS, Supply Off. "
Lt.Col.IIRIE, Food Sub-Comm.

8000

Chief Supply
Maj. GODFREY, Sr. Tn.Off. Venezia Region
Col. WODGER, Sr. Tn.Off. " "
Lt.Col. SNODGRASS, Supply Off.
Lt.Col. LIRIE, Food Sub-Comm.

8000

SECRET

SECRETALLIED FORCE HEADQUARTERSG-4 (MOV & TN)

G-4 (Mov 1) D5a

16 Apr 45

SUBJECT : Port of VENICE - Minesweeping & Dredging
 TO : Headquarters Allied Commission,
Transportation Sub-Commission. (3 copies)

Reference AD/558/I/Tn 3 of 9 Apr 45.

1. The importance of the early opening of VENICE for import of civil supplies is fully realised.
2. The Naval estimate of 10 - 16 weeks required to open the port was made after taking due consideration of the difficulty imposed by shallow-minesweeping, salvage and silting of blockships, as compared with resources available for countering these.
3. As soon as resources can be made available from other tasks of higher priority in the ADRELATIO, work will be begun on clearing VENICE.

A.T. de RHIS PHILIPS.

A.T. de RHIS PHILIPS,
 Brigadier,
 D5a (Mov & Tn).

RM/jmb

Copy to : G-5, AFHQ
 Col (Mov) Shipping
 Mov 5

8002

SECRET

ac/24 Tm6

558/103

PORT OF HAVANA

HAZARDOUS WARE

| | | |
|--|----------|--|
| A. Airframe berths available. | 7 | Liberty of which 2 restricted bulk (main 24 ft draft, 3 counter 15 ft draft, 4, liberty alongside 24 ft draft. |
| B. Alongside berths available. | 2 | Liberty 24 ft draft. |
| Working berths alongside and anchorage quay stern side. | 3 | Complete work along canal. Restrictions. |
| In air water time additional alongside working berths. | | Trains not yet complete. |
| C. Berths. | | 15 @ 5 tons, 15 @ 25 tons, 1 @ 50 tons, 1 @ 75 tons. All electric. New trailer repair available after 1 week. |
| D. Lighterage and lighterage equipment available. | | Trains not yet complete. |
| E. Servicable cranes available. | | Trains not yet complete. |
| F. Cranes requiring minor repairs available. | | Trains not yet complete. |
| G. Servicable steam locom available. | | Trains not yet complete. |
| H. Steam locom requiring minor repairs available. | | Trains not yet complete. |
| I. Servicable railway wagon available. | | Trains not yet complete. |
| J. Railway wagon requiring minor repairs available. | | Trains not yet complete. |
| K. Condition of quay and berths. | | Quay walls very restricted. Road across port. Inspection good. |
| L. Condition of rail clearance from port area. | | Except Havana quay which considerably damaged at front, remainder rail facilities intact limiting connection to Havana stations. |
| M. Restricted daily rail clearance | 1000 TPD | |
| N. Unlimited potential daily land clearance | 2000 TPD | |
| O. Unlimited immediate daily clearance capacity through port, with existing facilities and available area. | 5000 TPD | |

13

1. *Hydrogaster*

2. Religions and Ideologies
and
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W. J. ...

7. Common variable immunodeficiency
syndrome

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Continuation of (NY 100-100000000)

11. Condition of hull damaged from port side.

estimated daily rail clearance

Estimated percentage daily intake

17. The estimated information density is calculated subject to many assumptions regarding the process, with nothing in the paper and available evidence

Q. Mixed estimated daily discharge capacity in two, four and six month time.

[illegible]

Copyright

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USO 3 tons: 15 @ 15 tons: 1 @ 20 tons: Not under
2 @ 20 tons: All classified:
ready availability after 3 weeks.

Under not yet completed

Need answers
New things very interesting
some beautiful people

except when they wish considerably
to be at ease, and in all positions
of the body, and in all positions
of the body, and in all positions

06-01-03 03:00:00

01/20 1970

COPY

to change up to 5 weeks, then increased to

93

installed new fans of Tooton Gray General
 installed 100 best glass rays.
 8
 system of just batteries under normal
 conditions; electricity has been 50 mill.
 electric power and fresh water facilities
 adequate

ad. 4/11/20

RECONNAISSANCE OF PORT OF VENICE

- (a) Whether it will be possible to use the entrance channel of PORTO DI LIDO immediately or whether initially ships will have to enter by PORTO DI MALABOCCO.
- (b) the maximum draught of ships that can be accepted alongside and an anchor in
- (c) The condition of bulk grain discharge and storage facilities, bulk petrol installations, and coal discharge facilities.
- (d) The estimated clearance capacity by road and rail from VENICE along the causeway.
- (e) The feasibility of clearing tonnages discharged in VENICE by lighter to PORTO MARCURELLA.
- (f) The best location in the vicinity of
- Both PORTO DI LIDO and PORTO DI MALABOCCO entrance mined.
- (i) 24 feet
(ii) 24 feet
1. 2 grain discharging berths in VENICE port. Installation practically intact. 4 suction pipe operative with underground suction silo. Storage capacity first 2 floors 10,000 tons. 3rd floor requires roof repairs then capacity 15,000 tons maximum discharge each berth 10,000 TPD.
2. AGIP installations have 4 tanks capacity 10,000 tons each which require minor repairs. At TAGLIATE 7 tanks capacity 1000 tons each requiring minor repairs. Remainder are installations badly damaged.
3. Number 1 basin has 4 transporter mineral cranes 5 ton lift in working order after 1 week. Quay (?) undamaged. Possible berth 7 Liberty ships with maximum draft of 24 feet couple supply coal grabs available. Also possible discharge collier in VENICE.
- 4,000
- Yes. NOT considered necessary however, as causeway undamaged and MARCURELLA unusable.

(c) The condition of bulk grain discharge and storage facilities, bulk petrol installations, and coal discharge facilities.

1. 2 grain discharging berths in VENICE port. Installation practically intact. 4 suction pipe operative with underground suction silo. Storage capacity first 2 floors 10,000 tons. 3rd floor requires roof repairs then capacity 15,000 tons maximum discharge each berth 10,000 TPA.

2. AULP installations have 4 tanks capacity 15,000 tons each which require minor repairs. At MGLI-BUS 7 tanks capacity 1000 tons each requiring minor repairs. Remainder are installations badly damaged.

3. Number 1 basin has 4 transporter mineral cranes 5 ton lift in working order after 1 week. Quay (?) undamaged. Possible berth 7 Liberty ships with maximum draft of 24 feet couple supply coal grabs available. Also possible discharge collier in VENICE.

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(d) The estimated clearance capacity by road and rail from VENICE along the causeway.

(e) The feasibility of clearing tonnages discharged in VENICE by lighter to PORTO MARCHERA

(f) The best locations in the vicinity of PORTO MARCHERA for dumps and depots.

(g) The condition of the marshalling yards at MUSTRE

PAE yes. NOT considered necessary however, as causeway undamaged and MARCHERA unusable.

Being discussed with 86 AREA.

1. MUSTRE centrals, 3 road yards. Considerable damage at FAJUA and of yard due craters and devastated wagons MUSTRE scale. Reception roads 3 removed minor damage remainder. 17 of 25 roads in main marshalling yard undamaged. 6 and 8 shops minor damaged machinery intact. Loco shops badly damaged.

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