

ACC

AC/24.1/TN6

10000/148/3431

PORT

MAY 194

10000/148/3431

PORT OF TRIESTE

MAY 1945 - MAR 1946

ADRIATIC

HEADQUARTERS ALLIED COMMISSION

TRANSPORTATION SUB COMMISSION

PORTS & WAREHOUSE DIVISION

PORT REPORT

PORT OF TRIESTE

OPENED : 14 MAY 1946
CLOSED : 4 MARCH 1946

10000 / 148 / 3431

THIS FOLDER
CONTAINS PAPERS
FROM MAY - 1945
TO MAR - 1946
CATALOGUE.

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION AND SHIPPING SUBCOMMISSION

Tel : 347

UAG/lp
4 March 1946

TO : Mr. E.V. Taylor
c/o British Ministry of War Transport
(Italian Area)

A.P.O. S.551
R O M E

My Dear Taylor,

Referring to telephone conversation of
this afternoon, I enclose, herewith, correspondence received
from Trieste concerning the Tug "Cordenone".

Can you throw any light on the subject?
Many thanks in advance.

Yours Sincerely

128

X Trieste Port X

24.1/1946

HEADQUARTERS ALLIED COMMISSION
APO 392
TRANSPORTATION AND SHIPPING SUB-COMMISSION

Tel. 483

Ref. W/24.1/1751/Tob.

Gl/mfg

23 January 1946

SUBJECT: Tariffs for Shipments made by Ugena controlled Vessels.

TO : Ministry of Agriculture & Forestry

1. In compliance with your letter dated 13 December 1945, Prot. # AMR/Vo/5952, we are submitting to you inclosed the new Ugena tariffs which goes into effect for voyages commenced on or after 15th January 1946.

CHARLES C. CROOKS
Chief
Ports & Ware Div.

1 - Incl:
Tariffs for Shipments.

127

24.1 - Trieste

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
13 CORPS

Telephone 29794 Ex. 117.

FILE REF: 13C/AMG/TN/6-11.

Date 18 Jan 46.

SUBJECT Tariffs for Shipments made by
Ugena Controlled Vessels.

TO HQ. Allied Commission
(Port and Warehouse Division)

1. Adverting to this office even number
dated 28 Dec 45.

2. Enclosed is a copy of the new UGENA tariff,
which comes into effect for voyages commenced on or after
15 Jan 46.

For the Senior Civil Affairs Officer:

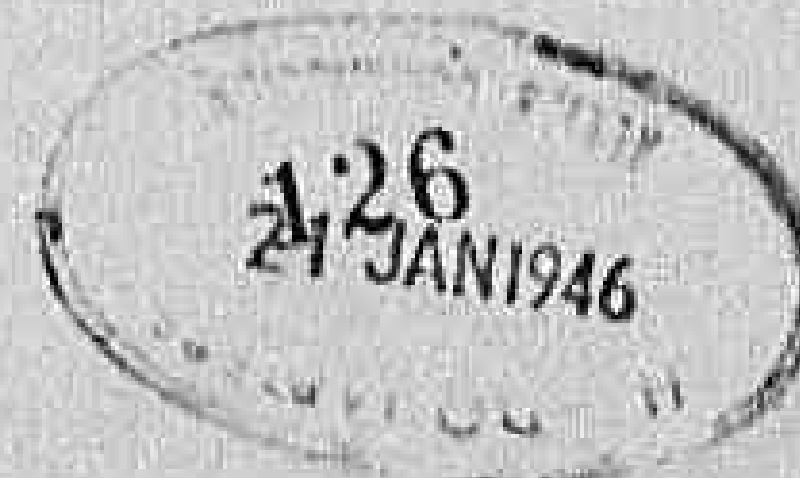


C. W. Lockwood-Tatham

Major RASC

Chief Transportation Division.

PHB/tm.



HEADQUARTERS
ALLIED MILITARY GOVERNMENT
13 CORPS

Telephone 29794 Ex. 117

FILE REF: 13C/AMG/TN/6-11.

SUBJECT

Tariffs for Shipments Made by
Ugana Controlled Vessels.

TN-3/C
Date 28 Dec 45

TO Ports and Warehouse Division (att. Charles C. Crooks,
HQ. Allied Commission. Chief.)

Ref Your AC/24.1/100/TN 6.

1. New Sea Freight tariffs for Shipments will be
issued by Ugana next week.

2. As soon as possible we will forward to your
office copy of the new said tariffs.

For the Senior Civil Affairs Officer:

M. G.
George Mitchell
George Mitchell
1st Lieut.
Transportation Division
Port Commission.

BT/tm.

31 DEC 1945

125

AC/24.1

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION and SHIPPING SUB COMMISSION

Tel. 290
Ref. AC/24.1/100/Tn6

mvm
21 December 1945

SUBJECT: Tariffs for Shipments Made by Ugena Controlled Vessels

TO : Lt. George Mitchell
Alcom Port Liaison Officer
Trieste

1. Attached is copy of translation of letter received from the Ministry of Agriculture and Forests.
2. Please contact the Ugena office for the information requested and forward to this office as soon as possible.

CHARLES C. CROOKS, Chief
Ports & Warehouse Division

Attachment:
As stated in para 1.

Copy to:
Ministero dell'Agricoltura delle Foreste
Rome

TRANSLATION

MINISTRY OF AGRICULTURE AND FORESTS

LI/f

Rome, 13 December 1945

No. 5950

Subject: Sea Transport of Non-rationed Foodstuffs - Sea
Freight Shipments per Vessels Controlled by Ugena

To : Allied Commission
Transportation Sub Commission
Rome

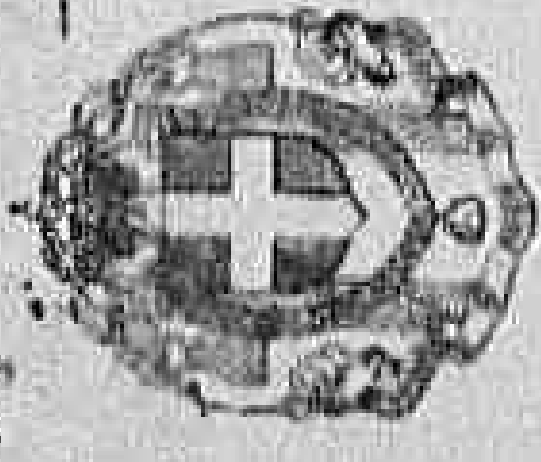
1. The Ministry of Marine was approached at this time for information regarding freight rates asked by the Ugena for shipments per craft controlled by said Body.
2. The Ministry of Marine replied to our request to the effect that the Body in question being one which carries on its activities in territory still under the administration of the Allied Military Government, it is not in a position to give us the above required tariffs.
3. We would ask you, therefore, to kindly request your competent office in Trieste to forward to us said tariffs which are necessary for the computation of transport costs.

(signed)

THE MINISTER

Registers and translated, Please of 12/12/45

DA Mod. 1



Ministero dell'Agricoltura e delle Foreste

SEGRETERIATO GENERALE DELL'ALIMENTAZIONE
SERVIZIO DEI TRASPORTI

LI/F.

Espresso
Ufficio Trasporti *Aut. MAR/V. 15452*
Risposta al foglio del
Dir. Sc. 242
Allegato 242

Roma, 13 DIC 1945 *104 A*

Alla Commissione Alleata
Sottocommissione dei Trasporti

ROMA

OGGETTO Trasporti marittimi generi
alimentari non razionati - Nolo ma-
rittimo dei trasporti su natanti
dipendenti dall'Ugena.-

1. - A suo tempo interpellammo il Ministero della Marina per conoscere i noli richiesti dall'Ugena per i na-
tanti che dipendono dal suddetto Ente.
2. - Il Ministero della Marina risponde alla nostra ri-
chiesta che trattandosi di Ente che svolge le sue man-
gioni nel territorio ancora amministrato dal Governo
Militare Alleato non è in grado di fornirci le sud-
dette tariffe.
3. - Vi preghiamo, pertanto, di voler cortesemente interes-
sare il vostro competente Ufficio di Trieste per far-
ci conoscere dette tariffe a noi necessarie per la com-
pilazione dei costi trasporto.

IL MINISTRO

123

Spett.le

Ufficio Trasporti

Aut. MAR/V.º 1 2953

Risposta al foglio del

Gen. L. N.º

Allegato N.º

Oggetto Trasporti marittimi generi
alimentari non razionati - Nolo ma-
rittimo dei trasporti su natanti
dipendenti dall'Ugena.-

Alia Commissione Alleata
Sottocommissione dei Trasporti

R O M A

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pilazione dei costi trasporto.

IL MINISTRO

12/5

THE PORT OF TRIESTE

1. CAPACITY.

Mr. Chaplin, MWT representative at Trieste, stated that in the new port there were at least five berths of 30 ft. draught alongside. There were ~~also~~ ^{so-called} coaster berths in the old harbour, but these used to take deep-draught ships and no doubt could take lightened Liberties.

2. STORAGE AND CLEARANCE.

A2G(M), 13 Corps, gave the following figures:-

A. Covered Storage:

- i. Old port - 12,000 tons (excluding 6,000 tons used by FMA).
- ii. New port - 25,000 tons.

B. Bulk Grain:

- 5,000 tons (The mill is designed to produce flour for use locally and has no elevator.)

C. Rail Clearance:

- i. Coal from ILVA - 1,000 tons
- ii. General cargo - 5,500 "

TOTAL	6,500	" per day
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3. LABOUR.

MWT representative stated that labour was adequate for general cargo as most of the men came from west of the Morgan Line. Labour to handle coal, however, came from east of the line; sufficient is available to work two colliers, but when overtime was necessary labour proved short.

4. PORT DEVELOPMENT.

Mr. Chaplin suggested that some of the wrecks preventing the use of deep-water berths should be salvaged; in particular, the battleship *IMPERO*, which occupies two berths suitable for coal discharge or timber export. The old timber port is unusable owing to bombing. The wooden quay has partly collapsed, and the rest of the area is used by the Royal Engineers.

5. METHOD OF HANDLING OTHER THAN MILITARY CARGO.

In Mr. Chaplin's opinion the present method of handling UNRRA cargo is unsatisfactory, and is causing delay to discharge. There have been several cases of UNRRA's insisting on discharging direct to wagon, with resulting delay when wagons were not immediately available. Documentation is not satisfactory by normal standards. Mr. Chaplin most strongly recommends that UNRRA cargo be handled in the normal commercial manner, i.e. discharging to shed, sorting by section, etc.

A. Covered Storage:

- i. Old port - 12,000 tons (excluding 6,000 tons used by FMA).
- ii. New port - 23,000 tons.

B. Bulk Grain:

- 5,000 tons (The mill is designed to produce flour for use locally and has no elevator.)

C. Rail Clearance:

- i. Coal from ELVA - 1,000 tons
- ii. General cargo - 5,500 "

TOTAL	6,500 "	per day
-------	---------	---------

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Mr. Chaplin suggested that some of the wrecks preventing the use of deep-water berths should be salvaged; in particular, the battleship IDERD, which occupies two berths suitable for coal discharge or timber export. The old timber port is unusable owing to bombing. The wooden quay has partly collapsed, and the rest of the area is used by the Royal Engineers.

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122

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On one or two quays tarpaulins would have to be used as sheds are not waterproof.

AC 1241

DISCHARGE AND CARGO HANDLING COSTS - TRIESTE
Costs for Metric tons

1/24/46

DISCHARGE (From Hold to quai)	Discharge only	Total cost including supervision, etc
Bulk grain (handled with electric grabs)	79 lire	100 lire
Bulk grain (by hand labor)	129 "	150 "
Coal	94 "	115 "
Bagged grain and general cargo	83 "	104 "

HANDLING COSTS (From quai to warehouse or rail car)

Bulk grain	146 lire)	Approximately 20 lire/ton should be added for supervision, tallying, etc.
Coal	127 ")	
Bagged grain and general cargo	142 ")	

WAREHOUSE COSTS (In and out of warehouses)

Bulk grain	346 lire	Plus supervisory expenses of approx. 20 lire/ton
Bagged grain and general cargo	287 lire	
Coal (from ship's hold to coal dump)	180 lire	
Coal (from dump to rail cars)	135 lire	

OVERTIME RATES

For discharge of cargo the overtime begins at end of working day and is 60% from then until midnight. After midnight to 8:00 A.M. the rate is 80%. Holidays are 50%.

For handling cargo from quai to warehouse or rail cars the same rate of overtime applies for coal. Bagged grain, bulk grain and general cargo is worked on a straight 50% rate.

For handling from dump or warehouse to rail cars the same rate applies as for discharge.

Supervisory expenses of 20 lire given above are approximate. As tugs (and apparently warehouses are under the military) no definite cost was given, but it seems that no charges are being made at present.

On cargo for the Northern countries, received in Trieste, discharge is paid by the ship and all other expenses from quai on are paid by the recipient countries.

Port Clearance

		<u>THRU</u>	<u>Local</u>	
TRIESTE	7,000	5,000	1,000	210,000
VENICE	6,000	5,000	1,000	180,000
GENOA	8,000	6,000	2,000	240,000
SAVONNA	9,000	8,000	1,000	270,000
	7,500	6,000	1,500	255,000

Fiume

Bringing Trieste & Venice
 Avg. 1185 T/day
 Avg. 800 T/day

CLEARANCE BY PASSAGE

BRUNNEN	6,000	T/day	110,000	T/Mo.
TARVISIO	5,500	"	165,000	"
LUDIANA	2,000	"	60,000	"

13,500 Yugoslavia, Austria etc./Day
 Czechoslovakia

MILITARY

TRIESTE	Br. Avg. Austria	90,000 mo.	3,000 day
VENICE	" "	32,500 "	1,000 "
GENOA	None		
UDINE/TARVISIO	90,000 including		
BRUNNEN	15,000		

Trieste to Junction 5000 T/day including from there 2500
 From Junction outside Trieste 500 Tons
 Chironik - 200 tons a day
 Spat - 400 tons
 Dobroynik - 350 tons

PORT CLEARANCE

THIRTE	DAY 6,000 T/day	Month 180,000
VALUE	6,000 T/Day Rail Clearance	180,000
	1,000 " Road	30,000
	1,000 " Barge	30,000
	8,000 "	240,000
CHFOA	9,000 "	
	8,000 " Rail	240,000
	1,000 " Road	30,000
	9,000	270,000
SAVONA	7,000 Cable	210,000
	1,500 Rail	45,000
	8,500	255,000

DISCHARGE AND CARGO HANDLING COSTS - TRIESTE 1/24/46
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AC/24.1

Tel. 534

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

MPL/lmr

AC/592/140/Tn3

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 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:

(signed)

M. P. LARAMAN
Major R. E.

Copy to:
Ports & Whse Div.

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/24.1/49/Tn6

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.

H. M. BAZZANELLA, Chief
Ports & Warehouse Division

Attachments:
As stated in para 1.

Major Cabinet

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

RME/avm

22 August 1945

REPORT OF INSPECTION MADE - 13 AUGUST 1945 - TRIESTE

1. Docking Facilities

- a. At the old port, 10 Liberties can be berthed about 6 to 10 feet away from dock due to construction of piers. One coaster and unlimited number of schooners can be docked.
- b. At the new port, several coasters and Liberties can be docked.

2. Port Equipment

- a. At the old port on Bacino #1, there are 6 cranes of $1\frac{1}{2}$ tons each in working condition and one damaged. At pier #1, there are 7 - $1\frac{1}{2}$ ton cranes working and 8 cranes damaged.
- b. At Bacino #2, there are 2 - $1\frac{1}{2}$ ton cranes working and 6 damaged. Pier #2 has 9 cranes of $1\frac{1}{2}$ tons each working and 4 cranes damaged.
- c. At Bacino #3, there are 5 cranes of $1\frac{1}{2}$ tons each and 3 cranes of 3 tons each working and 1 - 3 ton crane damaged. Pier #3 has 10 - $1\frac{1}{2}$ ton cranes and 1 - 3 ton crane working and 5 - $1\frac{1}{2}$ ton cranes damaged.
- d. At Bacino #4, there are 9 - $1\frac{1}{2}$ ton cranes damaged. Pier #4 has 10 - $1\frac{1}{2}$ ton cranes damaged.
- e. At the new port alongside warehouses #55 and 58, there are 4 - $1\frac{1}{2}$ ton cranes and 1 - 3 ton crane working, 6 - $1\frac{1}{2}$ ton cranes and 1 - 3 ton crane damaged.
- f. At Pier #6, there are 10 - $2\frac{1}{2}$ ton cranes and 6 - 5 ton cranes working, 10 - $1\frac{1}{2}$ ton cranes damaged 6 of which are destroyed, and 1 - $2\frac{1}{2}$ ton crane damaged.

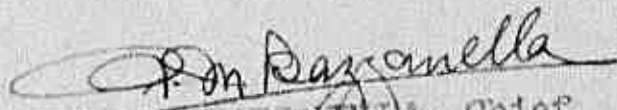
3. Tugs - There are 5 Allied tugs in operation: 1 - approximately 1000 h.p., 1 - 950 h.p., 2 - 450 h.p., and 1 - 250 h.p. In addition, there are the following Italian tugs available for port operations: #11 - 230 h.p., #9 - 60 h.p., #42 - 90 h.p., 1 - 50 h.p. (no number), The "Bravo" - 400 h.p. and 2 tugs of 200 h.p., the latter 3 belong to C.R.D.A.

- 2 -

4. Floating Cranes - The following floating cranes are available:

- a. 1 - 40 ton crane .
- b. 1 crane equipped to lift 10 and 25 tons.
- c. 1 crane equipped to lift 50 and 200 tons.
- d. 1 crane equipped to lift 3½ and 5 tons.
- e. 1 crane equipped to lift 20 and 40 tons.

5. Warehouse Space - There is little activity along this line at present due to the fact that the Army handles receiving and forwarding of supplies (the largest percentage of cargo discharged) landed at Trieste and supplies consigned to Seprel and Consorzio are not held at warehouses long since forwarding is handled by consignees rather promptly. There is ample warehouse space available at the port.


R. M. BAZZANELLA, Chief
Ports & Warehouse Division

DISTRIBUTION

Movements Division - Shipping Branch
Regional Transportation Officer, Trieste
Ministry of Marine, Rome
Captain Tosi

SECRET

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 408
Ref. AC/W/7/860/Tn6

RHK/lml
14 May 1945

SUBJECT : Report on Trip to Trieste,
Friday 11 May 1945.

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

1. Contacts were made with the following:

Lt. Col. Sykes, Senior Supply Officer, 8th Army AMG;
Lt. Col. Curtis, Port Commandant, Trieste;
Major Knott, Asst. Port Commandant, Trieste;
Lt. Col. Slater, A.Q. 55 Area;
Lt. Col. Scholtz, Provincial Commissioner, Venezia Giulia.

2. Lt. Col. Curtis and Lt. Col. Slater, at their own level reached an agreement in writing with the Yugoslav Headquarters in Trieste, whereby the British will immediately use one pier and certain adjacent beach area which can accommodate landing craft type ships. The British will use local Italian port labor, inasmuch as, it was ^{not} agreed to permit British Military Port Operating Companies into the harbor area. No military stores or A. C. civil stores will be warehoused in Trieste at this time.

3. AMG is not in operation in Trieste, although personnel is on hand.

4. In the event that the S/S HINDSHOLM, now under load at Ancona with various military supplies and 500 tons AC food stuffs should discharge at Trieste, arrangements were made with Lt. Col. Curtis, Lt. Col. Scholtz and Lt. Col. Snodgrass to dispose of these supplies.

5. Col. Slater advised that a very large warehouse had been set aside for AC use, in the event that the original plan for Trieste to be used as a military port becomes operative. This warehouse was inspected. It is perhaps 1/4 of a mile from the port, will easily accommodate any AC supplies likely to be shipped into Trieste; is in excellent state of repair, is well rail served, and has ingress and egress for trucks, as well as large ^{stacking} area. It is presently occupied partially by officers of I.S.R. as well as by Yugoslav troops.

113

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SECRET

- 2 -

6. Obviously, no final decisions can be made until directives are received from AFHQ, as a result of political conversations now in progress.


ROBERT H. KLEIN
Major, Med. Adm. G.
Port & Whse. Division

CC: Col. M. B. Thomas, Deputy Director
Col. M. J. Sieff, Movements Division
Lt. Col. J. W. Baker, Rail Branch
Lt. Col. C. N. Christensen, Road Branch
Major G. B. Godfrey, Shipping Branch
Lt. Col. J. Imrie, Food Sub-Commission
Col. Woodger, Senior Transportation Officer
Venezia Region

SECRET

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