ACC AC/242/TN6 10000/148/3432(1 OF 2) P C
NOV

0000/148/3432 (1 OF 2) PORT OF GENOA

NOV. 1944 - MAR., 1946 LIGURIAN PORTS

HEADQUARTERS ALLIED COMMISSION

TRANSPORTATION SUB COMMISSION

PORTS & WAREHOUSE DIVISION

PORT REPORT

PORT OF GENOA

OPENED : 23 NOV 1944
CLOSED : 2 MARCH 1946

10000/148/3439

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

OPENED : 28 NOV 1944
CLOSED : 2 MARCH 1946

10000/148/3432

THIS FOLDER
CONTAINS PAPERS
FROM NOV 1944
TO MARCH 1946
CATALOGUE.

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

LEGAZIONE DI SVIZZERA
IN ITALIA

45.931 RED.1.4.
C.47.

N o t i c e

Faisant suite à sa notice C.37 du 1er février 1946, la Légation de Suisse a l'honneur de remettre ci-joint au Quartier Général de la Commission Alliée deux copies de la note qu'elle adresse par le même courrier au Ministère italien des Affaires Etrangères au sujet des bateaux naviguant pour le compte de la Confédération Suisse qui sont attendus en mars 1946 dans les ports de Gênes et de Savone.

Rome, le 13 février 1946.

2 annexes

LEGATION DE SUISSE * ROME *

Headquarters Allied Commission
A P O 394
Transportation and Shipping Subcommission

Folio

382

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

C.47.

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LÉGATION DE SUISSE ROME

Headquarters Allied Commission
A P O 394
Transportation and Shipping Subcommission

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

LEGATION DE SUISSE
EN ITALIE

45.931/RED.1.4.
C.46.

La Légation de Suisse a l'honneur de porter à la connaissance du Ministère Royal des Affaires Etrangères les informations reproduites ci-dessous, qui viennent de lui être communiquées télégraphiquement par l'Office fédéral des Transports. Il s'agit de renseignements relatifs au tonnage des bateaux qui seront déchargés pour le compte de la Confédération Suisse dans les ports de Gênes et de Savone durant le mois de mars 1946 :

"Vu l'incertitude actuelle quant au programme d'achat de céréales dans les pays producteurs d'outre-mer qui pourra être réalisé pour le compte de la Suisse et l'impossibilité de prévoir quelles seront les décisions de l'UNRRA quant aux bateaux mis à la disposition de la Confédération, il est difficile de faire des prévisions en ce qui concerne le tonnage qui sera déchargé dans les ports de Gênes et de Savone pendant le mois de mars 1946. Toutefois, on peut estimer qu'il sera déchargé à Gênes au cours du mois prochain environ 50.000 tonnes de céréales et 20.000 tonnes de marchandises diverses. A Savone seront déchargées 25.000 tonnes de charbon, 20.000 tonnes de coke de pétrole et 10.000 tonnes de pyrites. Comme de coutume, l'Office fédéral des Transports se réserve de télégraphier le programme détaillé des arrivées dans les ports susdésignés aussitôt que les noms des vapeurs, la nature des cargaisons et les ports de déchargement seront définitivement connus."

La Légation adresse par le même courrier deux copies de la présente note au Quartier Général de la Commission Alliée, "Transportation and Shipping Subcommission" (Attn. Major W.F. Laraman).

Rome, le 13 février 1946.

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

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Rome, le 13 février 1946.

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Au Ministère Royal des Affaires Etrangères,
Direction Générale des Affaires Economiques,
R o m e .

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

A.C. PORT LIAISON OFFICER
Ponte dei Mille
Genoa

Stern
662

Ref. PLO 3

FF/cc

5 Feb 46

Subject : Unloading at the
Grain Elevators Pier.

To : Trans. Sub/Com
H.Q. ALCOM
(Att: Mr. Crooks) ✓

Food & Agriculture Sub/Com
H.Q. ALCOM

Trans. Sub/Com, Milan
(Att: Col. Harris)

Trans. Liaison Officer
Liguria Region
(Att: Capt. Davies)

1. Reference letter 98/1/G dated 24 Jan 46 from this office.

2. Attached herewith please find the statistics of the tonnages of wheat unloaded at the Grain Elevators Pier for the period 21st/31st January 46.

3. The total tonnage of grain unloaded at the Sylos during the month of January 46 has been of Tons 55867. It is to be noticed that for four days (2-7-8-23 January) the Sylos have not been working.

4. Beginning Jan. 31st an additional sucker (four now working) has been put into work. The daily average out-put for February may be figured of Tons 4000, as from Feb. 4th the work-

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

(Att: Mr. Crooks) ✓

Food & Agriculture Sub/Com
H.Q. ALCOM

Trans. Sub/Com, Milan
(Att: Col. Harris)

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4. Beginning Jan. 31st an additional sucker (four now working) has been put into work. The daily average out-put for February may be figured of Tons 4000, as from Feb. 4th the working hours have been increased from 16 to 24 per day.

5. The other two suckers now under repair will be ready at end of this month and on the 31st of March respectively.

6. The storage capacity at present is of Tons 30.000 about. Some difficulties are now foreseen, as the reloading capacity now of tons 2000 has to reach not less than Tons 3000 per day, in connection with the increased out-put.

FRANCO FERRARO Lt. (IRN) P.L.O.

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

| Date | Vessel | Tons | Destination |
|---|---|---|---|
| 20 January | WILLIAM TILGHAM | 1482,250 | A.C. Italy |
| | SAINT CERGUE | 467,400 | Swiss Govt. |
| 22 January | WILLIAM TILGHAM | 281,700 | A.C. Italy |
| | SAINT CERGUE | 1449,000 | Swiss Govt. |
| 23 January | No work owing to snow. | | |
| 24 January | SAINT CERGUE | 500,500 | Swiss Govt. |
| | SOUTHALL FARRAR | 798,000 | " |
| 25 January | SOUTHALL FARRAR | 2634,800 | " |
| 26 January | SOUTHALL FARRAR | 1177,850 | " |
| | DANIEL HUGER | 771,650 | A.C. Italy |
| 27 January | SOUTHALL FARRAR | 1492,400 | Swiss Govt. |
| | DANIEL HUGER | 700,000 | A.C. Italy |
| 28 January | SOUTHALL FARRAR | 659,350 | Swiss Govt. |
| | DANIEL HUGER | 1362,300 | A.C. Italy |
| 29 January | DANIEL HUGER | 1810,200 | " |
| 30 January | DANIEL HUGER | 567,000 | " |
| | PHILANDER KNOX | 1977,500 | " |
| 31 January | PHILANDER KNOX | 2229,300 | " |
| | WILLIAM B. TRAVIS | 633,000 | Swiss Govt. |
| Total | | Tons 20994,200 | |

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

| | | | |
|---|---|---|---|
| | SAINT CERGUE | 1449,000 | Swiss Govt. |
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U.9

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

URGENT - CONFIDENTIAL

A.C. PORT LIAISON OFFICER
Ponte dei Mille
Genoa

Ref. 98/1/G

FF/cc

24 Jan 46

Subject : Unloading at Grain Elevators Pier

To : Trans. Sub/Com.
H.Q. ALCOM
(Att: Mr. Crooks)

Food & Agriculture Sub/Com.
H.Q. ALCOM

Trans. Sub/Com. Milan
(Att: Col. Harris)

Trans. Liaison Officer
Liguria Region
(Att: Capt. Davies)

1. Attached herewith please find the statistics of the tonnages of wheat unloaded at the Grain Elevators Pier for the period 1st/20th January 1946.

2. Out of the total of Tons 34872, Tons 12976 were for Italy and the balance for Switzerland.

3. Under the present regulation the priority for berthing at Sylos Pier is given according the date of arrival of the vessel, no consideration being given to the destination of the cargo. It happens, then, in some circumstances, that a vessel with grain for Italy has to await even for three others discharging for Switzerland before going to the Sylos.

Brigadier
Ticket 38
872401
Sulzer

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

H.Q. ALCOM
(Att: Mr. Crooks) V

Sulzer

Food & Agriculture Sub/Com.
H.Q. ALCOM

Trans. Sub/Com. Milan
(Att: Col. Harris)

Trans. Liaison Officer
Liguria Region
(Att: Capt. Davies)

1. Attached herewith please find the statistics of the tonnages of wheat unloaded at the Grain Elevators Pier for the period 1st/26th January 1946.

2. Out of the total of Tons 34872, Tons 12976 were for Italy and the balance for Switzerland.

3. Under ~~Handwriting~~ the present regulation the priority for berthing at Sylos Pier is given according the date of arrival of the vessel, no consideration being given to the destination of the cargo. It happens, then, in some circustances, that a vessel with grain for Italy has to await even for three others discharging for Switzerland before going to the Sylos.

The present situation is given as an instance :- Ship "W. TILGHMAN" with grain for Italy arrived 12 January, went to the Sylos 17 January. Ship "DANIEL HUGER" with grain for Italy arrived 15 January, has not yet gone to the Sylos as the vessels "SAINT CERGUE", "SOUTHALL FARRAR" and "WILLIAM TRAVIS", all with Swiss grain, have, according their date of arrival, priority for berthing.

In order not to delay the discharging of the wheat for Italy, the vessel "DANIEL HUGER" is unloading at the normal

AC/24.2

Declassified E.O. 12356 Section 3.3/NND No. 765021

berth, but with very poor result owing to the exceptional rough weather. Further, while at the Sylos it will be possible, in the next ten days, to unload 3000 Tons per day with any kind of weather, 1000 Tons is the maximum tonnage that sometime can be reached at the other berths.

4. It is believed that a fair arrangement could be reached if the Capitano di Porto will be instructed to give the priority for berthing at the Sylos to a vessel with grain for Italy and to one for Switzerland alternatevely.

FRANCO FERRARO
Lt. (IRN)
P.L.O., Genoa

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

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FRANCO FERRARO
Lt. (IRN)
P.L.O., Genoa



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

| Date | Vessel | Tons | Destination |
|---|---|---|---|
| 2 Jan 46 | LYMAN ABBOTT | 900,700 | Swiss Government |
| | AUDAZ | 579,990 | " " |
| 3 Jan 46 | LYMAN ABBOTT | 1017,600 | " " |
| | AUDAZ | 1070,900 | " " |
| 4 Jan 46 | LYMAN ABBOTT | 2222,700 | " " |
| | AUDAZ | 58,000 | " " |
| 5 Jan 46 | LYMAN ABBOTT | 1715,100 | " " |
| 6 Jan 46 | LYMAN ABBOTT | 934,060 | " " |
| 9 Jan 46 | LUGANO | 2049,600 | " " |
| 10 Jan 46 | LUGANO | 1323,900 | " " |
| | JOHN HATHORN | 975,300 | A.C. Italy |
| 11 Jan 46 | LUGANO | 915,600 | Swiss Govt |
| | JOHN HATHORN | 1379,500 | A.C. Italy |
| 12 Jan 46 | LUGANO | 965,500 | Swiss Govt |
| | JOHN HATHORN | 745,800 | A.C. Italy |
| 13 Jan 46 | LUGANO | 37,250 | Swiss Govt |
| | JOHN HATHORN | 2064,600 | A.C. Italy |
| 14 Jan 46 | JOHN HATHORN | 1780,700 | " " |
| | PATRICK B. WHALEN | 59,400 | Swiss Govt |
| 15 Jan 46 | JOHN HATHORN | 65,800 | A.C. Italy |
| | PATRICK B. WHALEN | 2336,100 | Swiss Govt |
| 16 Jan 46 | PATRICK B. WHALEN | 2580,900 | " " |
| 17 Jan 46 | PATRICK B. WHALEN | 1402,200 | " " |
| | WILLIAM TILGHMAN | 750,600 | A.C. Italy |

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

| | | | |
|---|---|---|---|
| | AUDAZ | 58,000 | " " |
| 5 Jan 46 | LYMAN ABBOTT | 1715,100 | " " |
| 6 Jan 46 | LYMAN ABBOTT | 934,060 | " " |
| 9 Jan 46 | LUGANO | 2049,600 | " " |
| 10 Jan 46 | LUGANO | 1323,900 | " " |
| | JOHN HATHORN | 975,300 | A.C. Italy |
| 11 Jan 46 | LUGANO | 915,600 | Swiss Govt |
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| 15 Jan 46 | JOHN HATHORN | 65,800 | A.C. Italy |
| | PATRICK B. WHALEN | 2336,100 | Swiss Govt |
| 16 Jan 46 | PATRICK B. WHALEN | 2580,900 | " " |
| 17 Jan 46 | PATRICK B. WHALEN | 1402,200 | " " |
| | WILLIAM TILGHMAN | 750,600 | A.C. Italy |
| 18 Jan 46 | PATRICK B. WHALEN | 1287,900 | Swiss Govt |
| | WILLIAM TILGHMAN | 754,800 | A.C. Italy |
| 19 Jan 46 | PATRICK B. WHALEN | 439 | Swiss Govt |
| | WILLIAM TILGHMAN | 1917 | A.C. Italy |
| 20 Jan 46 | WILLIAM TILGHMAN | 2542,200 | A.C. Italy |
| | | 34872,610 | |

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

Allied Military Government
Liguria Region
Genoa Province
A P O 394

File
CCC

G/20/3

3 January 1946

Subject: Illegal purchase of dunnage s/s" JOHN HENRY"

To: War Shipping Administration,
Captain Groves

1.- Herewith report and attached documents of the second case of illegal transaction of personnel of s/s" JOHN HENRY" in the port of Genoa.

2.- In the presence of M/Sgt.Wax, Mr.Zuppa under pressure admitted paying 50.000 lires for dunnage instead of being given " in consideration for work and service". He did not seem to be surprised when this Officer stated this was the second forgery "signed H.Johannsen Ch.Mate". Further after stamp of AMG Genoa Supply Officer was put on and signed " For Supply Officer" by a man named Balbi (second appurent forgery), the Port Liason Officer ( Lt.Ferraro) wrote a note over same stamp stating purchase was illegal and for Supply Officer to speak to him before proceeding; Mr.Zuppa showed no surprise in being retold of these facts. It is evident that he was part of the illegal transaction from beginning to end.

3. This is the second case of nearly complete forgery all around. Further the name of S.Marabotto, the representative of the American Export Lines appears as a would be consultant in stating that their position is clear (Zuppa), and that the ship's personnel was in the wrong; condoning illegal transactions. As these deals involve handsome returns, this Officer feels that S.Marabotto is not above suspicion and request that the rightful American concern be informed of his conduct, to say the least, in the interest of the concern.

J.M.Calvarese
J.M.CALVARESE
Captain, A.M.C.
O/C Depot Genoa

375

Copy to:
Hq A.C. Transp.Sub-Comm., Port & Whse Div. - Att: Mr.Crooks
Hq.A.C. Liguria Region

AC/24.2

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

Attached "A"

S/S/ "JOHN HENRY"

December, 7 1945

Delivered to Mr. Zuppa 10 tons of old dunnage in consideration of work done aboard this ship.

Signed: R. Johansen

Ch Mate

374

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## CUSTOM HOUSE CLEARANCE

Spedisce : Mario Zuppa

Riceve :

---

D i c h i a r a z i o n e

---

Descrizione delle Merci

10000 Rinfusa Kg. diecimila legno
comune segato o squadrato per
il lungo altro stat. 1617
Valore Lire 600 al Q.le

To AMG - Supply Officer - I will talk with you about this dunnage that has been sold illeggily to Mr. Zuppa.

Sd/ Lt. Ferraro
Port Liaison Officer

Stamp of Economic Supply Division
AMG Genova Province
SUPPLY OFFICER

For Supply Officer: Sd/ Balbi

7 December 1945

Attached "B"

~~T~~r-a n s l a t i o n

Genoa, 30th December 1945

Sig. I.M. CALVANESE
Capt. Q.M.C.
c/c Depot Genoa

I wish to inform you that in compliance to your order dated 29th December, I have delivered the dunnage which you stated was in my possession illegally.

I also wish to contest your above statement becauee before unloading the dunnage, I abtained clearance from the Custom House and from the Economic Supply Division and the latter Authority authorized the unloading of said material.

I feel that if any irregularity was involved, the Economic Supply Division would have denied to me the permit to unload this dunnage.

In view of the above facts and in order to ascertain whether or not I am responsible for having carried out an illegal transaction, I will appeal to proper higher Allied Authority.

Sd/ Zuppa Mario

Attached "D"

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

Genova, 30 dicembre 1945

Sig. I.M. CALVANESE
Capt. Q.M.C.
o/c Depot Genoa

Con la presente Vi comunico che, in esecuzione all'ordine ricevuto col Vostro avviso del 29 c.m., ho consegnato il fardaggio che Voi asserite era illegalmente in mio possesso.

Onde dimostrarvi la discutibilità della Vostra asserzione, Vi informo che prima di sbarcare detto fardaggio mi sono messo in regola con la Doguna e con l'Economics - Supply Division la quale mi ha concesso il permesso di sbarcare il materiale in parola. Se effettivamente ci fosse stata della illegalità da parte mia, ritengo che l'Economics - Supply Division non mi avrebbe concesso il permesso di sbarcare il fardaggio.

Quindi, per appurare se io ho commessa una illegalità o meno, mi appellerò senz'altro alla maggiore autorità competente Alleata.

F/to Zuppa Mario

Attached: "D"

Allied Commission
Transportation Sub-Commission
Port & Warehouse Division
G e n o a

11th January 1946

SUBJECT: Illegal Transaction Personnel of "JOHN HENRY"

TO : War Shipping Administration

1. Further to our letter of illegal purchase of dunnage s/s "John Henry" (reference G/20/5) this Officer ordered the return of such dunnage (thru Lt.Ferraro, It. Liaison Officer) and the arrest of parties concerned (see "A" "B") who admitted participating.

2. Said individuals have now been released after signed and witnessed statements (see "A" "B"), and dunnage it is believed is still WSA's for disposal though AC and Italian governmental agencies could make good use of same.

3. Mr. Zuppa, the purchaser of the dunnage, insist that it was the Officer of the "John Henry" who rightfully sold the dunnage to him, and it appears that complicity on the part of crew and Officers is involved; therefore it is requested that WSA investigate the personnel of said "John Henry" thru channels and that Mr. Zuppa be given the opportunity to point out to WSA said Officer when and if "John Henry" returns to this Port.

I.M. CALVANESE
Capt. C.M.C.
c/o Depot Genoa

Attached "A" - "B"

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

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I.M. CALVANESE
Capt. C.M.S.
c/o Depot Genoa

Attached "A" - "B"

Copy to:

Hq. AC Transp.Sub-Comm. Port & Whse Div.
AC Liguria Region
Commissario Pubblica Sicurezza P.S. Dr. Nocilla

AC/24.2

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

10 Gennaio 1946

All'Ufficio del Port & Warehouse Division, Genova

Con ulteriore riferimento alla mia lettera del 30 Dicembre 1945 mi pregio informarvi con la presente di ritirare in pieno, sotto la mia completa responsabilità, quanto scritto nella stessa. Inoltre con la presente lettera dichiaro che il fardaggio da me acquistato da uno degli uomini dell'equipaggio del s/s "John Henry" in data 7 Dicembre 1945 fu da me acquistato in buona fede, tanto è vero che versai a questo membro dell'equipaggio non meglio identificato, la somma di L. 50.000 e che lo stesso mi rilasciò una ricevuta in inglese di cui allora non potei capire il significato.

Con la presente lettera vi manlevo da qualsiasi responsabilità circa il legname da me incautamente acquistato e riconsegnato come da vostro ordine.

Rilascio la presente dichiarazione di mia spontanea volontà e per quegli usi legali od altro che codesto Comando riterrà più opportuni.

Firmato: Zuppa Mario

Zuppa Mario

Firmato in presenza di:

Agente di P.S. Pezzica Attilio Pezzica Attilio
Agente di P.S. Scarrone Eligio Scarrone Eligio



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

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Firmato: Zuppa Mario

Zuppa Maria

Firmato in presenza di:

Agente di P.S. Pezzica Attilio
Agente di P.S. Scarrone Eligio



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

10 Gennaio 1946

All'Ufficio del Port & Warehouse Division, Genova

Con la presente lettera, rilasciatavi di mia spontanea volontà, mi pregio informarvi che l'espletamento delle pratiche doganali da me fatte per conto della Ditta Mario Zuppa in data 7/12/45 e precisamente relative allo sdoganamento di 10.000 Kg. di legna alla rinfusa, furono fatte in perfetta buona fede e dichiaro inoltre che io non ero al corrente che l'acquisto da parte del Sig. Zuppa fu fatto incautamente trattandosi di merce di proprietà del governo degli Stati Uniti.

Con la presente lettera manlevo codesto Comando da qualsiasi responsabilità civile in seguito al mio fermo operato al fine di accertare la legalità e la legittimità dell'operazione doganale alla quale io ho preso parte.

Firmato: Lugaro Giuseppe

Lugaro Giuseppe

Firmato in presenza di:

Agente di P.S. Pezzica Attilio
Agente di P.S. Scarrone Eligio

Pezzica Attilio
Scarrone Eligio

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Declassified E.O. 12356 Section 3.3/NND No. 765021

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# TELEGRAMMA
# LAMPO
## VIA ITALCABLE

Prefisso e Numero - Indicazioni eventuali - Provenienza - Numero parole - Data - Ore

186 LAMPO ROMA GENOVA 12843

82/73 14 1640 ITC =

LAMPO SHIPMINDER ROME

= REPLY YOUR 121515 A / JAN ( 1 ) MAXIMUM TONNAGE DISCHARGED MONTH OCTOBER GENERAL CARGO 78671 TONS COAL 137501 CEREALS 29436 ● NOVEMBER 102778 GENERAL 126302 COAL 73554 CEREALS STOP DECEMBER 52477 TONS GENERAL 103140 COAL 17331 CEREALS ( II ) OCTOBER 200923 TONS NOVEMBER 221337 TONS DECEMBER 268872 TONS ( III ) 85000 TONS FOR GENERAL CARGO 25000 TONS CEREALS NOW 30000 21 ST JAN 50000 31/3 ( IV ) ABOUT 40000 TONS NO VACANT 1ST WAREHOUSE = SHIPMINDER =

la responsabilità in conseguenza del servizio telegrafico

AC/24.2

A.M.G./A.C. Port Liaison Office
Port Headquarters
Ponte dei Mille
Genoa

Ref. 4.2/73/G FE/cc

Subject: Monthly Report 17 Dec 45

To : See Distribution.

MONTHLY REPORT

A) Port of Genoa.

a) Schooners arrived: No. 106

| | | |
|---|---|---|
| Foodstuff | Tons | 1.424 |
| Wine | | 3.778 |
| Salt | | 973 |
| Metals | | 37 |
| Soda | | 1.658 |
| Building Materials | | 100 |
| General | | 381 |
| Total | Tons | 8.351 |

b) Ships arrived: No. 46

| | | |
|---|---|---|
| Coal | Tons | 126.182 |
| Cereal & Flour | | 84.897 |
| Foodstuff | | 4.799 |

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b) Ships arrived: No. 46

| | |
|---|---|
| Coal | Tons 126.182 |
| Cereal & Flour | 84.897 |
| Foodstuff | 4.799 |
| Salt | 7.650 |
| Mineral Oils | 22.068 |
| Cotton | 11.334 |
| Metals | 4.710 |
| Tons | 261;640 |

c) Coastwise Traffic with barges towed by tugs:

| | |
|---|---|
| Arrivals | Tons 2.787 |
| Sailings | 3.020 |
| Total | Tons 5.807 |

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Thus the tonnage discharged during November shows an increase of about 50,000 tons over October, and if at times it has appeared that the capacity of the port has been somewhat overtaxed necessitating vessels awaiting berths the final results should be considered as very satisfactory in view of the fact that discharging was slowed down owing to shortage of wagons and bad weather.

The shortage of wagons continues to be the main difficulty and a meeting was held on the 22nd.November during the recent visit of Mr Crooks to discuss means to improve the situation. Various suggestions were put forward such as : that tarpaulins be supplied in order to be able to load salt in open wagons; that a supply of tarred cloth be supplied for repairs to the numerous wagons requiring same; thata certain number of wagons be specially marked for the exclusive use of Genoa. Finally Mr Crooks was asked to bring the question to the notice of the competent authorities so that all possible be done to improve matters. - The Railway representatives were asked to report to their superiors so that also on the part of the State Railways no effort be spared to improve the service.

During the first part of the month the shortage was somewhat accentuated owing to wagons for Switzerland being held up by floods, and also delay in forwarding trains to Austria, the railway siding on Ponte Etiopia, usually used for shunting manoeuvres, being occupied at one time by 4 trains bound to Austria. These two latter inconveniences, however, were only temporary and in December should not exist.

Work on repairs to the marshalling park at Campasso, and the tunnels from the port leading there, is proceeding with alacrity and when complete will be of immense help for concentrating and movement of wagons.

Furthermore during November there was the innovation of loading cargo from Switzerland for export, a total of about 260 tons being loaded and further quantities are expected.

The cleaning up of the port resulted in 5 mines being

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Furthermore during November there was the innovation of loading cargo from Switzerland for export, a total of about 260 tons being loaded and further quantities are expected.

The cleaning up of the port resulted in 5 mines being located and three destroyed and the fairway to the Grain Silos Pier was cleared by raising the sunken vessel which obstructed the passage so that steamers are now able to berth and discharge at the Silos and as a matter of fact with the 1st. December the s.s. "JOSHUA SLOCUM" will unload there.

The Silos plant is not yet in full swing but an average of about 1250 tons per day is possible at present and this will be increased as reconstruction and repairs are effected.



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The mines clearance now allows traffic in the inner harbour (Porto vecchio) where no wrecks or sunken vessels exist, with the result that:

1) Unloading operations are possible throughout the Port and thus facilitate the supplying and shunting of rail wagons,- the storing in available warehouses, - a saving in the use of trucks for internal movements and a reduction in pilferage.

2) Quays not yet fitted for unloading operations are used as holding berths, whilst previously all awaiting ships were placed at the Mineral Oil Quay, which is a dangerous position in bad weather.

In conclusion the capacity of the port of Genoa shows a steady improvement and given fine weather and a full complement of wagons greater quantities can easily be dealt with.

---- "" ------

B.) PORT OF SAVONA.

a) Schooners arrived. N°. 84. Tons: 7139.500. general.
" loaded " 500.== "

b) Steamers arrived. " 13. COAL. " 105681.340. Coal.

Following instructions received the Funevie are used to the fullest extent, whilst the surplus of colliers are destined to Genoa. Some difficulties are encountered to reach the planned figure of 200,000 tons per month as the swithhing over of the ships is not performed by the Captains immediately after completion of discharge. Pressure has been brought to bear of the W.S.A. with a view to avoiding such trouble which means a reduction of the unloading capacity.

The Funevie now do work every day, including holidays, with two shifts at the ship and three at the hopper.

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Lt. F. FERRARO. (IRN)
Port Liaison Officer
GENOA.

Distribution:

- Tn. Sub/Com. H.Q. ALCOM
  (Att: Mr. Crooks)
- Tn. Sub/Com. H.Q. ALCOM
  (Att: Maj. Laraman)
- A.C. Tn. Sub/Com., Milan
  (Att: Col. Davis)
- Tn. Office, Liguria Region
  (Att: Capt. Davis)
- A.C. Depot, Genoa
  (Att: Capt. Calvanese)

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Movements - Shipping

Report of Visit



28 Nov. 1945

PART TWO - PORT OF GENOA

22 and 24/11/1945- The following informations have been collected from the Captain of the Port, the President of Consorzio Autonomo del Porto, the Capo Compartimento I.S.R. Genoa, and other parties interested in port operations, contacted during a meeting called at the Capitaneria di Porto, Genoa and during visits to the Port:

Considerable progress took place in the last few months in re to re-habilitation of the port and in particular to mine sweeping, repair to warfes, cranes, silos and salvage.

Generally speaking all services are well organized. Every one concerned appear to be very cooperative in order to fulfill requirements notwithstanding odds and difficulties which are met daily.

1) PORT ACCEPTANCE - Attached herewith (see enclosure No.1) please find an up to date schedule of berths available in the port. Looking to that schedule it will appear right away that port acceptance is far superior to any possibility of clearance, to day and in the near future.

ii) COAL DISCHARGE - Berths 12 and 13, equipped with grab cranes, are continuosly used for this purpose. If rail clearance is supplied,a maximum discharge of 7 to 8000 Tons per day can be reached.

iii) CEREAL SILOS - It is estimated that on or about December 1st Silos will be able to accept Liberty ships for discharge. Draft : West side 27' 6", East side 26'.

Ships fully loaded may lighten in barges to be discharged by same silos.

Until the end of December only two suction pipes will be in operation with an output of 1800 Tons every 24 hours. In January all 6 pipes with an output of 5000 Tons per day are expected to be in operations

Storage capacity 20.000 Tons on December 1st and 40.000 Tons in January.

iiii)CLEARANCE BY RAIL WAGONS - After considerable discussion with the technical parties interested the following points have emerged :-

a. It must be taken in consideration that approximately four fifth of cargoes discharged in the Port of Genoa are destined to the Lombardy Region and Milan in particular.

b. Rail clearance from the port of Genoa is considered between 10 and 12.000 Tons per day. Marshalling yards and rail

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a. It must be taken in consideration that approximately four fifth of cargoes discharged in the Port of Genoa are destined to the Lombardy Region and Milan in particular.

b. Rail clearance from the port of Genoa is considered between 10 and 12.000 Tons per day. Mershalling yards and rail lines repairs are progressing favourably so that this clearance will be increased during the next few months.

c. Presently there are two railway lines reaching Milan from Genoa, the others being unpracticable on account of damages caused to bridges by war action and floods occured at the beginning of this month. Of these two lines, one is running by electric power via Voghera-Pavia and the other, via Casale-Vercell -Novara, operated in great part with steam engines. According to



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Capo Compartimento's statement, the Allied Authorities are forbidding freight movements ex Genoa to Milan by the second route (probably in order to save coal).

d. Even if all rail cars requested could be supplied there would be still a bottleneck at the PO bridge near Pavia. This bridge can presently accept a massimum of 44 to 50 trains a day (half in one direction and half in the other one) including 18 passengers trains. There remains therefore, an average of 15 trains north bound with capacity of approximately 10.000 Tons per day.
The remaining 2.000 Tons which can be cleared from the port of Genoa could be directed via Casale-Vercelli-Novara.

e. By the end of the year the situation is expected to improve by using the Torreberetti Bridge on the Alessandria-Milan route, now under repair.

f. It is to be taken in due consideration that any cargo to be dispatched by rail from Savona has to be moved via Genoa being the rail line Savona - Cairo - Torino presently out of order on account of war damages.

g. There has been an acute shortage of covers for high sides. For this reason ships have been delayed considerably. Montecatini refused to allow dispatch of salt loaded cars without covers.
In agreement with Mr. Crooks (Ports & Warehouse Div.), Montecatini and Customs Representative, (who also objected) have been instructed through AMG/AC. P.L.C. to dispatch immediately said cars without covers in order to avoid further ship's delay.

h. It has been pointed out that in North Italy there are thousands of rail cars registered in countries other than Italy which cannot be used on account of their state of repair, or are used only for non-perishable goods. I.S.R. alledgedly does not take any action for repairing said cars due to the fact that it is uncertain if these foreign cars will remain in Italy or will be returned to the countries of origin.

i. So far the port of discharge for colliers has been decided by Agenzia Carboni Genoa, that is why during the month of October Savona has discharged less coal than Genoa although better equipped.
Agenzia Carboni has made several objections but has finally accepted to send to Savona as many ships as that port can accept and "Seam" class vessels in particular (see report on Savona).

CONCLUSION :- Summing up, hereunder are conclusions and suggestions for improvements for speeding up discharge in the port of Genoa.

1. Allocate to the port of Genoa not less than 5000 cars pe week (i.e. an average of 800 cars per daiky).

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CONCLUSION :- Summing up, hereunder are conclusions and suggestions for improvements for speeding up discharge in the port of Genoa.

1. Allocate to the port of Genoa not less than 5000 cars pe week (i.e. an average of 800 cars per daily).

2. Allocate to the I.S.R. Genoa Compartimento's from 2500 3000 covers for high side wagons.

3. Remove the existing prohibition to use the route Casale-Vercelli-Novara for cargoes ex Genoa, until the route Alessandria-Mortare-Milan be available.

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. Route part of swiss cargoes via Casale-Vercelli-Novara-Iselle instead of Voghera-Milano-Chiasso. (Swiss Authorities would agree). This route will be shortned to Alessandria-Mortara-Novara-Iselle, as soon as the Torreberetti bridge will be repaired. (see also Part 2bis - cargoes destined to Switzerland).

5. Allocate to Savona as many ships as it can quickly discharge (see report on Savona).

6. A decision be taken by competent Authorities in regard to repair of foreign cars now in Italy, so that they can be repaired and used instead of remaining idle in marshalling yards and depots.

Reference to the visit to Cagliari (1/3 November 1945) AMG/AC P.L.O. has confirmed that coasters leaving Genoa for Sardinia leave often empty on account of objection raised by A.M.G. Liguria (Economic & Supplies) even when outbound cargo had already been authorized by A.M.G. Lombardia Region.

PART 2 BIS CARGOES DESTINED TO SWITZERLAND

Mr. Bach, Swiss Commissary for operation in the Port of Genoa has also been approached and the following informations were obtained.

i) There exist in Switzerland a shortage of rail cars for movements of goods from Foreign Countries into Switzerland. As Mr. Bach explained, Switzerland which imports much more than it exports (prewar approximate figures : imports 5.000.000 Tons, exports 300.000 Tons) used, before the war, to carry imported goods by means of cars belonging to the country in which port cargoes were discharged. All these countries are now suffering from an acute rail cars shortage which has repercussions on Swiss imports.

ii) Movements of swiss cars is also hampered by known difficulties on Italian rail lines.

iii) Mr. Bach does not foresee a substantial improvement in the near future.

iiii) Under the circumstances, when more than one ship is in port, cars are allocated in order to discharge as quick as possible one ship rather than two ships slower.

v) Discharge from bulk [illegible]

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ii) Movements of swiss cars is also hampered by known difficulties on Italian rail lines.

iii) Mr. Bach does not foresee a substantial improvement in the near future.

iiii) Under the circumstances, when more than one ship is in port, cars are allocated in order to discharge as quick as possible one ship rather than two ships slower.

v) Discharge from bulk wheat ships is slow because of weighing and checking which are done with particular accuracy.

vi) One third of cargoes imported through Genoa could be shipped to Switzerland via Iselle Domodossola, this would ensure a quicker turn over. The Swiss Government has already supplied 1000 Tons coal for this route.

(signed)
Capt Iasi

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Encl. n°1

PORT OF GENOA - BERTH SITUATION - 23/11/45

| Berth No. | Pier | Length feet | Draft feet | Equipment | Rail tracks | |
|---|---|---|---|---|---|---|
| 1 | Eritrea South | 450 | 32 | - | - | Rail hea |
| 2 | Eritrea East | 560 | 32 | 3 cranes | 3 | )On 15 De |
| 3 | Eritrea East | 560 | 32 | 4 " | 3 | )be avail |
| 4 | Etiopia West | 560 | 32 | - | 2 | |
| 5 | Etippia West | 560 | 32 | 5 cranes | 2 | Another |
| 6 | Etiopia South | 450 | 32 | - | 1 | |
| 7 | Etiopia East | 492 | 30 | - | 3 | |
| 8 | Etiopia East | 328 | 23 | - | 3 | Not read |
| 9 | S.Giorgio West | 821 | 27 | 2 elev. | 5 | |
| 9bis | S.Giorgio West | [illegible] | [illegible] | [illegible] | 5 | |
| 10 | S.Giorgio South | 450 | 27 | - | + | |
| 11 | S.Giorgio East | 560 | 27 | 3 elev. | 4 | |
| 12 | S.Giorgio East | 560 | 27 | 3 " | 4 | |
| 13 | Canzio West | 492 | 30 | 3 " | 3 | |
| 14 | Canzio West | 492 | 30 | 2 " | 3 | (Wrecks w |
| 15 | Assereto North | 658 | 25 | 4 cranes | - | (ing of J |
| 16 | Doria East | 773 | 34 | - | - | Not read |
| | Doria East | | | | | |
| 17 | Mille West | 329 | 27 | | | |
| 18 | Mille West | 492 | 27 | | | Not read |
| 19 | Ponte Mille East | 246 | 26 | | | Not guar |
| 20 | Ponte Mille West | 263 | 27 | | | Rail tr |
| 20 bis | Sylos West | 329 | 27/27½ | | 2 | As abov |
| 21 | Sylos East | 329 | 26 | | 2 | |
| 22 | Parodi West | 600 | 21 | 4 cranes | 1 | Expecte |

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ITUATION - 23/11/45 /lr

| Length feet | Draft feet | Equipment | Rail tracks | Remarks |
|---|---|---|---|---|
| 450 | 32 | - | - | Rail head 150' feet away |
| 560 | 32 | 3 cranes | 3 | On 15 Dec. three more cranes will be available |
| 560 | 32 | 4 " | 3 | |
| 560 | 32 | - | 2 | |
| 560 | 32 | 5 cranes | 2 | Another crane will be available on Nov. 30 |
| 450 | 32 | - | 1 | |
| 492 | 30 | - | 3 | |
| 328 | 23 | - | 3 | Not ready on account of wrecks |
| 821 | 27 | 2 elev. | 5 | |
| [illegible] | · | · | 5 | |
| 450 | 27 | - | 4 | |
| 560 | 27 | 3 elev. | 4 | |
| 560 | 27 | 3 " | 4 | |
| 492 | 30 | 3 " | 3 | |
| 492 | 30 | 2 " | 3 | |
| 658 | 25 | 4 cranes | - | (Wrecks will be removed by beginning of January 1945 |
| 773 | 34 | - | - | Not ready on account of wrecks |
| 329 | 27 | | | |
| 492 | 27 | | | |
| 246 | 26 | | | Not ready on account of wrecks |
| 263 | 27 | | | Not guaranteed clear of mines |
| 329 | 27/27½ | | 2 | Rail tracks on Calata S.Limbania |
| 329 | 26 | | 2 | As above |
| 600 | 21 | 4 cranes | 1 | Expected dated of readiness March 1946 |

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| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 23 | Parodi South | 300 | 20 | 3 | Cranes | | Expected |
| 24 | Parodi East | 600 | 21 | 5 | " | 1 | " |
| 25 | Wine Sylos, calata Darsena | 230 | 18 | | - | 1 | " |
| | Darsena | - | - | | - | - | Reserved entirely |
| 26 | Morosini South | 200 | 15 | | - | 1 | |
| | Calata Salumi | 250 | 15 | 2 | Cranes | 1 | |
| | Calvi North | 250 | 15 | 1 | Crane | 1 | |
| | Calvi South | 250 | 18 | 2 | Cranes | 1 | |
| 27 | Calata Rotonda | 250 | 7 | 1 | Crane | 1 | |
| 28 | Spinola North | 360 | 18 | 4 | Cranes | 2 | Not read |
| 29 | Spinola South | 460 | 18 | 4 | " | 2 | |
| 30 | Embriaco South | 250 | 12 | 1 | Crane | 1 | |
| | Embriaco North | 250 | 12 | 3 | Cranes | 1 | |
| 31 | Marinetta East | 300 | 12 | 2 | " | 2 | |
| | Marinetta West | 300 | 21 | 2 | " | 2 | |
| 32 | Molo vecchio North | 426 | 18 | 3 | " | 2 | |
| 33 | Molo vecchio North | 426 | 18 | 2 | " | 2 | Not read |
| 34 | Molo vecchio North | 450 | 18 | 5 | " | 2 | |
| 12bis | Rubattino West | 410 | 30 | 4 | Elev. | 3 | Exp.date |
| 13B-A | Calata Bettolo | 1312 | 27 | 4 | " | 3 | " " |
| | Calata Mogadiscio Wine Silos | | | | | | For wine |

23 November 1945

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| | | | | | |
|---|---|---|---|---|---|
| | 300 | 20 | 3 Cranes | | Expected date of readyness March 1946 |
| | 600 | 21 | 5 " | 1 | " " " " " |
| sena | 230 | 18 | - | 1 | " " " " " |
| | - | - | - | - | Reserved for AC Schooners (not entirely cleared from wrecks) |
| | 200 | 15 | - | 1 | |
| | 250 | 15 | 2 Cranes | 1 | |
| | 250 | 15 | 1 Crane | 1 | |
| | 250 | 18 | 2 Cranes | 1 | |
| | 250 | 7 | 1 Crane | 1 | |
| | 360 | 18 | 4 Cranes | 2 | Not ready on account of wrecks |
| | 460 | 18 | 4 " | 2 | |
| | 250 | 12 | 1 Crane | 1 | |
| | 250 | 12 | 2 Cranes | 1 | |
| | 300 | 12 | 2 " | 2 | |
| | 300 | 21 | 2 " | 2 | |
| | 426 | 18 | 3 " | 2 | |
| | 426 | 18 | 2 " | 2 | Not ready on account of wrecks |
| | 450 | 18 | 5 " | 2 | |
| | 410 | 30 | 4 Elev. | 3 | Exp.date of readyness 30/12/45 |
| | 1312 | 27 | 4 " | 3 | " " " " 15/2/46 |
| | | | | | For wine tankers |

A.M.G./A.C. Port Liaison Office
Port Headquarters
Porto dei Mille
Genoa

Ref. 4.2./58/G

12 Nov 45

Subject : Coal Discharge at Genoa/Savona

To : Trans. Sub/Com.
M.G. AFHQ
Ports & Whse Div.
(Att: Mr. Crooke)

1. Reference your letter AG/24.2/Ca/Tel dated 1 November 45, received on 7 November 45.

2. Attached hereto are the statistics of the coal discharge both at Genoa and Savona during the month of October 45.

At Genoa the total coal discharged, at the two berths available, was Tons 140,079 (Bills of lading weight). At Savona the total coal discharged, at the only berth available, was Tons 64,706.

3. As you observe from the statistics, during the period From 8th to 22nd Oct. there was the following situation :-

8 October - 4 colliers at Genoa/Savona against 3 berths available
9 " - 5 " " " " "
10 " - 6 " " " " "
11 " - 7 " " " " "
12 " - 7 " " " " "
13 " - 6 " " " " "
14 " - 5 " " " " "

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

Subject : Coal Discharge at Genoa/Savona

To : Trans. Sub/Com.
N.C. ALCOM
Perts & Whse Div.
(Att: Mr. Crooks)

1. Reference your letter AC/24.2/86/Trs dated 1 November 45. received on 7 November 45.

2. Attached hereto are the statistics of the coal discharge both at Genoa and Savona during the month of October 45.

At Genoa the total coal discharged, at the two berths available, was Tons 140,079 (Bills of lading weight). At Savona the total coal discharged, at the only berth available, was Tons 84,706.

3. As you observe from the statistics, during the period from 8th to 22nd Oct. there was the following situation :-

8 October - 4 colliers at Genoa/Savona against 3 berths available
9 " - 5 " " " " "
10 " - 6 " " " " "
11 " - 5 " " " " "
12 " - 7 " " " " "
13 " - 5 " " " " "
14 " - 5 " " " " "
15 " - 8 " " " " "
16 " - 7 " " " " "
17 " - 5 " " " " "
18 " - 4 " " " " "
19 " - 3 " " " " "
20 " - 4 " " " " "
21 " - 3 " " " " "
22 " - 3 " " " " "

AC/24.2

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4. Just while the Port of Genoa was facing this situation, due to the simultaneous arrivals of many colliers, the railways were not able to supply enough waggons. Many times complete cargoes were unloaded on the dock and the elevators were afterwards diverted for the reloading operation when cars became available.

5. The "Agenzia Carboni" and "Railways Maritime Agency" receivers of the coal determine, subject to the berthing availability, whether they want the colliers at Genoa or Savona. Exception is made sometimes when A.F.H.Q. Coal Section gives orders for the port of discharge and for the military coal, for which it devolves on the Allied Port Commandant to decide.

The representative of the Swiss Government at Genoa, Mr. Bech, determines where to send the Swiss cargoes: up to the present and for the future they are already scheduled for Savona, subject however to berthing priorities.

6. Generally speaking on Sunday the unloading operations are stopped both at Genoa and Savona, but at the former port the elevators are engaged to reload on waggons the coal unloaded during the week for lack of rail-cars. When there are colliers waiting for berths the work continues on Sunday.

FRANCO FERRARO
Lt. (IEW)
P.L.C. Genoa

Mr. Crooks

It seems obvious the Colliers are not being directed correctly. Port allocation and basis of steaming of ships is

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5. The "Agenzia Carboni" and "Railways Maritime Agency" receivers of the coal deliveries, subject to the berthing availability, whether they want the colliers at Genoa or Savona. Exception is made sometimes when A.F.H.Q. Coal Section gives orders for the port of discharge and for the military coal, for which it devolves on the Allied Port Commandant to decide.

The representative of the Swiss Government at Genoa, Mr. Bonk, determines where to send the Swiss cargoes: up to the present and for the future they are already scheduled for Savona, subject however to berthing priorities.

6. Generally speaking on Sunday the unloading operations are stopped both at Genoa and Savona, but at the former port the elevators are engaged to reload on waggons the coal back-piled during the week for lack of rail-cars. When there are colliers awaiting for berths the work continues on Sunday.

FRANCO FERRARO
Lt. (IRE)
P.L.O., Genoa

Mr. Crosby

It seems obvious the Colliers are not being directed correctly.
Port allocation and basis of stemming of ships is
Savona 200,000 tons
Genoa 100,000
300,000 is Dec. 257
The Oct. figures prove the reverse policy is being followed in the ports — Oct. deliveries were Savona 84,706 tons + Genoa 140,479

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- COLLIERS arrived at G E N O A during OCTOBER 1945. -

| Name of Vessel. | Date Arrival | Comm. Discharge | Hours. | Finished. | Hours. | TONS. |
|---|---|---|---|---|---|---|
| 1. BEBODEN STAM. | 30/9/45. | 1/10/45. | 08.35. | 2/10/45. | 17.15. | 9905. |
| 2. JAMES DUNCAN. | 3/10/45. | 4/10/45. | 14.55. | 7/10/45. | 15.30. | 8739. |
| 3. Chris.GADSDEN. | 3/10/45. | 4/10/45. | 08.30. | 6/10/45. | 16.30. | 8938. |
| 4. KERSHIRA. | 8/10/45. | 8/10/45. | 16.30. | 10/10/45. | 07.20. | 8464. |
| 5. GAETA. | 8/10/45. | 9/10/45. | 10.35. | 12/10/45. | 21.10. | 8100. |
| 6. ZANE GREY. | 8/10/45. | 10/10/45. | 15.10. | 12/10/45. | 02.20. | 8876. |
| 7. JOSEPH LINCOLN. | 9/10/45. | 14/10/45. | 08.30. | 16/10/45. | 05.30. | 8909. |
| 8. WILLIAM WIRKIN. | 10/10/45. | 13/10/45. | 06.30. | 16/10/45. | 02.30. | 8404. |
| 9. MIAULIS. | 11/10/45. | 15/10/45. | 08.05. | 19/10/45. | 13.45. | 8814. |
| 10. SAMARIAN. | 15/10/45. | 15/10/45. | 10.35. | 17/10/45. | 17.35. | 2000. |
| 11. JAMES H.Haswell. | 11/10/45. | 17/10/45. | 06.35. | 19/10/45. | 18.55. | 8376. |
| 12. CHARLES L.McCARY. | 15/10/45. | 18/10/45. | 10.35. | 20/10/45. | 02.30. | 8563. |
| 13. DWIGHT L.MOODY. | 19/10/45. | 22/10/45. | 06.30. | 24/10/45. | 23.15. | 7987. |
| 14. GAETA. | 20/10/45. | 22/10/45. | 09.30. | 24/10/45. | 23.00. | 8050. |
| 15. BERNARD H.ROBAN. | 21/10/45. | 22/10/45. | 14.15. | 27/10/45. | 19.30. | 8461. |
| 16. MINGO STAM. | 24/10/45. | 25/10/45. | 19.45. | 28/10/45. | 10.35. | 9064. |
| 17. EMILY DICKINSON. | 28:10/45. | 29/10/45. | 10.10. | 3/11/45. | 19.45. | 8313. |

Total : Tons 140.079

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| | | | | | | |
|---|---|---|---|---|---|---|
| 9. MIAULIS. | 11/10/45. | 15/10/45. | 08.05. | 19/10/45. | 13.45. | 8814. |
| 10. SAMARAN. | 15/10/45. | 15/10/45. | 10.35. | 17/10/45. | 17.35. | 2000. |
| 11. JAMES B.Haswell. | 14/10/45. | 17/10/45. | 06.35. | 19/10/45. | 18.55. | 8376. |
| 12. CHARLES L.McNARY. | 15/10/45. | 18/10/45. | 10.35. | 20/10/45. | 02.30. | 8563. |
| 13. DWIGHT L.MOODY. | 19/10/45. | 22/10/45. | 06.30. | 24/10/45. | 23.15. | 7987. |
| 14. GAETA. | 20/10/45. | 22/10/45. | 09.30. | 24/10/45. | 23.00. | 8050. |
| 15. BERNARD M.ROTMAN. | 21/10/45. | 22/10/45. | 14.15. | 27/10/45. | 19.30. | 8461. |
| 16. MIGO SEAM. | 24/10/45. | 25/10/45. | 19.45. | 28/10/45. | 10.35. | 9064. |
| 17. EMILY DICKINSON. | 28:10/45. | 29/10/45. | 10.10. | 3/11/45. | 19.45. | 8313. |

Total : Tons 140.079



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COAL DISCHARGED AT SAVONA BY CONVEYOR HOPPER (SAVONA) FROM THE 1ST TO THE 31ST OCTOBER 1945.

| Date | Name of Steamer | Tons discharged in 24 hours |
|---|---|---|
| 1 | STRATTON SEAM | 1136,600 |
| 2 | REDSTONE SEAM | 463,660 |
| 3 | " " | 7554,160 |
| 4 | " " | 181,445D |
| 5 | MICHEL DE LARRINAGA | arrivee |
| 6 | " " | 5987,240 |
| 7 | " " | Sunday |
| 8 | " " | 581,290 |
| 9 | HAROLD DOSSET | 6433,460 |
| 10 | " " | 2187,610 |
| 11 | JOSEPH MURGAS | 4938,140 |
| 12 | " " | 3600,360 |
| 13 | PITTSBURG SEAM | 6185,000 |
| 14 | " " | Sunday |
| 15 | " " | 3654,900 |
| 16 | SANTANTA | 2942,700 |
| 17 | " | 4555,870 |
| 18 | " | 1082,200 |
| 19 | ISAAC S. KOPKINS | 1801,350 |
| 20 | " " | 5931,120 |
| 21 | " " | 912,500 |
| 23 | | Sunday |
| 24 | SEVILLA | 1909,500 |
| 24 | " | 388,020 |
| 25 | WILLIAM SEATON | 2027,360 |
| 26 | " " | 5109,900 |

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| | | |
|---|---|---|
| 1 | STRATOR SEAM | 1136,600 |
| 2 | REDSTONE SEAM | 463,600 |
| 3 | " " | 7654,160 |
| 4 | " " | 1817,450 |
| 5 | MIGUEL DE LARRINAGA | arrives |
| 6 | " " | 5987,240 |
| 7 | " " | Sunday |
| 8 | " " | 581,290 |
| 9 | HAROLD DOSSET | 6433,460 |
| 10 | " " | 2187,610 |
| 11 | JOSEPH MURGAS | 4938,140 |
| 12 | " " | 3600,360 |
| 13 | PITTSBURG SEAM | 6185,000 |
| 14 | " " | Sunday |
| 15 | " " | 3654,900 |
| 16 | SANTAMPA | 2942,700 |
| 17 | " | 4553,870 |
| 18 | " | 1082,200 |
| 19 | ISAAC S. KOPKINS | 1881,350 |
| 20 | " " | 5731,020 |
| 21 | " " | 912,500 |
| 22 | | Sunday |
| 23 | SEVILLA | 1309,500 |
| 24 | " | 388,020 |
| 25 | WILLIAM SEATON | 2027,360 |
| 26 | " " | 5109,900 |
| 27 | " " | 908,950 |
| 28 | JOHN DAVIS | 802,140 |
| 29 | " " | 5909,090 |
| 30 | " " | 1779,760 |
| 31 | PANCHITO | 1844,730 |
| 32 | " | 3782,800 |
| | | 84706,560 |



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A. M. G. PORT OFFICER.
Hq. Port of Genoa.
Ponte dei Mille.
G E N O A.

Reference PO/ 4/2 /59.G.
Subject. Monthly Report.

To:- AFCOM. ROME.
Trans. S/C.
Ports & Whse.Div.
(Attention Mr.Crocks.)

MONTHLY REPORT. - PORT OF GENOA.

a) Schooners arrived: N°. 110.

| | | |
|---|---|---|
| Wine. | Tons. | 2008. |
| General | | 1181. |
| Salt. | | 291. |
| Metals. | | 51. |
| Soda. | | 70. |
| Building Materials. | | 165. |
| Total. | Tons. | 3766. |

b) Ships arrived: N°. 60.

cargo carried as follows:-

| | | |
|---|---|---|
| Coal. | Tons. | 137501. |
| General. | | 11546. |
| Salt. | | 10630. |
| Grain & Flour. | | 48222. |
| Mineral Oils. | | 10984. |

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Ports & Trade Div.

(Attention Mr. Crooks.)

MONTHLY REPORT. PORT OF GENOA.

a) Schooners arrived: N°. 110.

| | | |
|---|---|---|
| Wine. | Tons. | 2008. |
| General | | 1181. |
| Salt. | | 291. |
| Metals. | | 51. |
| Soda. | | 70. |
| Building Materials. | | 165. |
| Total. | Tons. | 3766. |

b) Ships arrived: N°. 60.

cargo carried as follows:-

| | | |
|---|---|---|
| Coal. | Tons. | 137901. |
| General. | | 11546. |
| Salt. | | 10630. |
| Grain & Flour. | | 48222. |
| Mineral Oils. | | 10984. |
| Cotton. | | 3982. |
| Pyrites. | | 18977. |
| Total. | Tons. | 241842. |

c) Coastwise traffic with barges towed by tugs.

| | | |
|---|---|---|
| Arrivals: | Tons. | 516. |
| Sailings. | | 1432. |
| Total. | Tons. | 1948. |

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d) Mines cleared: N°. 19.

From the above it will be seen that the tonnage handled during the month of October shows a considerable increase over the month of September and, as the work of cleaning up the port continues actively, the improvement should be maintained and even increased.

The main difficulty encountered at present is the great shortage of railway wagons which seriously handicaps the work of clearing the goods and causes delay in the discharging of the vessels. - The exceptionally heavy rains experienced at the end of the month also caused an unavoidable delay in the work of the port.

As regards the cleaning up of the port, 19 mines have been eliminated during October, a very satisfactory total, and some wreckage cleared away and this work also continues actively.

A channel has been cleared to the inner, or old part of the harbour, enabling small steamers and auxiliary - schooners to berth at the quays (N) Ponte Galvi and ( S ) Ponte Spinola, and thus release berths for steamers in the new harbour zone. ( See our Signal of 5th. Nov. reading:-
" Para One: TWO ADDITIONAL BERTHS NOW AVAILABLE AT GENOA "
" NUMBER 28 SOUTH AND 27 NORTH (.) "
" PARA TWO: BERTH 28 SOUTH SERVICED BY FOUR CRANES AND "
" AVAILABLE FOR TONS 2000 COASTER (.) "
" PARA THREE: BERTH 27 NORTH SERVICED BY ONE CRANE AND "
" AVAILABLE FOR TONS 1000 COASTER (.) "

Work is also proceeding on the channel leading to the Grain Silos, at present obstructed by a sunken vessel which it is hoped to raise early in November, and as the repairs and reconstruction of the Silos plant are also progressing favourably it should soon be possible to discharge

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The main difficulty encountered at present is the great shortage of railway wagons which seriously handicaps the work of clearing the goods and causes delay in the discharging of the vessels. - The exceptionally heavy rains experienced at the end of the month also caused an unavoidable delay in the work of the port.

As regards the clearing up of the port, 19 mines have been eliminated during October, a very satisfactory total, and some wreckage cleared away and this work also continues actively.

A channel has been cleared to the inner, or old part of the harbour, enabling small steamers and auxiliary - schooners to berth at the quays (K) Ponte Jalvi and ( K ) Ponte Spinola, and thus release berths for steamers in the new harbour zone. ( See our Signal of 5th. Nov. reading:-

" Para One: TWO ADDITIONAL BERTHS NOW AVAILABLE AT GENOA "
" NUMBER 28 SOUTH AND 27 NORTH (.) "
" PARA TWO: BERTH 28 SOUTH SERVICED BY FOUR CRANES AND "
" AVAILABLE FOR TONS 2000 COASTER (.) "
" PARA THREE: BERTH 27 NORTH SERVICED BY ONE CRANE AND "
" AVAILABLE FOR TONS 1000 COASTER (.) "

Work is also proceeding on the channel leading to the Grain Silos, at present obstructed by a sunken vessel which it is hoped to raise early in November, and as the repairs and reconstruction of the Silos plant are also progressing favourably it should soon be possible to discharge steamers with grain cargoes at the Silos pier which, whilst enabling a more rapid handling of such cargoes, would also release berths for steamers discharging in the new harbour zone and thus ensure an appreciable increase in the capacity of this port.

Lt. [illegible] RO. 353
Port Liaison Officer. GENOA.

CC:- Major Lorriman.
Shipping A.C. HQ.ROME.

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REPORT ON VISIT OF INSPECTION OF THE CIVILIAN PORTS OF GENOA AND SAVONA AND OF THE ITALIAN FIRE BRIGADES COVERING THESE PORTS.

1. GENOA.

RESPONSIBILITY.

It was ascertained that the complete responsibility for this Port had now passed to the civilian authorities.

FIRE RISK.

The quays and warehouses were inspected and it was noted that the following stores were carried:-

| | |
|---|---|
| 9,000 | Bales of Cotton. |
| 200 | Tons of Clothing in Bales. |
| 1,200 | Tons of sugar. |
| 700 | Tons crated foodstuffs. |
| 1,000 | Tons dried vegetables |
| 500 | Tons Caustic Soda. |

Except in the case of one stack of sugar, clear access was given to all stores and the stacks were well constructed from a fire prevention point of view. The AMGOT representative present at the time was recommended to have the one stack referred to above, altered to provide greater freedom of access.

FUTURE OF THE PORT.

From information supplied to Lt. Coulden, he formed the opinion that stocks at this port are likely to be reduced, and there does not appear to be any indication of any considerable quantity of imports in the immediate future.

CIVIL FIRE BRIGADES

Having regard to the bulk and fire risk of the stores held in this Port it is stated, with the full approval of the Commandante of the Vigili Del Fuoco, that the Fire Services are, as they are at present constituted, more than adequate to cover the existing risk.

It is pointed out that there are in the dock area 4 Fire Launches, of which 3 are at present serviceable. Each launch is capable of delivering 1,200 gallons per minute.

RECOMMENDATIONS.

In view of the above statement it is felt that no further equipment is at the moment necessary for the Civilian Fire Brigade in GENOA, and the Fire Boat Section stationed there should be placed at the disposal of the DADAFS, GHQ, CMF.

2. SAVONA.

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| | |
|---|---|
| 9,000 | Bales of Cotton. |
| 300 | Tons of Clothing in Bales. |
| 1,200 | Tons of sugar. |
| 700 | Tons crated foodstuffs. |
| 1,000 | Tons dried vegetables |
| 300 | Tons Caustic Soda. |

Except in the case of one stack of sugar, clear access was given to all stores and the stacks were well constructed from a fire prevention point of view. The AA&QT representative present at the time was recommended to have the one stack referred to above, altered to provide greater freedom of access.

FUTURE OF THE PORT.

From information supplied to Lt. Coulden, he formed the opinion that stocks at this port are likely to be reduced, and there does not appear to be any indication of any considerable quantity of imports in the immediate future.

CIVIL FIRE BRIGADE.

Having regard to the bulk and fire risk of the stores held in this Port it is stated, with the full approval of the Commandante of the Vigili Del Fuoco, that the Fire Services are, as they are at present constituted, more than adequate to cover the existing risk.

It is pointed out that there are in the dock area 4 Fire Launches, of which 3 are at present serviceable. Each launch is capable of delivering 1,200 gallons per minute.

RECOMMENDATIONS.

In view of the above statement it is felt that no further equipment is at the moment necessary for the Civilian Fire Brigade in GENOA, and the Fire Boat Section stationed there should be placed at the disposal of the DADAFS, GHQ, CMF.

2. SAVONA.

RESPONSIBILITY.

It was ascertained that the complete responsibility for this Port had now passed to the civilian authorities.

FIRE RISK.

An inspection of the docks, quays and warehouses was carried out, and it was fo was found that no inflammable stocks were held, in fact the total store within the area consisted of a small quantity of salt.

Small quantities of coal, food and wine were being offloaded, the coal by overhead conveyor to a point several miles inland, and the food and wine direct from the ships into railway box cars.

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FUTURE OF THE PORT.

The harbours, docks quays and warehouses have suffered extensive damage and it does not appear likely that there will be any appreciable fire risk in the port for a considerable time.

CIVIL FIRE BRIGADE.

Due to low fire risk in the Port it is stated that the Civilian Fire Services are adequate and capable of dealing with any outbreak of fire that may arise.

There is one Fire Launch stationed in the harbour capable of delivering 1,200 gallons per minute.

RECOMMENDATIONS.

In view of the above statement it is felt that no further equipment is at the moment necessary for the Civilian Fire Brigade in SAVONA.

OBSERVATIONS.

This report has been based upon the docks, quays and warehouses as they now exist at GENOA and SAVONA, but when the fire risk of these two docks and towns approach normal considerable equipment will then become necessary in order to make all appliances available for service.

AFC/

(Signed) A.F. COULSEN, S/Lieut,
for Major
DADAFS, No. 2 District.

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RECOMMENDATIONS.

In view of the above statement it is felt that no further equipment is at the moment necessary for the Civilian Fire Brigade in SAVONA.

OBSERVATIONS.

This report has been based upon the docks, quays and warehouses as they now exist at GENOA and SAVONA, but when the fire risk of these two docks and towns approach normal considerable equipment will then become necessary in order to make all appliances available for service.

AFC/

(Signed) A.F. COULMAN, S/Lieut,
for Major
DADAFS, No. 2 District.



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CRW/elc

TRANSPORTATION SUB-COMMISSION

INTER-OFFICE MEMORANDUM

Tel : 478704 4 September 1945

495/5/Tn 3

SUBJECT : Report on Port of Genoa

TO : Rail Division (Tn 4)

1. Further to my 495/3/Tn 3 dated 1 Sept '45, the attached copy of Allman's report on the port of Genoa is forwarded for your information.

2. Particular reference is made to para 8 - Rail Clearance, which it is understood you are already investigating.

For Chief Movements Division

C.R. WORTHINGTON.
Major R.E.

Copy to : Ports & Warehouse Division

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HEADQUARTERS ALLIED COMMISSION
A/O 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/24.2/60/Tn6

ACA/mvm
3 September 1945

SUBJECT: Report on Port of Genoa

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

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

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

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

4. Major Vickers failed to understand why information re Genoa having become a Class "B" Port on 17 August had not been received by appropriate divisions in Rome, as this information was sent at the time by signal addressed to the proper quarters, including Algeo.

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

6. Mr. Crooks had in fact just prepared a report, a copy of which I brought back with me and which is attached hereto. Mr. Crooks assured me that now that he had, after an immense amount of personal supervision on his part, got over the many and

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varied initial troubles and difficulties arising from the hasty transition of port management and working to the Italian authorities, he would be able to give proper attention to the regular sending of informatory reports.

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

8. Rail Clearance

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

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

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

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

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that allocation will be made by Persec. AFHQ for September based on 6 barrels per truck per month.

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

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

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

13. The following recommendations are submitted:

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

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

14. Before closing this report, I desire to draw your attention to the trouble and delay caused to officers and officials making long and exhausting journeys, owing to breakdowns of cars

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supplied by Super-Garage, Rome. I have had previous experience of this and believe my experience is far from being unique. On this occasion, I was delayed on the outward journey; was further hampered by being deprived of use of the car for a whole day when I needed it in Genoa and, on the return journey, I was held up for three and a half hours while mechanics from a near-by American Army School of Mechanical Instruction (fortunately), stripped and cleaned the carburetor and fuel feed pipe which were literally full of and completely choked by dirt.

A. C. ALLEMAN
Port Branch

Attachment:
As stated in para 6.

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

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A.M.G. PORT OFFICER
HQ. PORT OF GENOA
PONTE DEI MILLE
GENOA

~~EWWW~~
CCC/wcc

Reference PO/ 4.1/23/G
Subject: Weekly Report on Port of Genoa
To : Mr. Bazzanella
Ports & Whse Div.
Transportation S/C A.C. HQ.

2 Sept 45

During the week there were three bulk wheat ships discharging at one time. The work proceeded without too much delay but it did tax the exting facilities. There was considerable strain put upon rail clearance from the dock area, and much time was lost shunting the cars.

Part of this wheat was consigned to Austria and complications arose because rail cars, bags, string had to be kept separate, guards arranged for, for the Austrian cars, cars were delayed from Austria. These three ships have completed.

A system of outturn checking was worked out at a meeting of all concerned and it was agreed to give the system a trial. S/S Blue Ridge Victory is being worked on this basis and it is hoped that improvement will be shown. All parties have agreed that Ship Outturn report will be signed by all parties, immediately upon completion of discharge.

Two coasters and five schooners are being delayed for lack of bunkes fuel. The Regional Commissioner has been advised of the situation and is lending his effort to an immediate and permanent solution of this perenial headache.

Charles C Crooks

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

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Copy sent to
Larnaca 6 Sept.

HC/242

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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/24.2/56/1n6

RER/mvm
30 August 1945

SUBJECT: Port of Genoa

TO : Movements Division, Shipping Branch
Regional Transportation Officer, Genoa - Major Vickens
Ministry of Marine, Rome
Captain Tosi, Liaison Officer

1. Supplementing our letter of 23 August 1945, file AC/24.2/48/1n6 with attached copy of report of inspection made of the Port of Genoa, we now attach for your information and retention the following:

a. List of Tugs (Floating)

b. Barges sunk but in good condition, salvable and usable after general caulking.

c. List of Barges in working condition in the Port of Genoa on 21 May 1945.

R. M. RAMBAMELA, Chief
Ports & Warehouse Division

Attachments:
As stated above.

## PORTO DI GENOVA = LIST OF TUGS (FLOATING)

| Tug. | Hp. | Hull | Owners |
|---|---|---|---|
| LICOSA | 200 | Steel | R. Marina |
| B.53 | 180 | " | " |
| PEPPINO | 445 | Wood | Fincosit |
| GENOA | 279 | Wood | Rimorchiatori Riuniti |
| DERNA | 322 | Wood | Rimorchiatori Riuniti |
| LEON PANCALDO | 102 | Wood | Rimorchiatori Riccardi |
| BIRILLO | 132 | Wood | Fincosit |
| RINA SANTA | 43 | Wood | c/o SAGIS |
| PIERO | 48 | Wood | Barbagelata |
| N.S. DELLA GUARDIA | 170 | Wood | c/o SAGIS |
| MARTE | 101 | Wood | c/o SAGIS |
| ROSETTA 1° | 80 | Wood | Oleifici Liguri-Lombardi |
| ANGELA | 27 | Wood | Lambruschini |
| AURORA | 36 | Wood | c/o SAGIS |
| MARIA DELLA GRAZIA | 48 | Wood | SAGIS |
| COSTANTINO | 66 | Wood | F.lli Risso |
| SUD | 74 | Steel | R.Cichero |
| FRECCIA | 84 | Wood | Fincosit |
| MARIA C. | 80 | Steel | F.lli Cichero. |
| MENTONE | 120 | Steel | S.A.I. |
| LIDO (ex GIARABUB) | 150 | Wood | S.A.I. |
| GUGLIELMA NERI | 150 | Wood | c/o Rimorch. Riccardi |
| GIOVE | 50 | Wood | Marucci V. |
| MARIA | 23 | Steel | Raffo P. |
| CARLO | 71 | Wood | Riccardi |
| FORTUNA | 350 | Steel | Riccardi |
| LITTLE MARY | 31 | Wood | A.Patrone |
| CLEMENT | 50 | Wood | S.A.I. |

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| | | | |
|---|---|---|---|
| LEON PANCALDO | 102 | Wood | Rimorchiatori Riccardi |
| BIRILLO | 132 | Wood | Fincosit |
| RINA SANTA | 43 | Wood | c/o SAGIS |
| PIERO | 48 | Wood | Barbagelata |
| N.S. DELLA GUARDIA | 170 | Wood | c/o SAGIS |
| MARTE | 101 | Wood | c/o SAGIS |
| ROSETTA 1° | 80 | Wood | Oleiifici Liguri-Lombardi |
| ANGELA | 27 | Wood | Lambruschini |
| AURORA | 36 | Wood | c/o SAGIS |
| MARIA DELLA GRAZIA | 48 | Wood | SAGIS |
| COSTANTINO | 66 | Wood | F.lli Risso |
| SUD | 74 | Steel | R.Cichero |
| FRECCIA | 84 | Wood | Fincosit |
| MARIA C. | 80 | Steel | F.lli Cichero. |
| MENTONE | 120 | Steel | S.A.I. |
| LIDO (ex GIARABUB) | 150 | Wood | S.A.I. |
| GUGLIELMA NERI | 150 | Wood | c/o Rimorch. Riccardi |
| GIOVE | 50 | Wood | Marucci V. |
| MARIA | 23 | Steel | Raffo P. |
| CARLO | 71 | Wood | Riccardi |
| FORTUNA | 350 | Steel | Riccardi |
| LITTLE MARY | 31 | Wood | A.Patrone |
| CLEMENT | 50 | Wood | S.A.I. |

N.B. 8 additional Tugs are sunk almost all are available and repairable.

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# BARGES SUNK BUT IN GOOD CONDITION
# SALVABLE AND USABLE AFTER GENERAL CAULKING

| OWNER | TYPE | No. | D.W. | PLACE WHERE SUNK |
|---|---|---|---|---|
| S.A. ROSINI | Lighter | 1979 | 150 | Ponte Paroti Est. |
| " " | " | 693 | 60 | " " " |
| " " | " | 1933 | 125 | " " " |
| " " | " | 2501 | 135 | " " " |
| " " | " | 2505 | 200 | " " " |
| " " | " | 2364 | 125 | " " " |
| " " | " | 2549 | 135 | " " " |
| " " | " | 1934 | 130 | " " " |
| " " | " | 1674 | 135 | " " " |
| " " | " | 1932 | 120 | " " " |
| " " | " | 2239 | 275 | " " " |
| " " | " | 1888 | 135 | " " " |
| " " | " | 1372 | 150 | " " " |
| " " | " | 912 | 170 | " " " |
| " " | " | 2172 | 135 | " " " |
| " " | " | 2259 | 10 | " " " |
| S.A.G.I.S. | " | 1356 | 120 | Ponte Parodi West. |
| " | " | 2201 | 140 | " " " |
| " | " | 857 | 100 | " " " |
| " | " | 601 | 145 | " " " |
| " | " | 2592 | 200 | " " " |
| " | " | 2593 | 200 | " " " |
| " | " | 2188 | 150 | " " " |
| " | " | 1657 | 150 | " " " |
| " | " | 1382 | 140 | " " " |

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No 2

| OWNER | TYPE | No. | D.W. | PLACE WHERE SUNK |
|---|---|---|---|---|
| S.A.G.I.S. | Lighter | 1819 | 140 | Ponte Parodi West. |
| " | " | 897 | 160 | " " " |
| " | " | 1950 | 130 | " " " |
| " | " | 1129 | 50 | " " " |
| " | " | 1964 | 140 | " " " |
| " | " | 1616 | 125 | " " " |
| " | " | 1224 | 120 | " " " |
| " | " | 2573 | 140 | " " " |
| " | " | 2448 | 160 | " " " |
| " | " | 51 | 65 | " " " |
| " | " | 101 | 100 | " " " |
| " | " | 209 | 180 | " " " |
| " | " | 1784 | 190 | " " " |
| " | " | 859 | 140 | " " " |
| " | Pontoon For weighing in anchors | 761 | 110 | " " " |
| " | | 603 | | " " " |
| FRANCESCO RIVANO & F. | Lighter | 1157 | 130 | Ponte Assereto East. |
| " " | " | 2539 | 130 | " " " |
| " " | " | 1887 | 130 | " " " |
| " " | " | 1611 | 130 | " " " |
| " " | " | 1460 | 120 | " " " |
| " " | " | 1693 | 130 | " " " |
| " " | " | 1607 | 130 | " " " |
| " " | " | 1911 | 130 | " " " |
| " " | " | 1360 | 130 | " " " |

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Nr. 3

| OWNER | TYPE | NO. | DW | PLACE WHERE SUNK |
|---|---|---|---|---|
| F.LLI PODESTA' FU A. | Lighten | 901 | 150 | CALATA Libia |
| " " | " | 1327 | 125 | Calata Mandraccio |
| " " | " | 1358 | 125 | " " |
| " " | " | 1285 | 125 | Calata Sanità |
| " " | " | 1946 | 125 | Molo Giano |
| " " | " | 2282 | 75 | Calata Libia |
| " " | " | 2740 | 100 | Porticioli Pincosit |
| " " | " | 2472 | 140 | Calata Libia |
| " " | " | 2496 | 180 | " " |
| " " | " | 75 | 25 | " " |
| " " | " | 2036 | 15 | " " |
| " " | " | 1937 | 135 | " " |
| " " | " | 1881 | 135 | Portiviolo Fincosit |
| " " | " | 1844 | 140 | Calata Sanità |
| " " | " | 2495 | 200 | " " |
| " " | " | 2495 | 135 | Calata Libia |
| " " | Lighten with dock | 268 | 120 | " " |
| SASSO FRANCESCO & P. | Lighten | 2307 | 150 | Ponte Etiopia |
| " " | " | 2285 | 130 | " " |
| " " | " | 2294 | 130 | " " |
| " " | " | 1972 | 120 | " " |
| " " | " | 2279 | 120 | " " |
| " " | " | 745 | 80 | " " |
| " " | " | 2346 | 170 | " " |
| " " | " | 2086 | 120 | " " |
| " " | " | 2324 | 120 | " " |
| " " | " | 2309 | 120 | " " |
| " " | " | 1082 | 140 | " " |
| " " | " | 2268 | 130 | Ponte Spinola |

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Nr. 4

| OWNER | Type | No. | D.W. | Place where sunk |
|---|---|---|---|---|
| S.A. IMBARCHI | Lighter | 2389 | 80 | Darsena Libia |
| " | " | 482 | 140 | Ponte Ceracciolo Ponente |
| " | " | 1367 | 120 | " " " |
| " | " | 2287 | 130 | " " " |
| " | " | 418 | 80 | " " " |
| " | " | 1938 | 130 | " " " |
| " | " | 71 | 50 | " " " |
| " | " | 1489 | 140 | " " Levante |
| " | " | 392 | 80 | " " " |
| " | " | 2171 | 120 | " " " |
| F.LLI RISSO FU C. | Pontoon | 2331 | 130 | Ponte Etiopia |
| " | Pontoon | 357 | 130 | " " |
| " | Lighter | 2338 | 130 | " " |
| " | " | 1982 | 120 | " " |
| " | " | 1406 | 100 | " " |
| " | " | 957 | 110 | " " |
| " | " | 1618 | 100 | " " |
| " | " | 1404 | 90 | " " |
| " | " | 1101 | 80 | " " |
| " | " | 902 | 70 | " " |
| " | " | 674 | 80 | " " |
| " | " | 1476 | 110 | " Spinola |
| PALLAROSSA SEBASTIANO | " | 1901 | 130 | Calata Libia |
| " " | " | 1668 | 120 | " 339 " |
| " " | " | 227 | 120 | " " |

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| OWNER | Type | No. | D.W. | Place where sunk |
|---|---|---|---|---|
| S. I. E. S. | Lighter | 1000 | 160 | Ponte Calvi |
| " | " | 1699 | 150 | " " |
| " | " | 15 | 20 | " " |
| " | " | 1176 | 120 | Caleta Libia |
| " | " | 1294 | 110 | " " |
| " | " | 1331 | 160 | " " |
| " | " | 1582 | 130 | " " |
| " | " | 1587 | 130 | " " |
| " | " | 2518 | 120 | " " |
| " | " | 2572 | 110 | " " |
| [illegible] | Pontoon w. hse | M 11 | 200 | " " |
| MARSANO DOMENICO | Lighter | 2211 | 120 | " " |
| " " | " | 1465 | 135 | " " |
| A. &D F.lli CICHERO | " | 1610 | 140 | Darsena, prol. Combalo |
| " " | " | 2481 | 200 | Caleta Libia West |
| " " | " | 1590 | 140 | " " " |
| " " | " | 1826 | 135 | " " " |
| " " | " | 1671 | 130 | " " " |
| " " | " | 2248 | 150 | " " " |
| " " | " | 2334 | 130 | " " " |
| " " | " | 1096 | 160 | " " " |
| " " | " | 2177 | 100 | " " " |
| " " | " | 2477 | 125 | " " " |
| " " | " | 2476 | 130 | " " " |
| " " | " | 2530 | 150 | " " " |
| " " | " | 315 | 20 | " " " |

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| OWNER | Type | No. | D.W. | Place where sunk |
|---|---|---|---|---|
| S.A. GOTELLI & C. | Lighter | 2507 | 200 | Redice ponte Assoroto |
| " | " | 2597 | 135 | " " " |
| " | " | 1956 | 140 | " " " |
| " | " | 2595 | 140 | " " " |
| " | " | 84 | 120 | " " " |
| " | " | 944 | 120 | " " " |
| " | " | 1508 | 130 | " " " |
| " | " | 1592 | 130 | " " " |
| " | " | 1634 | 130 | " " " |
| " | " | 1599 | 140 | " " " |
| " | " | 8560 | 180 | " " " |
| " | " | 1833 | 140 | " " " |
| " | " | 733 | 120 | " " " |
| " | " | 769 | 130 | " " " |
| " | " | 1141 | 100 | " " " |

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| OWNER | Type | No. | D.W. | Place where sunk |
|---|---|---|---|---|
| ORESTE ROMOLO CICHERO | Lighter | 2483 | 210 | Darsena |
| " " | " | 2484 | 200 | " |
| " " | " | 210 | 150 | " |
| " " | " | 1882 | 145 | " |
| " " | " | 2082 | 145 | " |
| " " | " | 633 | 145 | " |
| " " | " | 1324 | 140 | " |
| " " | " | 571 | 135 | " |
| " " | " | 2190 | 135 | " |
| " " | " | 1622 | 130 | " |
| " " | " | 1983 | 130 | " |
| " " | " | 1856 | 130 | " |
| " " | " | 2257 | 130 | " |
| " " | " | 1402 | 125 | " |
| " " | " | 1345 | 120 | " |
| " " | " | 783 | 110 | " |
| " " | Mooring Pontoon | 80 | | " |
| " " | Lighter | 1741 | 140 | Calete Libia |
| " " | " | 2373 | 110 | " " |
| G. LAMBRUSCHINI | Lighter | 166 | 160 | Ponte Parodi |
| " | " | 2519 | 140 | " " |
| " | " | 1323 | 120 | " " |
| " | " | 1865 | 160 | " " |

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LIST OF BARGES IN WORKING CONDITION IN THE PORT OF GENOA AT THE DATE OF 21st MAY 1945

| OWNER | Type | Wood or steel | With engine | No. | Name | D.W. | Length | Width | Mouded depth | Dr |
|---|---|---|---|---|---|---|---|---|---|---|
| S.A. IMBARCHI | Lighter | Wood | no | 436 | S.ta Teresa | 140 | 15.03 | 6.22 | 2.35 | 0 |
| " " | Pontoon | Wood | no | 640 | Filomena | 30 | 10.= | 3.90 | 1.35 | 0 |
| " " | Boat | Wood | no | 1074 | S.Giorgio | 15 | 8.45 | 3.04 | 1.25 | 0 |
| " " | Boat | Wood | no | 1103 | S.Giuseppe | 40 | 9.52 | 3.59 | 1.65 | 0 |
| " " | Boat | Wood | no | 585 | Nicola | 15 | 8.55 | 3.05 | 1.31 | 0 |
| " " | Lighter | Wood | no | 1870 | Agostino | 130 | 14.26 | 5.92 | 2.32 | 0 |
| " " | Lighter | Wood | no | 101 | Esilda | 100 | 11.88 | 4.80 | 1.90 | 0 |
| " " | Lighter | Wood | no | 2163 | Fortuna | 140 | 14.60 | 6.35 | 2.02 | 0 |
| " " | Lighter | Wood | no | 2326 | Giuseppe | 70 | 12.52 | 4.78 | 1.90 | 0 |
| " " | Lighter | Wood | no | 1060 | Rosina | 130 | 15.10 | 6.28 | 2.25 | 0 |
| " " | Boat | Wood | no | 907 | Colombo | 15 | 8.35 | 3.26 | 1.48 | 0 |
| " " | Boat | Wood | no | 49 | Eurelia | 40 | 9.52 | 3.59 | 1.65 | 0 |
| " " | Boat | Wood | no | 1866 | Fortunata Maria | 20 | 9.= | 3.50 | 1.35 | 0 |

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OF BARGES IN WORKING CONDITION IN THE PORT OF GENOA AT THE

DATE OF 21st MAY 1945

| With engine | No. | Name | D.W. | Length | Width | Mouded depth | Draft | |
|---|---|---|---|---|---|---|---|---|
| no | 436 | S.ta Teresa | 140 | 15.03 | 6.22 | 2.35 | 0.80 | Empty ready |
| no | 640 | Filomena | 30 | 10.= | 3.90 | 1.35 | 0.55 | Empty ready |
| no | 1074 | S.Giorgio | 15 | 8.45 | 3.04 | 1.25 | 0.50 | Empty ready |
| no | 1103 | S.Giuseppe | 40 | 9.52 | 3.59 | 1.65 | 0.55 | Empty ready |
| no | 585 | Nicola | 15 | 8.55 | 3.05 | 1.31 | 0.50 | Empty ready |
| no | 1870 | Agostino | 130 | 14.26 | 5.92 | 2.32 | 0.75 | Loading coal |
| no | 101 | Esilda | 100 | 11.88 | 4.80 | 1.90 | 0.70 | Loading cement blocks |
| no | 2163 | Fortuna | 140 | 14.60 | 6.35 | 2.02 | 0.75 | Loading cement blocks |
| no | 2326 | Giuseppe | 70 | 12.52 | 4.78 | 1.90 | 0.70 | Empty ready |
| no | 1060 | Rosina | 130 | 15.10 | 6.28 | 2.25 | 0.80 | Loading material Br. Comman |
| no | 907 | Colombo | 15 | 8.35 | 3.26 | 1.48 | 0.50 | Loading material Br. Command |
| no | 49 | Eurelia | 40 | 9.52 | 3.59 | 1.65 | 0.50 | Loading material Br. Command |
| no | 1866 | Fortunata Maria | 20 | 9.= | 3.50 | 1.35 | 0.50 | Loading material Br. Command |

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

| OWNER | Type | Wood or steel | With engine | No. | Name | D.W. | Leugth | Width | Moude dep |
|---|---|---|---|---|---|---|---|---|---|
| A.& D. FRATELLI ) | Lighter | Wood | no | 2486 | | 130 | 14.95 | 6.27 | 2.51 |
| CICHERO ) | Lighter | Wood | no | 1162 | | 140 | 14.36 | 6.50 | 2.54 |
| " " | Lighter | Wood | no | 1804 | | 130 | 14.50 | 6.08 | 2.35 |
| " " | Lighter | Wood | no | 1757 | | 120 | 14.70 | 6.09 | 2.20 |
| " " | Lighter | Wood | no | 1628 | | 120 | 14.58 | 6.02 | 2.28 |
| " " | Lighter | Wood | no | 797 | | 100 | 13.45 | 5.57 | 2.25 |
| " " | Lighter | Wood | no | 2474 | | 90 | 13.47 | 5.35 | 2.07 |
| " " | Lighter | Wood | no | 2103 | | 20 | 9.07 | 3.68 | 1.40 |
| " " | Lighter | Wood | no | 2247 | | 18 | 9.50 | 3.25 | 1.30 |
| " " | Lighter | Wood | no | 313 | | 8 | 7.80 | 3.04 | 1.19 |
| " " | Lighter | Wood | no | 2263 | | 8 | 6.85 | 2.78 | 1.13 |
| " " | Lighter | Wood | no | 2485 | | 200 | 17.70 | 6.72 | 2.70 |
| " " | Lighter | Wood | no | 2489 | | 200 | 17.53 | 6.64 | 2.70 |
| S.A. ROSINI "S.A.R | " | " | no | 1222 | | 170 | 15.82 | 6.27 | 2.35 |
| " " | " | " | no | 2581 | | 80 | 12.50 | 5.70 | 2.= |
| " " | " | " | no | 2275 | | 35 | 11.= | 4.10 | 1.50 |
| " " | " | " | no | 2094 | | 35 | 10.50 | 4.20 | 1.60 |
| " " | " | " | no | 2586 | | 1200 | | | |

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| With engine | No. | Name | D.W. | Leugth | Width | Mouded depth | Draft | NOTE |
|---|---|---|---|---|---|---|---|---|
| no | 2486 | | 130 | 14.95 | 6.27 | 2.51 | 0.80 | |
| no | 1162 | | 140 | 14.36 | 6.50 | 2.54 | 0.80 | |
| no | 1804 | | 130 | 14.50 | 6.08 | 2.35 | 0.75 | |
| no | 1757 | | 120 | 14.70 | 6.09 | 2.20 | 0.75 | |
| no | 1628 | | 120 | 14.58 | 6.02 | 2.28 | 0.75 | |
| no | 797 | | 100 | 13.45 | 5.57 | 2.25 | 0.75 | |
| no | 2474 | | 90 | 13.47 | 5.35 | 2.07 | 0.70 | |
| no | 2103 | | 20 | 9.07 | 3.68 | 1.40 | 0.55 | |
| no | 2247 | | 18 | 9.50 | 3.25 | 1.30 | 0.55 | |
| no | 313 | | 8 | 7.80 | 3.04 | 1.19 | 0.45 | |
| no | 2263 | | 8 | 6.85 | 2.78 | 1.13 | 0.45 | |
| no | 2485 | | 200 | 17.70 | 6.72 | 2.70 | 0.90 | |
| no | 2489 | | 200 | 17.53 | 6.64 | 2.70 | 0.90 | |
| no | 1222 | | 170 | 15.82 | 6.27 | 2.35 | 0.80 | |
| no | 2581 | | 80 | 12.50 | 5.70 | 2.= | 0.60 | |
| no | 2275 | | 35 | 11.= | 4.10 | 1.50 | 0.60 | |
| no | 2094 | | 35 | 10.50 | 4.20 | 1.60 | 0.60 | |
| no | 2586 | | 1200 | | | | | |

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

| OWNER | Type | Wood or steel | With engine | No. | Name | D.W. | Leugth | Width | Mouded depth |
|---|---|---|---|---|---|---|---|---|---|
| S.A.G.I.S. | Pontoon | Wood | no | 264 | Dante | 180 | 22.65 | 7.35 | 2.65 |
| " " | Boat | Wood | no | 2066 | Lauro | 10 | 6.25 | 2.80 | 1.18 |
| " " | Lighter | Wood | no | 1132 | Giovanna | 150 | 15.50 | 6.30 | 2.50 |
| " " | " | " | no | 1572 | S.G.Battista | 145 | 15.02 | 6.38 | 2.33 |
| " " | " | " | no | 2532 | Diana | 125 | 14.70 | 6.45 | 2.30 |
| " " | " | " | no | 1711 | Mery P. | 130 | 14.90 | 6.34 | 2.28 |
| " " | " | " | no | 1712 | Coraggio | 140 | 14.80 | 6.07 | 2.30 |
| " " | " | " | no | 2447 | Enarbak | 160 | 15.90 | 6.33 | 2.50 |
| " " | " | " | no | 2155 | Tersicore | 40 | I0.48 | 4.38 | 1.78 |
| " " | " | " | no | 2514 | Carlo Secchi | 70 | 12.22 | 4.80 | 2.10 |
| " " | " | " | no | 1570 | Adelgisa | 40 | 9.60 | 4.20 | 1.55 |
| " " | " | " | no | 1322 | Giovanni D. | 100 | 14.44 | 5.85 | 2.24 |
| " " | " | " | no | 189 | S. Lucia | 100 | 16.32 | 5.16 | 2.07 |
| " " | " | " | no | 2349 | S.G.Battista | 130 | 14.89 | 6.04 | 2.30 |
| " " | " | " | no | 362 | Giovanni | 100 | 13.== | 5.55 | 2.10 |
| " " | " | " | no | 392 | Emilia | 70 | 12.03 | 14.90 | 1.90 |
| == | Hopper | steel | - | - | - | 250 | - | - | - |

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| With engine | No. | Name | D.W. | Leugth | Width | Mouded depth | Draft | NOTE |
|---|---|---|---|---|---|---|---|---|
| no | 264 | Dante | 180 | 28.05 | 7.35 | 2.65 | 1.== | |
| no | 2066 | Lauro | 10 | 6.25 | 2.80 | 1.18 | 0.55 | |
| no | 1132 | Giovanna | 150 | 15.50 | 6.30 | 2.50 | 0.80 | |
| no | 1572 | S.G.Battista | 145 | 15.02 | 6.38 | 2.33 | 0.70 | |
| no | 2532 | Diana | 125 | 14.70 | 6.45 | 2.30 | 0.70 | |
| no | 1711 | Mery P. | 130 | 14.90 | 6.34 | 2.28 | 0.70 | |
| no | 1712 | Coraggio | 140 | 14.80 | 6.07 | 2.30 | 0.70 | |
| no | 2447 | Enarbak | 160 | 15.90 | 6.33 | 2.50 | 0.75 | |
| no | 2155 | Tersicore | 40 | 10.48 | 4.38 | 1.78 | 0.60 | |
| no | 2514 | Carlo Sacchi | 70 | 12.22 | 4.80 | 2.10 | 0.65 | |
| no | 1570 | Adalgisa | 40 | 9.60 | 4.20 | 1.55 | 0.60 | |
| no | 1322 | Giovanni D. | 100 | 14.44 | 5.85 | 2.24 | 0.70 | |
| no | 189 | S. Lucia | 100 | 16.32 | 5.16 | 2.07 | 0.70 | |
| no | 2349 | S.G.Battista | 130 | 14.89 | 6.04 | 2.30 | 0.80 | |
| no | 362 | Giovanni | 100 | 13.== | 5.55 | 2.10 | 0.60 | |
| no | 392 | Emilia | 70 | 12.03 | 14.90 | 1.90 | 0.70 | |
| - | - | - | 250 | - | - | - | | Abandoned by German Naval Command at SAGLS. mooring place |

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| OWNER | Type | Wood or steel | With engine | No. | Name | D.W. | Leugth | Width | Mouded depth | dr |
|---|---|---|---|---|---|---|---|---|---|---|
| F.LLI PODESTA' | Lighter | Wood | no | 2495 | Invidia | 130 | 14.73 | 6.10 | 2.35 | 0.8 |
| FRANCESCO RIVANO) | " | " | no | 2543 | Benedetto | 130 | 15.02 | 6.35 | 2.40 | 0.8 |
| ) | | | | | | | | | | |
| & FIGLI ) | " | " | no | 1581 | Egidio | 130 | 14.92 | 6.28 | 2.34 | 0.8 |
| ORESTE ROMOLO | | | | | | | | | | |
| CICHERO | " | " | no | 2505 | Luigi | 160 | 16.15 | 6.62 | 2.53 | 0.8 |
| ) | " | " | no | 2358 | B. | 110 | 15.18 | 6.47 | 2.64 | 0.8 |
| O.AKR.N. ) | | | | | | | | | | |
| ) | " | " | no | 2725 | Maria | 110 | 15.== | 6.50 | 2.60 | 0.8 |
| ) | | | | | | | | | | |
| LUIGI PROFUMO S.A.) | " | " | no | 188 | Alessandria | 140 | 15.== | 6.40 | 2.35 | 0.8 |
| ) | " | " | no | 1378 | Maria | 100 | 13.37 | 5.72 | 2.17 | 0.7 |
| ) | " | " | no | 1135 | Giuseppe | 120 | 15.12 | 6.07 | 2.37 | 0.7 |
| ALBERTI S.A. ) | | | | | | | | | | |
| MARIO ) | " | " | no | 1169 | Angela B.G. | 100 | 14.12 | 5.50 | 2.18 | 0.7 |

N.B. = The above barges need a general caulking, non in progress and proceding fast under ouners

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| With engine | No. | Name | D.W. | Leugth | Width | Mouded depth | draft | NOTE |
|---|---|---|---|---|---|---|---|---|
| no | 2495 | Invidia | 130 | 14.73 | 6.10 | 2.35 | 0.80 | In bacino Libia |
| no | 2543 | Benedetto | 130 | 15.02 | 6.35 | 2.40 | 0.80 | |
| no | 1581 | Egidio | 130 | 14.92 | 6.28 | 2.34 | 0.80 | |
| no | 2505 | Luigi | 160 | 16.15 | 6.62 | 2.53 | 0.85 | |
| no | 2358 | B. | 110 | 15.18 | 6.47 | 2.64 | 0.80 | Loaded with material |
| no | 2725 | Maria | 110 | 15.== | 6.50 | 2.60 | 0.80 | Br. Command |
| no | 188 | Alessandria | 140 | 15.== | 6.40 | 2.35 | 0.80 | Loaded with coal |
| no | 1378 | Maria | 100 | 13.37 | 5.72 | 2.17 | 0.70 | |
| no | 1135 | Giuseppe | 120 | 15.12 | 6.07 | 2.37 | 0.70 | In bacino Libia |
| no | 1169 | Angela B.G. | 100 | 14.12 | 5.50 | 2.18 | 0.70 | |

d a general caulking, non in progress and proceding fast under the initiative of the

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

# F L O A T I N G  C R A N E S

| Name | Capacity | HGT | RAD | Type | Owner |
|---|---|---|---|---|---|
| S. PIETRO | T. 25 | m. 7 | m. 2 | sheerlegs | FINCOSIT |
| S. PANCRAZIO | T. 10 | m. 10 | m. 6 | derrick | do. |
| DESSIE' | T. 10 | m. 10 | m. 6 | derrick | do. |
| S. FELICE | T. 25 | m. 10 | m. 9 | sheerlegs | Moresso e Parodi |
| CHIAVARI | T. 25 | m. 15<br>m. 10 | m. 4<br>m. 6 | derrick | do. |
| TITANO | T.100 | m. 18 | m. 6,50 | sheerlegs | R. Marina Italian |
| HERCULES | T. 30 | m. 11 | m. 2,50 | sheerlegs | do. |

( 9 pontoons are sunk of which salvable )

3.3.1

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

F L O A T I N G  C R A N E S

| HGT | RAD | Type | Owner | Remarks |
|---|---|---|---|---|
| m. 7 | m. 2 | sheerlegs | FINCOSIT | Ready in a month |
| m. 10 | m. 6 | derrick | do. | Ready |
| m. 10 | m. 6 | derrick | do. | Ready in a month |
| m. 10 | m. 9 | sheerlegs | Morasso e Parodi | Ready |
| m. 15 | m. 4 | derrick | do. | Ready |
| m. 10 | m. 6 | | | |
| m. 18 | m. 6,50 | sheerlegs | R. Marina Italiana | Used by Fleet Salvage |
| m. 11 | m. 2,50 | sheerlegs | do. | do. |

ntoons are sunk of which selvable )

LIST OF TUGS (FLOATING)

## PORTO DI GENOVA = ELENCO RIMORCHIATORI

| Rim.re Tug | HP | Scafo Hull | armatore Owners |
|---|---|---|---|
| LICOSA | 200 | Acciaio Steel | R.Marina |
| B.53 | 180 | " | " " |
| PEPPINO | 445 | Legno wood | Fincosit |
| GENOVA | 279 | Legno | Rimorchiatori Riuniti |
| DERNA | 322 | Legno | Rimorchiatori Riuniti |
| LEON PANCALDO | 102 | Legno | Rimorchiatori Riccardi |
| BIRILLO | 132 | Legno | Fincosit |
| RINA SANTA | 43 | Legno | c/o SAGIS |
| PIERO | 48 | Legno | Barbagelata |
| N.S. DELLA GUARDIA | 170 | Legno | c/o SAGIS |
| MARTE | 101 | Legno | c/o SAGIS |
| ROSETTA 1° | 80 | Legno | Oleifici Liguri-Lombardi |
| ANGELA | 27 | Legno | Lambruschini |
| AURORA | 36 | Legno | c/o SAGIS |
| MARIA GRAZIA | 48 | Legno | SAGIS |
| COSTANTINO | 66 | Legno | F.lli Risso |
| SUD | 74 | Acciaio Steel | R.Cichero |
| FRECCIA | 84 | Legno wood | Fincosit |
| MARIA C. | 80 | Acciaio Steel | F.lli Cichero |
| MENTONE | 120 | Acciaio Steel | S.A.I. |
| LIDO (ex GIARABUB) | 150 | Legno wood | S.A.I. |
| GUGLIELMA PERI | 150 | Legno | c/o Rimorch. Riccardi |
| GIOVE | 50 | Legno | Marucci V. |
| MARIA | 23 | Acciaio Steel | Raffo P. |
| CARLO | 71 | Legno wood | Riccardi |
| FORTUNA | 350 | Acciaio Steel | Riccardi |
| LITTLE MARY | 31 | Legno wood | A.Patrone |
| CLEMENT | 50 | Legno | S.A.I |

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| | | | |
|---|---|---|---|
| LEON PANCALDO | 162 | Legno | Rimorchiatori Riuniti |
| BIRILLO | 132 | Legno | Fincosit |
| RINA SANTA | 43 | Legno | c/o SAGIS |
| PIERO | 48 | Legno | Barbagelata |
| N.S. DELLA GUARDIA | 170 | Legno | c/o SAGIS |
| MARTE | 101 | Legno | c/o SAGIS |
| ROSETTA 1° | 80 | Legno | Oleifici Liguri-Lombardi |
| ANGELA | 27 | Legno | Lambruschini |
| AURORA | 36 | Legno | c/o SAGIS |
| MARIA GRAZIA | 48 | Legno | SAGIS |
| COSTANTINO | 66 | Legno | F.lli Risso |
| SUD | 74 | Steel Acciaio | R.Cichero |
| FRECCIA | 84 | wood Legno | Fincosit |
| MARIA C. | 80 | Steel Acciaio | F.lli Cichero |
| MENTONE | 120 | Steel Acciaio | S.A.I. |
| LIDO (ex GIARABUB) | 150 | wood Legno | S.A.I. |
| GUGLIELMA MERI | 150 | Legno | c/o Rimorch. Riccardi |
| GIOVE | 50 | Legno | Marucci V. |
| MARIA | 23 | Steel Acciaio | Raffo P. |
| CARLO | 71 | wood Legno | Riccardi |
| FORTUNA | 350 | Steel Acciaio | Riccardi |
| LITTLE MARY | 31 | wood Legno | A.Patrone |
| CLEMENT | 50 | Legno | S.A.I |

N.B. = Trovansi affondati nel porto di Genova altri 8 rimorchiatori quasi tutti ricuperabili e riparabili.=

- 8 additional Tugs are sunk almost all are salvable and repairable —



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LIST OF BARGES IN WORKING CONDITION IN THE PORT OF GENOA (I
AT THE DATE OF 21st MAY 1945 -

## ELENCO DEI GALLEGGIANTI DA CARICO ESISTENTI AL 21 MAGGIO 1945

NEL PORTO DI GENOVA, A GALLA.

| PROPRIETARIO | Tipo | leg. o fer. | con mot? | Numero | Nome | port. (D.W.) tonn. | lung. | larg. | alt. | imm. | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|
| S.A. IMBARCHI | Chiatta | leg. | no | 436 | S.ta Teresa | 140 | 15.03 | 6.22 | 2.35 | 0.80 | Vacante pr |
| " " | Pontone | leg. | no | 640 | Filomena | 30 | 10.= | 3.90 | 1.35 | 0.55 | Vacante pr |
| " " | Gozzo | leg. | no | 1074 | S. Giorgio | 15 | 8.45 | 3.04 | 1.25 | 0.50 | Vacante pr |
| " " | Gozzo | leg. | no | 1103 | S. Giuseppe | 40 | 9.52 | 3.59 | 1.65 | 0.55 | Vacante pr |
| " " | Gozzo | leg. | no | 585 | Nicola | 15 | 8.55 | 3.05 | 1.31 | 0.50 | Vacante pr |
| " " | Chiatta | leg. | no | 1870 | Agostino | 130 | 14.26 | 5.92 | 2.32 | 0.75 | carica car |
| " " | Chiatta | leg. | no | 101 | Esilda | 100 | 11.88 | 4.80 | 1.90 | 0.70 | carica/bl |
| " " | Chiatta | leg. | no | 2163 | Fortuna | 140 | 14.60 | 6.35 | 2.02 | 0.75 | carica bl |
| " " | Chiatta | leg. | no | 2326 | Giuseppe | 70 | 12.52 | 4.78 | 1.90 | 0.70 | Vacante pr |
| " " | Chiatta | leg. | no | 1060 | Rosina | 130 | 15.10 | 6.28 | 2.25 | 0.80 | carica ma |
| " " | Gozzo | leg. | no | 907 | Colombo | 15 | 8.53 | 3.26 | 1.48 | 0.50 | carica ma |
| " " | Gozzo | leg. | no | 49 | Eurelia | 40 | 9.52 | 3.59 | 1.65 | 0.50 | carica ma |
| " " | Gozzo | leg. | no | 1866 | Fortunata Maria | 20 | 9.= | 3.50 | 1.35 | 0.50 | carica ma |

Farà disperare
fur la guer

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

ST OF BARGES IN WORKING CONDITION IN THE PORT OF GENOA (IN NEED OF GENERAL CAULKING NOW IN PROGRESS)
AT THE DATE OF 21st MAY 1945 -

ENCO DEI GALLEGGIANTI DA CARICO ESISTENTI AL 21 MAGGIO 1945

NEL PORTO DI GENOVA, A GALLA.

| leg. o fer. | con mot? | Numero | Nome | port. (D.W.) tonn. | lung. | larg. | alt. | imm. | Note |
|---|---|---|---|---|---|---|---|---|---|
| leg. | no | 436 | S.ta Teresa | 140 | 15.03 | 6.22 | 2.35 | 0.80 | Vacante pronto |
| leg. | no | 640 | Filomena | 30 | 10.= | 3.90 | 1.35 | 0.55 | Vacante pronto |
| leg. | no | 1074 | S. Giorgio | 15 | 8.45 | 3.04 | 1.25 | 0.50 | Vacante pronto |
| leg. | no | 1103 | S. Giuseppe | 40 | 9.52 | 3.59 | 1.65 | 0.55 | Vacante pronto |
| leg. | no | 585 | Nicola | 15 | 8.55 | 3.05 | 1.31 | 0.50 | Vacante pronto |
| leg. | no | 1870 | Agostino | 130 | 14.26 | 5.92 | 2.32 | 0.75 | carica carbone minerale |
| leg. | no | 101 | Esilda | 100 | 11.88 | 4.80 | 1.90 | 0.70 | carica blocchi cemento |
| leg. | no | 2163 | Fortuna | 140 | 14.60 | 6.35 | 2.02 | 0.75 | carica blocchi cemento |
| leg. | no | 2326 | Giuseppe | 70 | 12.52 | 4.78 | 1.90 | 0.70 | Vacante pronto |
| leg. | no | 1060 | Rosina | 130 | 15.10 | 6.28 | 2.25 | 0.80 | carica materiale Com. Inglese |
| leg. | no | 907 | Colombo | 15 | 8.53 | 3.26 | 1.48 | 0.50 | carica materiale Com. Inglese |
| leg. | no | 49 | Eurelia | 40 | 9.52 | 3.59 | 1.65 | 0.50 | carica materiale Com. Inglese |
| leg. | no | 1866 | Fortunata Maria | 20 | 9.= | 3.50 | 1.35 | 0.50 | carica materiale Com. Inglese |

Barca adibita alla pesca del tonno per fare la guardia

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

| PROPRIETARIO | Tipo | leg. o fer. | con moty | Numero | Nome | D.W. port. tonn. | lung. | larg. | alt. | imm. |
|---|---|---|---|---|---|---|---|---|---|---|
| | Lighter | wood | | | | | | | | |
| A.& D. FRATELLI CICHERO | Chiatta | leg. | no | 2486 | | 130 | 14,95 | 6,27 | 2,51 | 0,80 |
| " " | Chiatta | leg. | no | 1162 | | 140 | 14,36 | 6.50 | 2.54 | 0.80 |
| " " | " | " | no | 1804 | | 130 | I4.50 | 6.08 | 2.35 | 0.75 |
| " " | " | " | no | 1757 | | 120 | I4.70 | 6.09 | 2.20 | 0.75 |
| " " | " | " | no | 1628 | | 120 | I4.58 | 6.02 | 2.28 | 0.75 |
| " " | " | " | no | 797 | | 100 | I3.45 | 5.57 | 2.25 | 0.75 |
| " " | " | " | no | 2474 | | 90 | I3.47 | 5.35 | 2.07 | 0.70 |
| " " | " | " | no | 2103 | | 20 | 9.07 | 3.68 | I.40 | 0.55 |
| " " | " | " | no | 2247 | | 18 | 9.50 | 3.25 | I.30 | 0.55 |
| " " | " | " | no | 313 | | 8 | 8.80 | 3.04 | I.I9 | 0.45 |
| " " | " | " | no | 2263 | | 8 | 6.85 | 2.78 | I.I3 | 0.45 |
| " " | " | " | no | 2485 | | 200 | I7.70 | 6.72 | 2.70 | 0.90 |
| " " | " | " | no | 2489 | | 200 | I7.53 | 6.64 | 2.70 | 0.90 |
| S.A. ROSINI "S.A.R." | " | " | no | 1222 | | 170 | I5.82 | 6.27 | 2.35 | 0.80 |
| " " | " | " | no | 2581 | | 80 | I2.50 | 5.70 | 2.== | 0.60 |
| " " | " | " | no | 2275 | | 35 | II.= | 4.I0 | I.50 | 0.60 |
| " " | " | " | no | 2094 | | 35 | I0.50 | 4.20 | I.60 | 0.60 |
| " " | " | " | no | 2586 | | 200 | | | | |

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D.W.

| leg. o fer. | con moty | Numero | N o m e | port. tonn. | lung. | larg. | alt. | imm. | N O T E |
|---|---|---|---|---|---|---|---|---|---|
| wood leg. | no | 2486 | | 130 | 14,95 | 6,27 | 2,51 | 0,80 | |
| leg. | no | 1162 | | 140 | 14,36 | 6.50 | 2.54 | 0.80 | |
| " | no | 1804 | | 130 | I4.50 | 6.08 | 2.35 | 0.75 | |
| " | no | 1757 | | 120 | I4.70 | 6.09 | 2.20 | 0.75 | |
| " | no | 1628 | | 120 | I4.58 | 6.02 | 2.28 | 0.75 | |
| " | no | 797 | | 100 | I3.45 | 5.57 | 2.25 | 0.75 | |
| " | no | 2474 | | 90 | I3.47 | 5.35 | 2.07 | 0.70 | |
| " | no | 2103 | | 20 | 9.07 | 3.68 | I.40 | 0.55 | |
| " | no | 2247 | | 18 | 9.50 | 3.25 | I.30 | 0.55 | |
| " | no | 313 | | 8 | 8.80 | 3.04 | I.I9 | 0.45 | |
| " | no | 2263 | | 8 | 6.85 | 2.78 | I.I3 | 0.45 | |
| " | no | 2485 | | 200 | I7.70 | 6.72 | 2.70 | 0.90 | |
| " | no | 2489 | | 200 | I7.53 | 6.64 | 2.70 | 0.90 | |
| " | no | 1222 | | 170 | I5.82 | 6.27 | 2.35 | 0.80 | |
| " | no | 2581 | | 80 | I2.50 | 5.70 | 2.== | 0.60 | |
| " | no | 2275 | | 35 | II.= | 4.I0 | I.50 | 0.60 | |
| " | no | 2094 | | 35 | I0.50 | 4.20 | I.60 | 0.60 | |
| " | no | 2586 | | 200 | | | | | |

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| PROPRIETARIO | Tipo | leg. o rer. | con. moto | Numero | N o m e | port. tonn. | lung. | larg. | alt. | imm. |
|---|---|---|---|---|---|---|---|---|---|---|
| S.A.G.I.S. | Pontone wood | leg. | no | 264 | Dante | 180 | 22.35 | 7.35 | 2.65 | I.=== |
| " " | Gozzo boat | " | no | 2066 | Lauro | 10 | 6.25 | 2.80 | I.I8 | 0.55 |
| " " | Chiatta lighter | " | no | 1198 | Giovanna | 150 | I5.50 | 6.30 | 2.50 | 0.80 |
| " " | " | " | no | 1572 | S.G. Battista | 145 | I5.02 | 6.38 | 2.33 | 0.70 |
| " " | " | " | no | 2532 | Diana | 125 | I4.70 | 6.45 | 2.30 | 0.70 |
| " " | " | " | no | 1711 | Mery P. | 130 | I4.90 | 6.34 | 2.28 | 0.70 |
| " " | " | " | no | 1712 | Coraggio | 140 | I4.80 | 6.07 | 2.30 | 0.70 |
| " " | " | " | no | 2447 | Enarbak | 160 | I5.90 | 6.33 | 2.50 | 0.75 |
| " " | " | " | no | 2155 | Tersicore | 40 | I0.48 | 4.38 | I.78 | 0.60 |
| " " | " | " | no | 2514 | Carlo Sacchi | 70 | I2.22 | 4.80 | 2.I0 | 0.65 |
| " " | " | " | no | 1570 | Adalgisa | 40 | 9.60 | 4.20 | I.55 | 0.60 |
| " " | " | " | no | 1322 | Giovanni D. | 100 | I4.44 | 5.85 | 2.24 | 0.70 |
| " " | " | " | no | 189 | S. Lucia | 100 | I6.32 | 5.I6 | 2.07 | 0.70 |
| " " | " | " | no | 2349 | S.G. Battista | 130 | I4.89 | 6.04 | 2.30 | 0.80 |
| " " | " | " | no | 362 | Giovanni | 100 | I3.=== | 5.55 | 2.I0 | 0.60 |
| " " | " | " | no | 392 | Emilia | 70 | I2.03 | 4.90 | I.90 | 0.70 |
| -- | Hopper Betta | steel rer. | - | - | - | 250 | - | - | - | |

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| po | leg. o rer. wood | con. motr | Numero | N o m e | port. tonn. | lung. | larg. | alt. | imm. | N o t e |
|---|---|---|---|---|---|---|---|---|---|---|
| one | leg. | no | 264 | Dante | 180 | 22.35 | 7.35 | 2.65 | I.== | |
| o | " | no | 2066 | Lauro | 10 | 6.25 | 2.80 | I.18 | 0.55 | |
| tta | " | no | 1152 | Giovanna | 150 | I5.50 | 6.30 | 2.50 | 0.80 | 3.27 |
| | " | no | 1572 | S.G. Battista | 145 | I5.02 | 6.38 | 2.33 | 0.70 | |
| | " | no | 2532 | Diana | 125 | I4.70 | 6.45 | 2.30 | 0.70 | |
| | " | no | 1711 | Mery P. | 130 | I4.90 | 6.34 | 2.28 | 0.70 | |
| | " | no | 1712 | Coraggio | 140 | I4.80 | 6.07 | 2.30 | 0.70 | |
| | " | no | 2447 | Enarbak | 160 | I5.90 | 6.33 | 2.50 | 0.75 | |
| | " | no | 2155 | Tersicore | 40 | I0.48 | 4.38 | I.78 | 0.60 | |
| | " | no | 2514 | Carlo Sacchi | 70 | I2.22 | 4.80 | 2.10 | 0.65 | |
| | " | no | 1570 | Adalgisa | 40 | 9.60 | 4.20 | I.55 | 0.60 | |
| | " | no | 1322 | Giovanni D. | 100 | I4.44 | 5.85 | 2.24 | 0.70 | |
| | " | no | 189 | S. Lucia | 100 | I6.32 | 5.16 | 2.07 | 0.70 | |
| | " | no | 2349 | S.G. Battista | 130 | I4.89 | 6.04 | 2.30 | 0.80 | |
| | " | no | 362 | Giovanni | 100 | I3.== | 5.55 | 2.10 | 0.60 | |
| | " | no | 392 | Emilia | 70 | I2.03 | 4.90 | I.90 | 0.70 | |
| rer. | steel | - | - | - | 250 | - | - | - | | Abbandonata dal Com. Marina Germanico sull'ormeggio S.A.G.I.S. abandoned by German Naval Command at S.A.G.I.S. mooring-place |

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| PROPRIETARIO | Tipo | leg. o ver. | con motr. | Numero | Nome | port. tonn. | lung. | largh. | alt. | imm. |
|---|---|---|---|---|---|---|---|---|---|---|
| F.LLI PODESTA' | Reglietta Chiatta | wood leg. | no | 2495 | Invidia | 130 | L4.73 | 6.10 | 2.35 | 0.80 |
| FRANCESCO RIVANO & FIGLI | " | " | no | 2543 | Benedetto | 130 | 15,02 | 6,35 | 2,45 | 0,80 |
| | " | " | no | 1581 | Egidio | 130 | 14,92 | 6,28 | 2,34 | 0.80 |
| CRESTE ROMOLO | " | " | no | 2505 | Luigi | 160 | 16,15 | 6,62 | 2,53 | 0,85 |
| CICHERO | " | " | no | 2358 | B. | 110 | 15,18 | 6,47 | 2,64 | 0,80 |
| O. A. R. N. | " | " | no | 2725 | Maria | 110 | 15,= | 6,50 | 2,60 | 0,80 |
| | " | " | no | 188 | Alessandria | 140 | 15,= | 6,40 | 2,35 | 0,80 |
| LUIGI PROFUMO S.A. | " | " | no | 1378 | Maria | 100 | 13,37 | 5,72 | 2,17 | 0,70 |
| | " | " | no | 1135 | Giuseppe | 120 | 15,12 | 6,07 | 2,37 | 0,70 |
| ALBERTI S.A. MARIO | " | " | no | 1169 | Angela B.G. | 100 | 14,12 | 5,50 | 2,18 | 0,70 |

N.B. = Tutti i galleggianti suddetti hanno necessità di una calaratura generale, che dai singoli proprietari con la massima sollecitudine possibile.

The above barges need a general caulking, now in progress fast under the initiative of the owners —

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| o | leg. o xer. | con motr. | Numero | N o m e | port. tonn. | lung. | largh. | alt. | imm. | N o t e |
|---|---|---|---|---|---|---|---|---|---|---|
| te | wood | | | | | | | | | In Bacino Sirte |
| ta | leg. | no | 2495 | Invidia | 130 | 14.73 | 6.10 | 2.35 | 0.80 | Nello specchio acque Bacino Libia |
| | " | no | 2543 | Benedetto | 130 | 15,02 | 6,35 | 2,45 | 0,80 | |
| | " | no | 1581 | Egidio | 130 | 14,92 | 6,28 | 2,34 | 0.80 | |
| | " | no | 2505 | Luigi | 160 | 16,15 | 6,62 | 2,53 | 0,85 | |
| | " | no | 2358 | B. | 110 | 15,18 | 6,47 | 2,64 | 0,80 | loaded with material Carione di materia= |
| | " | no | 2725 | Maria | 110 | 15,= | 6,50 | 2,60 | 0,80 | Br. Command le del Com. Inglese |
| | " | no | 188 | Alessandria | 140 | 15,= | 6,40 | 2,35 | 0,80 | loaded with coal Carione di carbone |
| | " | no | 1378 | Maria | 100 | 13,37 | 5,72 | 2,17 | 0,70 | |
| | " | no | 1135 | Giuseppe | 120 | 15,12 | 6,07 | 2,37 | 0,70 | Nello specchio acque In |
| | " | no | 1169 | Angela B.G. | 100 | 14,12 | 5,50 | 2,18 | 0,70 | Bacino Libia. |

alleggianti suddetti hanno necessità di una calafatura generale, che viene effettuata
li proprietari con la massima sollecitudine possibile.

lighters and barges need a general caulking, now in progress and proceeding
ast under the initiative of the owners —

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# F L O A T I N G  C R A N E S

| Name | Capacity | HGT | RAD | Type | Owner |
|---|---|---|---|---|---|
| S. PIETRO | T.25 | m. 7 | m. 2 | sheerlegs | FINCOSIT |
| S.PANCRAZIO | T.10 | m. 10 | m. 6 | derrick | id. |
| DESSIE' | T.10 | m. 10 | m. 6 | derrick | id. |
| S.FELICE | T.25 | m. 10 | m. 9 | sheerlegs | Morasso e Parodi |
| CHIAVARI | T.25 | m. 15<br>m. 10 | m. 4<br>m. 6 | derrick | id. |
| TITANO | T.100 | m. 18 | m. 6,50 | sheerlegs | R.Marina Italiana |
| HERCULES | T.30 | m. 11 | m. 2,50 | sheerlegs | id. |

(9 pontoons are sunk, 4 or 5 of which salvable)

N.B - sono affondati nel porto di Genova 9 pontoni dei quali 4 o 5 r

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# F L O A T I N G  C R A N E S

| ty | HGT | RAD | Type | Owner | Remarks |
|---|---|---|---|---|---|
| | m. 7 | m. 2 | sheerlegs | FINCOSIT | Ready in a month<br>Pronta fra un mese |
| | m. 10 | m. 6 | derrick | id. | Pronto ready |
| | m. 10 | m. 6 | derrick | id. | Ready in a month<br>Pronto fra un mese |
| | m. 10 | m. 9 | sheerlegs | Morasso e Parodi | ready<br>Pronto |
| | m. 15<br>m. 10 | m. 4<br>m. 6 | derrick | id. | ready<br>Pronto |
| o | m. 18 | m. 6,50 | sheerlegs | R.Marina Italiana | Used by Fleet Salvage<br>Impiegato dalla Fleet Salvage |
| | m. 11 | m. 2,50 | sheerlegs | id. | do.<br>id. |

re sunk, 4 or 5 of which salvable)

ati nel porto di Genova 9 pontoni dei quali 4 o 5 ricuperabili

A.M.G. PORT OFFICER
HQ. Port of Genoa
Ponte dei Mille
GENOA

To: ALCOM, Rome
Trans. S/C
Ports & Whse Div.

28 Aug 45

Monthly report, Port of Genoa.

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

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

Berths No. 1 - mined, not yet usable
" 2 - 1 Liberty, 4-5 Ton shore cranes, Rail served
" 3 - 1 Liberty, 3-5 Ton shore cranes, Rail served
" 4 - Being cleared of wrecks
" 5 - 1 Large Coaster, 3-5 Ton cranes, Rail served
" 6 - 1 Liberty, no cranes, 100 meters to railhead

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" 5 - 1 Large Coaster, 3-5 Ton cranes, Rail served
" 6 - 1 Liberty, no cranes, 100 meters to railhead
" 7,8,9- mined and wreck obstructed
" 10 - 1 Liberty, no cranes, ½ mile to railhead
" 11 - 1 Liberty, rail served part time, cranes available
" 12 - 1 Collier berth 5-10 Ton cranes, rail served
" 13 - 1 Liberty, 4-10 Ton cranes, rail served coal, pyrites, salt or general cargo

AC/24.1

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No. 14 - 1 Liberty now used for conversion s/s P.Giovannini

" 14 A - Tanker berth and stern end to holding berth for 4 ships

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

There seems to be an abundance of labor. 11,00 Tons were discharged during 1-24 hrs period and this rate could be handled by rail.

Sufficent road transport has been available and is working smoothly.

An additional warehouse was made available for 5000 Tons general cargo of UNRRA which relieved the congestion at A.C. Warehouse.

The limiting factor at this port at present is rail clearance. At a meeting held between rail and port authorities, the rail authorities declared that they could clear only 330 wagons (appx. 5000 Tons) per day from port railheads. After a great deal of discussion they offered to clear an additional 100 cars per day if the cargo were road hauled to inland rail heads. Rail authorities have promised and additional clearance from port of 100 cars per day by 30 September and 250 by 31 October. The opinion of the port authorities, in which I concur, is that with aggressive use of present facilities they could clear 8000 Tons from port area now. I would suggest that operations expert be sent to survey conditions and recomend improvements.



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

In summary, Italian officials are calling forward vessels

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for Savona and Genoa, arranging for berths and berthing. Port working committee meets daily to arrange for ships and shore labor gear road and rail transport. On the whole the port is working smoothly.

Charles C Crooks

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

CC :- Major Larriman
Shipping A.C. HQ. Rome
- Rail Section
A.C. HQ. Rome



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

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/24.2/48/Tn6

23 August 1945

SUBJECT: Ports of Genoa, Savona, Sestri Levante, Imperia and San Remo

TO : Movements Division - Shipping Branch
Regional Transportation Officer, Genoa - Major Vickers
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 Genoa and Savona 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.

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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

RHE/mvm

20 August 1945

REPORT OF INSPECTION MADE - 30 July 1945 - GENOA

1. Docking Facilities

a. Pier C (Ponte San Giorgio) - 2 Liberties and 1 Coaster or 5 Schooners.

b. Pier D (Calata Canzio) - 1 Liberty and 1 Coaster.

c. Pier D (Calata Olii Minerali) - for oil tankers, astern on.

d. Within 10/20 days, depending on progress of mine sweeping, additional berthing space can be expected as follows:

1) Pier A (Eritrea) - 2 Liberties and 1 Coaster.

2) Pier B (Ethiopia) - 1 Liberty.

3) When some easy salvage work is done at Pier B, there will be additional room for 3 more Liberties and 1 Coaster.

e. Porto Vecchio, which is heavily mined and where a number of craft which can be salvaged are lying, will not be cleared by AMG but will remain as is until the Italian Government takes over and decides on clearing and salvage operations.

f. Porticciolo Duca degli Abruzzi is now receiving small landing craft which are used to lighter Liberties.

2. Entrance Channel - On the eastern side of the port, there is a channel 210' wide and 30' deep and within it, a channel 150' wide and 40' deep. The entrance on the western side of the port is closed to traffic.

3. Warehouse Space - There is ample space located on Darsena and Ponte Parodi, well coordinated and not all in use at present.

4. Traffic Routing - It is believed advisable that all A.C. cargo which heretofore was discharged at Savona should, in preference, be routed for unloading at Genoa, thereby eliminating extra cargo handling and rail transportation.

5. Grain Cargoes - When the Pier Calata Santa Limbania is cleared, the silos located there can receive 2 Liberties loaded with bulk grain. This is expected to be possible by October, at which time discharge should be about 2,500 tons per day. The machinery and

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building are now being repaired.

6. Pilferage - There have been quite a number of losses from shipside to warehouse on account of pilferage and while necessary steps have been taken to prevent this, it is found that additional police personnel are needed.

7. Labor - There are two shifts of labor working 8 hours each. Laborers are satisfactory, generally speaking. They are guaranteed a minimum per day wage of 250 lire on a monthly basis whether they work the whole month or not. If they do not receive this per month wage average, the difference is paid to them by Istituto Nazionale Previdenza Sociale.

8. Coal Discharge:- In 16 hours a total of 4,500 tons of coal was discharged from one collier.

9. PCL - AMG has been supplying 150 tons per month of gasoil and 10 tons of lubricating oil for the needs of Genoa and Savona with total delivery at Genoa, which requires shipping Savona needs from Genoa or in lieu of this, schooners calling at Savona must proceed to Genoa for fueling. In order to eliminate this unnecessary transportation and loss of time to schooners, it is recommended that Savona fuel needs be sent direct to that port and fuel allocated under direct supervision of the Port Captain.

10. Itmare - Apparently there are at present two agents for Itmare at Genoa, handling different phases of the Agency which at times result in complications and delays. Therefore, it is thought that only one agent should have full responsibility in this connection. Appointments were made after schooners had arrived at Genoa and pertinent instructions were received later. Schooners have been sailing from Genoa empty. It was explained that the reasons for this are:

a. Delay in receiving replies from Rome to signals on this subject.

b. The fact that outbound Genoa cargo originates in the interior, principally Milan and Turin.

The first ("a" above) will be investigated with Itmare in Rome and in order to have outbound cargo always at Genoa, it was suggested that a transit warehouse be taken over by Itmare Genoa agents where cargo can be accumulated and available on short notice. We were informed that obviously this transit warehouse would increase the cost of shipping and shippers prefer to ship via truck and deliver direct to schooners. However, we pointed out that the main consideration is and should be the using of all schooners' time. This will also be taken up with Itmare Rome. It is necessary that Itmare Rome keep

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all their agents fully and promptly informed in regard to all schooner traffic at all times.

11. Port Equipment - There seems to be ample facilities for handling cargo, including cranes which are in working condition. The Captain of the Port is preparing a report for the Ministry of Marine listing equipment which will be needed for the total rehabilitation of the port. In time, this report will be passed to AC Planning Staff.

F. M. Bazzanella

F. M. BAZZANELLA, Chief
Ports & Warehouse Division

DISTRIBUTION
Movements Division - Shipping Branch
Regional Transportation Officer, Genoa - Major Wickens
Ministry of Marine, Rome
Captain Tosi

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

INTER OFFICE MEMO

RHK/rf

Tel. 478700

31 May 1945

Ref. W/16/998/TN6

SUBJECT : Report on Trip to Genoa

TO : Chief, Port and Warehouse Division

1. Original arrangements to occupy premises of the DARSENA Warehouses in Genoa have been carried out. Minor repair work is in progress, although warehouses are presently available for handling of large tonnages.

2. Minor rail repair is in progress on warehouse switches. Tests have already been made and track is available for immediate use.

3. Office space in warehouses was badly damaged by bombing and is currently being repaired. At present excellent office space is being used in a downtown Genoa office building some distance from the warehouse. Offices will be moved to the warehouse in the near future when present repairs are completed.

4. A confusion in accounting procedure, caused by lack of carefully defined responsibility, has been eliminated. Current accounting is being carried on by the Federazione Italiana dei Consorzi Agrari (Milan) along the same lines as in other parts of Italy. Receipt of all supplies in Genoa has been by Federazione from Federazione at Leghorn.

5. Because of wreckage of LCT's, which had been used to ferry supplies from Leghorn to Genoa, this service has been discontinued. The problem of handling discharge of coasters into lighters is extremely serious and only limited tonnage is being received in Genoa. Until the main harbor is cleared of mines, ALCOM general warehouse activities will be small.

Robert H. Klein

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

Copy to:-
Deputy Director, Transportation S/C
(Attn.: Col. Thomas)
Movements Division, Transportation S/C
(Attn.: Col. Sieff)
Shipping Branch (Attn.: Major Godfrey)

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ac/24 ft 26

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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 394
Ref. AC/24/11/Tn6

GWEW:mvm
21 May 1945

SUBJECT: Situation of the Port of Genoa 11-13 May 1945

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

1. Entrance - Blocked by sunken ships. See attached map for all sunken ships in port. Clearance of entrance in progress by R. N. Salvage. Progress of clearance of port and availability of berths will be advised by A. C. Port Liaison Officer.

2. Quays - Detailed survey of quays will be made after the port is clear of mines and when divers can make inspection of underwater parts of quays. For state of quays as ascertained by shore examination, see attached map. The sweeping and clearance of mines is reported to be a delicate operation and may result in further damages to quays and installations which are mined and booby trapped. In general, the situation of quays may be described as follows:

a) Starting from Calata Boccardo (included) up to the whole of Calata Zingari measuring about 4,000 meters, 80% of quays can be used for berthing ships alongside provided bottom is cleared of sunken craft.

b) From Andrea Dria to Eritrea quays (included) 5,000 meters of the entire length of 8,400 meters could be used. Owing to the presence of many sunken craft and underwater mines, the actual berthing length available is reduced to less than half.

c) From Calata Mogadiscio to Derna (included) there is a berthing possibility only on the beach end of these quays because of the destruction of the piers' head. There is an alongside berthing possibility only at the 5th pier on the western side since the eastern side is partly damaged and partly occupied by a factory for the manufacture of cement blocks to be used for the airport of Sistri. Several of these quays require only minor repairs that will be planned as soon as utilization of same will be known. Major repairs will be planned when suitable equipment will be available (pontoons, cranes, etc.)

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d) On the western side of the port, the breakwater facing S. Giorgio and Ethiopia piers is partly damaged. There is a gap of about 50 meters in length that would prove very dangerous to ships berthed in that zone in case of strong south-westerly winds. Gap should be repaired this summer time. Arranged with Major Goldson for an immediate supply of cement to be used to start working (since supplied). It would not be advisable meanwhile to remove the ship actually sunk near the gap.

3. Dry Docks

a) Dry Dock No. 1. - Actually filled with water. The two gates were hit by bombs and sunk on 4 September 1944 while floating alongside dry dock. State of damages of these two gates is unknown. Sides of dry dock, especially on the southern side, are considerably damaged and may require extensive repairs. Until position of ~~doors~~ GATES is ascertained, no plans have been made for repairs.

b) Dry Dock No. 2 - Also filled with water. Was partly efficient up to Liberation Day. One gate still floating has been damaged by explosives. Can be patched in a week's time and repaired afterwards when dry dock will be emptied. Another gate has been sunk but it is thought that it has suffered no damages. Equipment to clear dry dock available. A destroyer and a pontoon fitted with pumps are in this dry dock. The destroyer has been blown ~~up~~ to pieces. When the dry dock becomes dry, it will have to be cleared of these wrecks.

c) Dry Dock No. 3 - Filled with water. Inside are two ships greatly damaged which are to be demolished in order to clear dry dock. Two gates, damaged, can be repaired. The pumping station employed to clear dry docks 1, 2, 3 is filled up with water and has to be drained. Equipment available for drainage. The cranes serving this dry dock are in fair condition. Assembling of machinery and maintenance work required. All subsidiary equipment to be installed.

d) Dry Dock No. 4 - Filled with water. Two gates can be restored. Pumping station is submerged too but can be drained by means of available equipment. Machinery belonging to this station, previously hidden, has to be assembled and certain electrical equipment requires extensive repairs. Dry dock has to be connected again with Molo Giano on account of the broken bridge and water pipes and electric cables (some of very high voltage) to be coupled. All auxiliary machinery needs repair.

4. Loading and Unloading Equipment (see attached map).

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a) Hydraulic cranes - The hydrodynamic plant at "La Marinella" which supplies power to the cranes has been restored.

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Ten hydraulic cranes (1½ ton) located between Calata Cattaneo and Ponte Spinola are now in working condition. Additional six cranes located at Calata Boccardo will be restored in a few days.

b) Electric Cranes - In working condition -
Eastern side Molo Eritrea: 4 (3 ton)
Western side Molo Ethiopia: 1 (6 ton)
Warehouse Shed Molo Ethiopia: 1

A further two cranes could be restored on Molo Ethiopia westside, but it will be necessary first to rebuild partially the rail on which these cranes are operating. Machinery and electric equipment is being prepared in order to assemble two additional cranes on the same western side of Molo Ethiopia.

c) Gantry Cranes - In working condition -
Ponte San Giorgio: 6 (5.5 ton)

Two other gantry cranes previously dismantled will be assembled on the same pier. It will be necessary to use a 60 ton floating crane in order to place the cabin on the overhead rail. Five other elevators can be restored at the Calata Canzio provided assistance from the Ansaldo plant is obtained.

5. Electric Power Plants - Power plant at Calata Massaua, to provide 500 volts current, has been restored. Power plant at Calata Giaccone - assembling work already started. Rehabilitation work to provide lighting is in progress in both plants. The Civilian Electric Power Co. is working on the rehabilitation of the equipment for the 12,000 volt plant at Calata Giaccone.

6. Water, Light and Telephone

a) Water supply - Water can be supplied on a reduced flow on quays starting from Calata Crazie to dry dock No. 3. From Calata Boccardo to Ponte Morosini, the installations are considerably damaged and much work will be involved to effect repairs. A limited output could be obtained in the zone (especially for the Magazzine Generale) using an 80 m. pipe line now available from pier Morosini to pier Andrea Doria; also a reduced supply of water is available. From Andrea Doria to Eritrea, water installations not in working condition. Ponte San Giorgio might be supplied after some repairs. Ponte Eritrea and Calata Mogadiscio are supplied also on a reduced flow. All the other new quays west of Ponte Eritrea have not yet been supplied with water installations.

b) Port Lighting - Lighting facilities in the port have been badly damaged or completely destroyed. Arrangements are in hand to utilize all local resources to provide temporary lighting.

c) Port Telephones - Completely destroyed. Pending permanent installation the most important points will be connected through the city exchange.

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7. Fuel Depots - There is no present possibility of the storage of fuel oil. A.G.I.P.Co. states that within 40 days, 4 containers with a total capacity of 18,000 cubic meters will be restored in the C.G.O.M. plant and a further 10 containers with a total capacity of 20,000 c.m. will be ready at the V.I.L. These containers will be suitable only for fuel oil, diesel oil, kerosene and Lub-oil (no petrol). Facilities exist for the storage of 1000 x 200 liter drums.

8. Grain Silos - Heavily damaged and unserviceable. Although the operating Cy believe that they will be able to repair the silos to receive a limited tonnage in about 6 months, complete repairs will take approximately 12 months.

9. Light Houses - Main lighthouses are working on a reduced range. Complete survey of interior port lights has not yet been effected. It is confirmed that sufficient replacements and equipment for repairs is available.

10. Naval Yards and Workshops

a) Naval Yards - No naval yards inside the port area except for a slipway used for small wooden craft located on the east side of Molo Cagni. The large Ansaldo Naval Yard at Sestri Ponente has received no damage and is in 100% working order. On the eight slips of this yard, there are three 9,000 ton motor tankers and one 8,600 ton motor ship under construction and work has commenced on two additional motor ships. 2,500 men are employed by the yard.

b) Mechanical & Repair Workshops - Complete and detailed report is on file in the Ports & Warehouse Division.

11. Port Rail - The undermentioned tracks are in working order:

East side of S. Giorgio pier to Santa Limbania-Caricamento and through S. Tommaso tunnel to Brignole railway station.
West side of S. Giorgio pier through Parco Forni to San Pier d'Arena and to the northern line to the west basin of the port.
Calata Cattaneo-Darsana after minor repairs.

The undermentioned tracks are in state of repair:

Calata Zingari to Santa Limbania
West side of Ponte Eritrea
Ponte Ethiopia
Ponte Parodi

12. Labor Situation - All labor is registered with the Consorzio Autonomo del Porto di Genova ( Port of Genoa authority) and work under several Compagnie Portuali; each group specializing according to the work involved. Labor is paid on a tonnage basis

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according to the class of merchandise handled, or in special cases, by day. The Consorzio supervises the discipline of the various Compagnie Portuali through its agents available on the piers. Compagnie Portuali bills are subject to inspection and indorsement by Consorzio supervisors before presentation. The specialized groups are as follows:

General Cargo (2,360 men, each man a specialist)
Coal ( 600 men, each man a specialist)
Technicians, mechanics and skilled labor (1,800 men, each man a specialist)
Stevedoring gear is available in initial stages

13. Harbor Craft - Situation can be summarized as follows:
Available and in working order - 5 small tug boats under 100 h.p.
Further 6 of the same type are afloat but are in need of repairs.
6 large tugs with h.p. varying between 100 to 450 are in working order.
In addition to the above Italian merchant craft, there are 4 French tugs and 3 R.I.M. tugs previously operated by the German Command with a h.p. varying between 100 and 1000.
Further 2 tugs have been built and are in the course of being fitted.
4 other tugs are sunk but easily salvaged and it is believed that an additional 100 tons gross tonnage of tugs are sunk in the harbor.

14. Floating Cranes
1 sheer-leg, lifting capacity 2 tons, in working condition.
4 sheer-legs, lifting capacity 10/35 tons, floating but in need of minor repairs.
7 heavy floating cranes, lifting capacity 30/400 tons are reported to be sunk in the harbor.

15. Barges
40 barges giving a total tonnage of 1,700 tons approximately are in working condition.
35 barges giving a total tonnage of 1,100 tons approximately are floating but in need of minor repair and caulking.
500 additional barges giving a total tonnage of 23,000 tons are believed to be sunk in the harbor. These figures are deduced from port records. Of these 500, it is estimated that over 100, total tonnage 5,500 tons approximately, could be easily raised and repaired.
2 decked barges, total tonnage 79 tons approximately, in working condition.
1 decked barge, sunk but easily salvaged and repaired.
10 additional decked barges, total tonnage 600 tons, believed to be sunk in the harbor. These figures are deduced from port records.
2 hoppers, total tonnage 30 tons, in working condition.
3 hoppers, total tonnage 321 tons, under repair.
? hoppers, total tonnage 90 tons, sunk but can be salvaged without difficulty.
10 additional hoppers, total tonnage 1,000 tons, sunk in the harbor. These figures are deduced from port records.

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



A detailed list giving the situation and condition of tugs, floating cranes and barges is on file in the Ports & Warehouse Division. A copy is being sent to the D.O.H.C., Naples, for his information. A certain number of vessels of various types and sizes are at present afloat in the port. Detailed list showing particulars of location and present condition is on file in the Ports & Warehouse Division.

G.V.E. Marley

G. V. E. Marley, Captain
Ports French

Attachment as stated in para 1

Copy: Movements Division

File "Genoa"

INTER OFFICE MEMO RHK/er

Ref : W/16/827/TN6

5 May 1945

SUBJECT : Report - Trip to Genoa

TO : Chief Port & Warehouse Division

1. Contacts were made with the following :

| | | |
|---|---|---|
| Brig. | CARR, | Regional Commissioner |
| Col. | JORDON, | Regional Exec. Officer |
| Maj. | JAMES, | Regional Tn. Officer |
| Maj. | SEALEY, | Regional Supply Officer |
| Maj. | MYATT, | Prov. Supply Officer |
| Maj. | BOYD, | Genoa, Warehouse Officer |
| Maj. | WICKENS, | Genoa, Port Liaison Officer |
| Maj. | GOLDSON, | Regional Public Works Officer |
| | Town Major, | Genoa |
| | Accommodations Officer, 57 Area | |
| Lt.Col. | BALFOUR, | Genoa, Port Commandant |
| Sig. | PARETO, | Chairman,Food Committee,Genaa CLN |
| Dr. | CABOARO, | Pres. Genoa Consorzio Agrario |
| Dr. | AMERO, | Director, Genoa Consorzio Agrario |
| Dr. | CRAVERO, | Director DARSENA,Wraehouses,Genoa |

2. By agreement with various interested parties, a large concentrated group of buildings in the port area was set aside exclusively for AC/AMG use.

3. This area includes the following:

a) a large silo in fair state of repair; the pier from the silos is good, the unloading hoppers are in fair state of repair, but the sucker machinery is completely ruined. Maj. Goldson is rendering a report in which he estimates 6 months to repair this machinery.

b) two excellent one story buildings, each with a capacity of approx. 6500 tons. This are on a pier, which will permit discharge direct from coaster into warehouses. A number of cranes are in apparently good order. Details of draft at these piers will be furnished by the Genoa Port Authority, but first information indicates a draft of about 16/18 feet.

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| | | |
|---|---|---|
| Maj. | JAMES, | Regional Tn. Officer |
| Maj. | SEALEY, | Regional Supply Officer |
| Maj. | MYATT, | Prov. Supply Officer |
| Maj. | BOYD, | Genoa, Warehouse Officer |
| Maj. | WICKENS, | Genoa, Port Liaison Officer |
| Maj. | GOLDSON, | Regional Public Works Officer |
| | Town Major, | Genoa |
| | Accommodations Officer, 57 Area | |
| Lt.Col. | BALFOUR, | Genoa, Port Commandant |
| Sig. | PARETO, | Chairman,Food Committee,Genaa CLN |
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c) a number of very large 3 and 4 story heavy stone buildings in excellent state of repair, estimated to have a greater capacity than anticipated demands. Several lifts are in operation; many other lifts can be repaired easily. Open storage space is in excess of anticipated demands.

d) area is honeycombed with railroad sidings which need very little repair.

3110

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

e) area can accommodate loading/unloading of trucks of any anticipated need, plus large standing room.
f) area has direct access to main part of city.
g) facilities for security are excellent.

4. Operations
a) Contacts were made with the Consorzio Agrario, who will be responsible for the financial and accounting responsibility of the warehouses, as agents of the Federazione Italiana dei Consorzi Agrari
b) Since the actual warehouse premises were owned by the Municipio, and operated by a concern named "Darsena", arrangements were made for the former warehouse personnel to continue the operations under the supervision of the Allied Commission and the Federazione Italiana dei Consorzi Agrari; considerable warehouse equipment is available.
c) The entire situation appears very promising, and should prove to be efficient.

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

Copy to :- Director, Tn.S/C (Att.Col. Thomas)
Chief Mov. Div., Tn.S/C(Att.Col.Sieff)
Chief Rail Branch (Att. Lt.Col. Baker)
Chief Shipping Branch (Att. Maj. Godfrey)
Chief Roads Branch (Att. Lt.Col. Fernyhough)
Tn.S/C Accounts Section(Att.Capt.Wyatt)
Director Food S/C(Att.Lt.Col.Imrie)

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

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

0 4 3̄ 2

ACC AC/2.42/TN6 10000/148/3432 (2 of 2)

10000/148/3432 (2 OF 2) PORT OF GENOA
NOV. 1944 - MAR. 1946
LIGURIA.

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

A0/24.2/Tm6 - LIGURIAN PORTS
PORT OF GENOA

ALL CORRESPONDENCE EXCEPT REPORTS

A. Genova Port.

*Ministero della Marina*

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

ISPETTORATO FUNZIONAMENTO PORTI

Divisione Sez.
Prot. N. 1033/C.I Allegati

Roma, 2 Marzo 1946

H.Q.A.C.
A/ TRANSPORTATION AND SHIPPING
Sub-Commission
(Attn.Mr. Ghilardi)
R O M A

Risposta al Foglio del
Div. Sez. N.°

OGGETTO Accosto al Pontedei Mille a Genova per motonave "VICENTE PUCHOL".-

Si trascrive quanto segnalato dalla Capitaneria di Porto di Genova in merito all'accosto al Ponte dei Mille della motonave spagnola "Vicente Puchol", pregando codesta A.C. del suo interessamento per la richiesta avanzata da quella Capitaneria:

""La motonave in argomento di bandiera spagnola in ser="vizio regolare quindicinale passeggeri e merci Genova -Bar="cellona, ha chiesto l'accosto alla radice o al prolunga="mento di ponente del Ponte dei Mille.

"I detti accosti sono attualmente utilizzati dalla Flot="tiglia Dragamine Inglesi il cui Comando, nonostante l'in="teressamento di questa Capitaneria,non ha ritenuto di la="sciare libero uno degli accosti in oggetto.

"Poichè l'attracco al Ponte dei Mille consentirebbe ai "passeggeri di fruire dei servizi della Stazione Marittima "e poichè per altro alla Flottiglia Dragamine Inglesi po="trebbe essere riservato l'accosto anche alla Calata Zin="gari, si prega di voler interessare la competente Autori="tà Alleata affinchè un posto di accosto al Ponte dei Mil="le,ponente,possa essere lasciato a disposizione della M/n. "Vicente Puchol" in occasione dei futuri viaggi. Il Ponte "dei Mille, levante, è ancora ingombro da relitti.""

Pihoud Lt Col

G 111 308

Declassified E.O. 12356 Section 3.3/NND No. 765021

ISPETTORATO FUNZIONAMENTO PORTI

(Attn.Mr.Ghilardi)

ROMA

Divisione Sez.
Prot. N. 1033/C.I Allegati

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Phoned Lt. Gobell (F.O.I.L.) who states that Br. Minesweeping Flotilla will be leaving Genoa in a few days and will not return to that port. Therefore the matter may be adjusted itself. Informed Col. Lauricella who has taken note.-
MS. 5/3/46

p. Enrico Lauricella
Colonn.di Porto Ispettore

Declassified E.O. 12356 Section 3.3/NND No. 765021

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

From: MINISTRY OF MARINE
DIREZIONE GENERALE DELLA MARINA MERCANTILE
ISPETTORATO FUNZIONAMENTO PORTI - ROME

2 March 1946

Prot: 1033/C.I

To : H.Q.ALLIED COMMISSION
TRANSPORTATION AND SHIPPING S/C
(Att: Mr. Ghilardi) ROME

Sub.: Berthing of Motor-Vessel
"Vicente Ruchol" at Ponte dei Mille GENOA.

We beg to transcribe hereunder the following communication received from the Captain of the Port, Genoa, in regard to berthing at Ponte dei Mille of the Spanish Motor-Vessel "Vicente Ruchol" & would appreciate your giving the Genoa Captain of the Port's request your favourable consideration:-

""The above Spanish Motor-Vessel which is carrying out a "fortnightly passenger & freight service between Genoa and "Barcellona has applied for berthing at the Heel or Western "extention of the Ponte dei Mille.
"Said Berths are at present used by the British ~~Main Sweeping~~ Minesweeping "Flotilla whose commander, not withstanding application "submitted by this Capitaneria has not considered opportune "to make available one of the berths in question.
"As the berthing of the Vessel at Ponte dei Mille would "enable the passengers to make use of the services of the "Maritime Station and, as on the other hand berthing accomodation "~~would~~ be reserved for the British ~~Main Sweeping~~ Minesweeping Flotilla "also at Calata Zingari, it is requested that the Competent "Allied Authorities be approached so that a berth at Ponte dei "Mille, West Section be left at the disposal of the Motor-"Vessel "Vicente Ruchol" on her future voyages. The Ponte dei "Mille, East Section is still obstructed by wrecks.""

Sd.Enrico Lauricella
Colonn.di Porto Ispettore

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

Translation.

From: I. C. E Rome.

18/ February/916

Subject: Elutrohitic Copper
ese S/S William Fargo.

With your letter of the 13 February,
we were notified of some
troubles that took place
on receiving the copper.

Will you please give us more
explanations on regard?

Director General
— Bianchini —

Please fill
also

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

# ISTITUTO NAZIONALE PER IL COMMERCIO ESTERO

N. 10745/R.M.A/2
DA CITARE NELLA RISPOSTA

ROMA, 18 Febbraio 1946
VIA TORINO, 107 - CASELLA POSTALE 1061

OGGETTO: Rame elettrolitico ex S/S William Fargo.

La Ports & Shipping Division - HQ.AC con lettera in data 13 c.m., della quale si trasmette copia, segnala alcuni inconvenienti che si sarebbero verificati all'atto del ricevimento del rame elettrolitico ex S/S William Fargo.

Vi preghiamo, pertanto, di volerci fornire urgenti informazioni in merito.

Il V.Direttore Generale

All.1

Istituto Commercio Estero
Aloom Depot Darsena
Via Gramsci
G E N O V A

e p.c.

HQ.AC
Transportation and Shipping S/C
(Attn: Mr. Crooks)
R O M A

BOR/ur

205

Sede in ROMA - VIA TORINO, 107 - TELEFONI: 42.301 - 42.588 - 42.589 - 42.915 - 43.150 - 43.271 - 43.519 - 43.821 - 43.679
Indirizzo Telegrafico: ISACE - CODICI TELEGRAFICI: MARCONI - A. B. C. 6TH Ed. - A. B. C. 6TH Ed. Rid. Imp. - BENTLEY

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

file

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION AND SHIPPING SUB COMMISSION

CCC/mfR

Tel. 290

13 February 1946.

SUBJECT: Copper Ex S/S William Fargo

TO : I.C.E.
(Att: Dr. Bordoni).

1. Our agent at Genoa reports that your agents have insisted on weighing at shipside the entire cargo of copper ex S/S William Fargo, consigned to you.

2. This was in spite of the fact that each bar was plainly marked, each mark stowed in separate holds, that a storage list was available, giving marks, number of bars, weights and location in the vessels.

3. Under such conditions, as long as you received the manifested number of bars, or that the steamship agents agreed that there was a shortage in number your claim for a shortage in weight would not be against the carrier but against the shipper. Hence the delay of this vessel for 6 days while you weighed the cargo was entirely unnecessary.

4. The Italian state Railways , receivers of 600 tons of copper from the same ship, took delivery of their 6 marks as it should have been; against the tally.

5. Please instruct your agents at Genoa how this should be done in the future.

CHARLES C. CROOKS
Chief
Ports & Shipping Div.

304

Get in touch with J.C.F

A.C. PORT LIAISON OFFICER
Ponte dei Mille
Genoa

Ref. PLO 5 FF/cc

Subject : S/S "William Fargo" 5 Feb 46

To : Trans. Sub/Com
Ports & Whse Div
H.Q. ALCOM
(Att: Mr. Crooks)

1. Reference letter PLO 1 dated 4 Feb 46 from this Office.

2. The receivers for the copper from the S/S "William Fargo" claimed for weighing the complete cargo. Considering that the marks are very well separated in the five hatches (attached is a copy showing their stowage), this Office has strongly recommended I.C.E. to consign the cargo on the basis of the bill of lading weight.

For instance the Italian State Railways, which have 600 Tons allocated, are going now to receive all the copper from No. 5 LH (6 complete marks; 5066 pieces for 599,733 kilos).

3. In cases like the present one, to weigh means for the ship to waste at least 6 days, while the acceptance of the bills of lading weights was the normal practice for the Italian ports since before the war.

FRANCO FERRARO

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

Ports & Whse Div
H.Q. ALCOM
(Att: Mr. Crooks)

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3. In cases like the present one, to weigh means for the ship to waste at least 5 days, while the acceptance of the bills of lading weights was the normal practice for the Italian ports since before the war.

FRANCO FERRARO
Lt. (IRN)
P.L.O., Genoa

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

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

V/- "WILLIAM FARGO" ANTOFAGSTA DIBRE 25/945

Escotilla "1 - L.H.

| | | | | | | |
|---|---|---|---|---|---|---|
| Marca | 14 | Black | 845 | Barras 265 | lbrs | 99.970 Kls |
| | (4) | id | 834 | id | | 99.895 id |
| | (3) | id | 843 | id | | 99.952 id |
| | 8 V | id | 843 | id | | 99.988 id |
| | 5 L | id | 843 | id | | 99.923 id |
| | A | id | 848 | id | | 99.984 id |
| | | | 5.056 | | | 599.712 Kls |

Escotilla " 2 - H.H. T.D.

| | | | | | | |
|---|---|---|---|---|---|---|
| Marca | 24 | Black | 844 | Barras 265 | lbrs | 99.983 Kls |
| | H J | id | 846 | id | | 99.973 id |
| | S.A. | id | 849 | id | | 99.938 id |
| | 4 X | id | 836 | id | | 99.964 id |
| | 2 V | id | 840 | id | | 99.904 id |
| | 2 T | id | 840 | id | | 99.920 id |
| | T | id | 418 | id | | 49.909 id |
| | | | 5.473 Barras | | | 643.591 Kls |

Escotillas " 2 L.H.

| | | | | | | |
|---|---|---|---|---|---|---|
| Marca | 25 | Black | 844 | Barras 265 | lbrs | 99.918 Kls |
| | H B | id | 844 | id | | 99.962 id |
| | 23 | id | 844 | id | | 99.999 id |
| | 8 L | id | 843 | id | | 99.937 id |
| | H T | id | 834 | id | | 99.913 id |
| | H V | id | 846 | id | | 99.962 id |
| | 2 N | id | 846 | id | | 99.888 id |
| | (8) | id | 840 | id | | 99.960 id |
| | 3 L | id | 842 | id | | 99.933 id |
| | R | id | 837 | id | | 99.918 id |
| | F | id | 839 | id | | 99.889 id |
| | O | id | 842 | id | | 99.936 id |
| | 8 P | id | 428 | id | | 50.944 id |
| | | | 10.529 Barras | | | 1.250.159 Kls |

Escotilla " 2 - T.D.

| | | | | | | |
|---|---|---|---|---|---|---|
| Marca | 8 P | Black | 415 | Barras 265 | lbrs | 48.981 Kls |
| | 5 A | id | 839 | id | | 99.911 id |
| | 5 B | id | 857 | id | | 99.953 id |
| | 4 J | id | 843 | id | | 99.958 id |
| | K | K | 844 | id | | 99.980 id |
| | 4 B | id | 844 | id | | 99.967 id |
| | 3 R | id | 844 | id | | 99.897 id |
| | 3 P | id | 842 | id | | 99.945 id |
| | | | 6.511 | | | 748.592 |

**Escotilla / 3 - L. H.**

| Marca | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Marca | J | Black | 838 | Barras | 265 | Lbrs | 99.940 | Kls |
| | L | " | 834 | | " | | 99.948 | " |
| | S B | " | 848 | | " | | 99.995 | " |
| | 2 P | " | 85I | | " | | 99.954 | " |
| | (5) | " | 837 | | " | | I00.000 | " |
| | H E | " | 843 | | " | | 99.984 | " |
| | 2 R | " | 850 | | " | | 99.940 | " |
| | 5 E | " | 836 | | " | | I00.000 | " |
| | 28 | " | 845 | | " | | 99.904 | " |
| | 4 N | " | 845 | | " | | 99.972 | " |
| | 4 L | " | 845 | | " | | 99.956 | " |
| | 3 S | " | 422 | | " | | 50.2I8 | " |
| | | | 9.964 | Barras | | | I.I49.8II | Kls |

**Escotilla // 3 - T. D.**

| Marcas | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Marcas | 3 S | Black | 42I | Barras de | 265 | Lbs. | 49.727 | Kls |
| " | 2 2 | " | 849 | " | " | " | " | 99.842 | " |
| " | 4 S | " | 835 | " | " | " | " | 99.980 | " |
| " | 2 X | " | 845 | " | " | " | " | 99.942 | " |
| " | 4 E | " | 844 | " | " | " | " | 99.9II | " |
| | | | 3.794 | Piezas cobre | | | | 449.452 | Kilos |

**Escotilla // 4 L.H.**

| Marcas | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Marcas | E | Black | 840 | Barras de | 265 | Lbs. | 99.92I | Kls | |
| " | S | " | 837 | " | " | " | " | 99.988 | " |
| " | H P | " | 839 | " | " | " | " | 99.950 | " |
| " | 8 E | " | 846 | " | " | " | " | 99.969 | " (99.969) |
| " | H R | " | 836 | " | " | " | " | 99.994 | " |
| " | 8 J | " | 842 | " | " | " | " | 99.944 | " |
| " | 3 E | " | 839 | " | " | " | " | 99.944 | " |
| " | 2 L | " | 84I | " | " | " | " | 99.9I7 | " |
| " | 4 V | " | 836 | " | " | " | " | 99.923 | " |
| " | 4 T | " | 840 | " | " | " | " | 99.980 | " |
| " | 3 B | " | 839 | " | " | " | " | 99.923 | " |
| " | 4 F | " | 839 | " | " | " | " | 99.939 | " |
| " | 3 A | " | 839 | " | " | " | " | 99.977 | " |
| " | 4 R | " | 837 | " | " | " | " | 99.903 | " |
| " | 3 V | " | 422 | " | " | " | " | 50.2I8 | " |
| | | | I2.I7I | Piezas cobre | | | | I.449.490 | Kilos |

**Escotilla / 4 T.D.**

Marcas 3 T Black 845 Barras de 265 Lbs 99.968 Kls

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

3.794 Piezas cobre — 449.452 Kilos

**Escotilla // 4 L.H.**

| Marcas | | Black | | | | | | |
|---|---|---|---|---|---|---|---|---|
| " | S | " | 840 | Barras de | 265 | Lbs. | 99.921 | Kls |
| " | H P | " | 837 | " | " | " | 99.988 | " |
| " | 6 E | " | 839 | " | " | " | 99.950 | " |
| " | H A | " | 846 | " | " | " | 99.969 | " (99.969) |
| " | 8 J | " | 836 | " | " | " | 99.994 | " |
| " | 3 E | " | 842 | " | " | " | 99.944 | " |
| " | 2 L | " | 839 | " | " | " | 99.944 | " |
| " | 4 V | " | 841 | " | " | " | 99.917 | " |
| " | 4 T | " | 836 | " | " | " | 99.923 | " |
| " | 3 E | " | 840 | " | " | " | 99.980 | " |
| " | 4 F | " | 839 | " | " | " | 99.923 | " |
| " | 3 A | " | 839 | " | " | " | 99.939 | " |
| " | 4 R | " | 839 | " | " | " | 99.977 | " |
| " | 3 V | " | 837 | " | " | " | 99.903 | " |
| | | | 422 | " | " | " | 50.218 | " |

12.171 Piezas cobre — 1.449.490 Kilos

**Escotilla / 4 T.D.**

| Marcas | | Black | | | | | | |
|---|---|---|---|---|---|---|---|---|
| " | 3 T | " | 845 | Barras de | 265 | Lbs | 99.968 | Kls |
| " | 2 S | " | 845 | " | " | " | 99.977 | " |
| " | 3 V | " | 421 | " | " | " | 49.752 | " |
| " | 4 A | " | 843 | " | " | " | 99.947 | " |
| " | 3 J | " | 840 | " | " | " | 99.906 | " |

3.794 Piezas cobre — 449.550 Kilos

**Escotilla nº 5 L. H.**

| Marcas | | Black | | | | | | |
|---|---|---|---|---|---|---|---|---|
| " | N | " | 841 | Barras | de 265 | Lbs. | 99.996 | Kls |
| " | B | " | 846 | " | " | " | 99.913 | " |
| " | H L | " | 845 | " | " | " | 99.947 | " |
| " | S R | " | 843 | " | " | " | 99.999 | " |
| " | 3 N | " | 845 | " | " | " | 99.953 | " |
| " | (2) | " | 846 | " | " | " | 99.925 | " |

3.771

5.026 Piezas cobre — [illegible] Kilos

**Escotilla // 5 T.D.**

| Marcas | | Black | | | | | | |
|---|---|---|---|---|---|---|---|---|
| " | 5 J | " | 832 | Barras de | 265 | Lbs. | 99.914 | Kls |
| " | H A | " | 845 | " | " | " | 99.948 | " |
| " | S T | " | 843 | " | " | " | 99.945 | " |
| " | I S | " | 847 | " | " | " | [illegible] | " |

Declassified E.O. 12356 Section 3.3/NND No. 765021

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| " | 2 S | " | 845 | " | " | " | " | 49.752 | " |
| " | 3 V | " | 421 | " | " | " | " | | |
| " | 4 A | " | 843 | " | " | " | " | 99.947 | " |
| " | 5 J | " | 840 | " | " | " | " | 99.906 | " |

3.794 Piezas cobre — 449.550 Kilos

**Escotilla nº 5 L. H.**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Marcas | N | Black | 841 | Barras | de 265 | Lbs. | 99.996 | Kls |
| " | B | " | 846 | " | " | " | 99.913 | " |
| " | H L | " | 845 | " | " | " | 99.947 | " |
| " | S R | " | 843 | " | " | " | 99.999 | " |
| " | 3 N | " | 845 | " | " | " | 99.953 | " |
| " | (2) | " | 846 | " | " | " | 99.925 | " |

5.066 Piezas cobre — 599.733 Kilos

**Escotilla // 5 T.D.**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Marcas | 5 J | Black | 832 | Barras | de 265 | Lbs. | 99.914 | Kls |
| " | H A | " | 845 | " | " | " | 99.948 | " |
| " | S T | " | 843 | " | " | " | 99.945 | " |
| " | I 5 | " | 847 | " | " | " | 99.909 | " |
| " | (I) | " | 252 | " | " | " | 29.954 | " |

3.619 Piezas cobre — 429.670 Kilos

S/S WILLIAM G. FARGO

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

Declassified E.O. 12356 Section 3.3/NND No. 735021

# TRANSLATION

AS/fl

Ref: MF/mdl

Rome 17 Jan. 46

Subject : S/S Frank Wiggins- Genoa

To ; Transportation S/C

Copy to : War Shipping Administration

We beleave it necessary to inform you of what has been brought to our attention by our Ufficio Marittimo di Genova in regard the a/m vessel.

The S/S Frank Wiggins reached Genoa on the 5 Jan in the afternoon and has begun discharge operation on Monday the 7th.

After two hours the ship's agent stopped all operations and ordered the reloading of the unloaded commodities.

Successively having ~~that~~ made clear that 3000 tons of sugar had to be unloaded at Genoa the unloading was again begun.

Following this, our office in Genoa has sent a letter of protest to the ships Agent making a reserve for the loss of time for the unloading and reloading of the commodities, as admitted by the same agent, calculating that on Jan 7,4 hours have been lost.

Il Capo di Servizio
illegible

300

AC/24,2

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

# Federazione Italiana dei Consorzi Agrari

FONDATA NEL 1892 — SEDE CENTRALE ROMA — REGISTRO IMPRESE ROMA

## SERVIZIO ALIMENTARI DI IMPORTAZIONE

Per telegrammi:
FEDERALIMENTARI - ROMA
TELEFONI: 43251 - 44190 - 43845

e p.c.:

- WAR SHIPPING ADMINISTRATION
= ROMA =
Via Lucullo

ALLIED COMMISSION
Transportation Sub-Commission
R O M A

ROMA 17 gennaio 1946
VIA XXIV MAGGIO, 43 - Casella Postale N. 1317

MF | mdl
da citare nella risposta

S/S FRANK WIGGINS - GENOVA

Riteniamo necessario portare a vs/ conoscenza quanto segnalatoci dal ns/ Ufficio Marittimo di Genova in merito al vapore in oggetto.

Il vapore Frank Wiggins è arrivato nel porto di Genova nel pomeriggio del 5 corr. ed ha iniziato le operazioni di scarico il Lunedì 7.

Dopo due ore dall'inizio della discarica, è stata, dall'agente della nave, sospesa ogni operazione e disposto per il reimbarco della merce scaricata.

Successivamente, chiarito che tonn. 3000.= di zucchero dovevano essere sbarcate a Genova, sono state riprese le operazioni di sbarco.

In seguito a ciò il ns/ ufficio di Genova ha inviato all'agente della nave una lettera di protesta formulando ogni riserva per la perdita di tempo causata dall'ordine di sospensione e di rimbarco della merce sbarcata, dallo stesso emesso, calcolando che il vapore ha perduto nella mattinata del 7 corr. quattro ore di lavoro.

IL CAPO DEL SERVIZIO

1959

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION and SHIPPING SUB COMMISSION

Tel. 290
Ref. AC/24.2/107/Tn6

CCC/mvm
14 January 1946

SUBJECT: Demagnetization of Ships

TO : Port Liaison Officer
(Att: Lt. F. Ferraro)
GENOA

1. Reference your letter 1.5/83/G, copy of which was sent to this office.

2. We have been informed that Italian ships may enter Genoa without anti-mine equipment. However, C. in C. Med, will not permit other vessels to enter the port.

CHARLES C. CROOKS, Chief
Ports & Warehouse Division

Mr Crooks

A.M.G./A.C. Port Liaison Office
Port Headquarters
Ponte dei Mille
Genoa

Ref. 1.5/83/G

FF/vm

17 Dec 45

Subject : Demagnetization of ships.

To : A.M.G. Liguria Region
Provincial Commissioner
(Att: Lt. Col. Vining)

1. Reference your letter dated 1st. Dec. 1945.

2. The lifting of the order, by which vessels not fitted with anti - mine devices cannot come to Genoa, has already been recommended by the Italian Navy to the C. in C. Mediterranean; but so far the request has not yet been complied with.

Lt. F. FERRARO. (IRE)
Port Liaison Officer
GENOA.

1st endorsement 297

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

Ref. 1.7/63/8

Subject : Demagnetization of ships. 17 Dec 45

To : A.M.G. Liguria Region
Provincial Commissioner
(Att: Lt. Col. Vining)

1. Reference your letter dated 1st. Dec. 1945.

2. The lifting of the order, by which vessels not fitted with anti - mine devices cannot come to Genoa, has already been recommended by the Italian Navy to the C. in C. Mediterranean; but so far the request has not yet been complied with.

Lt. F. FERRARO. (IRN)
Port Liaison Officer
GENOA.

1st endorsement 297

To : Hq. AC Transp. Sub-Commission
(Att: Mr. Crooks - Port and Warehouse Division)

Request possible rescinding of such orders by C. in C. Mediterranean.

I.M. CALVANESE
Capt. Q.M.C.
o/c Depot Genoa

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

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

KJC/ig

DCL.478/20

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

8 January 1946.

51-2/FA

SUBJECT : Coffee

TO : AC PIO Genova. (Attn : Federconsorzi W/House.)

1. Kindly advise this office the amount of coffee on hand by types; ie. green beans, roasted beans and roasted ground.

By Command of Rear Admiral Stone :

W.J. IGGO
Director

Distribution
HQ. A.C. Tn. & Shipping S/C. (Attn. Mr. Crooks)

246

AC/242

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

# INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: P-6802
Date/Time of Origin: 291120A

Message Centre No: G/4597
Date Time Rec'd: 300845A
Precedence: ROUTINE

FROM: CG USFA

TO : HEADQUARTERS ALCOM CITE ACTPT, INFO : AFHQ FOR G-5 SECTION

UNCLASSIFIED.

1. Reference is wire ALCOM 7054 dated 13 October 1945 and letter AFHQ, Allied Supply Accounting Agency care of Finance, Headquarters Allied Commission, APO 394, dated 19 November 1945, supplies on loan from Italy to AMG Austria. ( From CC USFA CITE PAACA to Headquarters ALCOM CITE ACTPT for action; to AFHQ for G-5 Section for Info.)

2. Subject is wheat unloaded at Genoa for USFA, United States/French Zone Austria, during August and September 1945.

3. Following are amounts received by USFA in net Long Tons.

| SHIP | AMOUNTS WSA FIGURE | AMOUNT UNLOADED USFA FIGURE |
|---|---|---|
| SS Chapel Hill Victory, | 2232, | 2127. |
| SS William Wilmer, | 4982, | 4884. |
| SS John Merrick, | 5458, | 5256. |
| SS Rock Hill Victory, | 4389, | ~~5256.~~ |
| SS Rock Hill Victory, | ~~4389,~~ | 4176. |
| Total, | 17061, | 16443. |

HEADQUARTERS TONOV 1945

AC/2-4, 2c.

DIST A/Cs BR MOV DV

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

# INCOMING MESSAGE

**HEADQUARTERS ALLIED COMMISSION**

Originator's Reference:

Date / Time of Origin:

Message Centre No: G/4597

Date Time Rec'd:

Precedence:

FROM:

TO :

II Page.

4. Total amounts of wheat tallied in on arrival in Austria in net Long Tons: 15234.

5. Amounts of wheat loaded in bulk on railcars was estimated and 90 railcars did not arrive in Austria.

AC DIST

ACTION : TN SC (2)
INFO : CHIEF COMMISSIONER
ECON SC (2)
FILE (2)
FLOAT

ACTION

30 NOV 1945

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

US FORCES AUSTRIA MQ

7054 13 OCT 45 PRIORITY

UNCLASSIFIED FD

FAIR CNS FD SUBJECT IS WHEAT FOR AUSTRIA TRANSSHIPPED VIA GENOA FD

FAIR DC US FORCES AUSTRIA MQ FROM MQ ALCOA SITE ACCEPT FAIRS

FOR ACCOUNTING PURPOSES IT IS NECESSARY TO HAVE OUT TURN REPORTS OF WHEAT FROM VESSELS ROCK HILL VICTORY CNA CHAPEL HILL VICTORY CNA JOHN MYRICK CNA MELVILLE JACOBY AND WILLIAM HOW WHEELER CNA GIVING TONS AND NUMBER OF BAGS PER VESSEL FD WOULD BE HELPFUL IF YOUR PORT REPRESENTATIVE AT GENOA CNA IF NAPLES COULD TELEX THIS INFO TO CNS MQ AND RECEIVE INSTRUCTION FOR RECEIVING FUTURE SHIPMENTS FD

TRANSMISSION M/O

1150

2y3

Sgt. LEONE
CNC USA
Asst. Adjutant

AC/11

URGENT REGISTERED

File

A.M.G./A.C. Port Liaison Office
Port Headquarters
Ponte dei Mille
Genoa

Ref. 3/89/G

FF/cc

Subject : 1/4 Ton Truck

28 Dec 45

To : Trans. Sub/Com.
H.Q. AFCOM
Ports & Whse Div.
(Att: Mr. Crooks)

1. Reference your letter AC/24.2/97/Tn6 dated 7 Dec 45 attached is receipt released by the Italian Government Truck Pool at Genoa for the subject car.

2. The delay in having the above receipt signed is due to the fact that the Italian Pool was awaiting direct disposition from the Ministero Trasporti. This office has, then, arranged to have the Regional Transportation Officer send a letter asking Ing. Barbieri to take over the car.

3. Please confirm that subject car be allocated by the Truck Pool for the use of A.C. P.L.C. as it is absolutely essential for supervising the work at Genoa and Savona.

FRANCO FERRARO
Lt. (IRN)
P.L.O., Genoa

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

26 Dec 45

To : Trans. Sub/Com.
H.Q. ALCOM
Ports & Whse Div.
(Att: Mr. Crocks)

1. Reference your letter AC/24.2/97/Th6 dated 7 Dec 45 attached is receipt released by the Italian Government Truck Pool at Genoa for the subject car.

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FRANCO FERRARO
Lt. (IRN)
P.W.D., Genoa

AC/24.2

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

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

TRANSLATION

AS/f1

Ref: 7112/00831 Rome 28 Dec. 45

Bubject : Warehouses of the Port of Genoa

To : Transportation S/C
Ports & Warehouse Div.

We forward attached copy of letter Nº 6812/00831, Of the 24 Dec., sent by us to the Public Health S/C. to explain the situation of the Ponte Spinola Warehouses.

We beg you to take concern of the question and help us in obtaining the use of said warehouses without any impediments and at the normal rate since the price asked is arbitrary and much above normal.

Thankful of the help which we are hopefull you will give us we remain

Yours truly
Endimea
illegible

241

AC/24.2

T R A N S L A T I O N AS/f1

Ref: 6812/00831 Rome 24 Dec. 1945

Subject : Warehouses of the Port of Genoa.

To : A.C. Public Health S/C.

Reference is made to letter 7 Dec. 1945 of the Commissario Regionale della Regione Ligure and sent to us by you on the 17th of this month.

In regard to the said letter we points out the following:

1. -The commodities stored on behalf of ENDIMEA in the Ponte Spinola Warehouses are equaly important as other commodities.

A warehouse in the City of Genoa does not fulfill the requests especially in vew of a more intense movement of commodities.

2. -The movement of goods stored in the Ponte Spinola warehouses has been limited up to now but this does not imply that it will so remain so that we don't see any other possible arrangement different from that of Ponte Spinola.

3. -The quantity of commodities stored at Ponte Spinola does not permit their movement which would be very dangerous and to be avoid not only for the great expenses required but also for the damadge and loss of the commodities.

We take the opportunity to make present that the Consorzio Autonomo of the Port of Genoa has informed us of the following increases in the lease coast of the said warehouses:
from 15 lires to 45 lires for m3 per month (grownd floor of the warehouses; and from 15 to 35 lires per m3 per month for the first floor space).

These raises- which are to be considered enormous - are in no way justificable and shows the intention of the a/m Consorzio to create difficulties and increase the rent so much as to induce us to leave.

We have complaint through our agent at Genoa, informing the Consorzio that we, who are worki,g on behalf of the State, could not raise the price of commodities to recuperate the increase in expenses.

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

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We have complaint through our agent at Genoa, informing the Consorzio that we, who are worki,g on behalf of the State, could not raise the price of commodities to recuperate the increase in expenses.

If you can interveen and help us risolve the question justly we will grátly appreciate it and it will have been something done in the interest of the public.

Many regards.

sgd illegible.

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

**ENDIMEA**

ENTE NAZIONALE DISTRIBUZIONE MEDICINALI DEGLI ALLEATI

SEDE CENTRALE : VIA TOMACELLI 154 TEL. 681148

- ROMA -

*...ALI E DEPOSITI*

| | | | |
|---|---|---|---|
| BARI | Uff. Via Catroli 114 | Dep. Castello Svevo 4 |
| CAGLIARI | " P. Regina Margherita 1 | " Via G. M. Angioi |
| CATANIA | " Via Umberto 305 Tel. 16105 | " Corso d' Italia 7 |
| FIRENZE | " P. d'Azeglio 41 Tel. 26008 | " Via C. Pisacane 1 |
| NAPOLI | " Via dei Cimbri 23 Tel. 11705 | " Via Donna Regina |
| ROMA | " Via Tomacelli 154 Tel. 681148 | " Viale Angelico 21 |

*INDIRIZZO TELEGRAFICO "ENDIMEA"*

VdJ/cg.

N. di prot. 7112/00831

OGGETTO : MAGAZZINI NEL PORTO DI GENOVA. -

Roma, li 28 dicembre 1945

All'ALLIED COMMISSION
Trasportation Subcommission
Ports and Warehouses Division
R O M A

Ci pregiamo rimetterVi, qui unita, copia della lettera n. 6812/00831 in data 24 corrente da noi diretta alla Public Health Subcommission allo scopo di chiarire la questione dei magazzini di Ponte Spinola.

Ci permettiamo pregarVi di volerci favorire col Vostro autorevole interessamento volto ad ottenere che i magazzini di cui si tratta vengano lasciati a noi senza contrasti e a normali condizioni di prezzo poichè quelli che vorrebbero imporci sono eccessivi ed arbitrari.

Grati del Vostro interessamento del quale molto confidiamo, porgiamo devoti ossequi.

Ente Nazionale Distribuzione
Medicinali degli Alleati "Endimea"
( Il Direttore Generale )

1 allegato



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

All'ALLIED COMMISSION
Trasportation Subcommission
Ports and Warehouses Division
R O M A

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Ente Nazionale Assistenza
Medicinali agli Alleati "Endimea"
( Il Direttore Generale )

1 allegato

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

COPIA

Ente Naz. Idrocarburi ENDIMEA ROMA

VdJ/en

6812/00831
- MAGAZZINI NEL PORTO DI GENOVA.-

Roma, 24 dicembre 1945

ALLIED COMMISSION
Public Health Subcommission
R O M A

Ci riferiamo alla lettera in data 7 corrente del Commissario Regionale della Regione ligure, lettera inviataci in copia da codesto Ufficio in data 11 scorso.-

Nel merito della detta lettera si precisa quanto segue:

1) - le merci in deposito per conto dell'ENDIMEA nei magazzini di Ponte Spinola sono del pari interessanti che altre merci.-

Un magazzino nella città di Genova non si ritiene rispondente alle necessità, specie in relazione ad un movimento di arrivi e di spedizioni più intenso.-

2) - Il movimento dei prodotti giacenti nei magazzini di Ponte Spinola è stato finora limitato ma ciò non caratterizza l'attività che il Centro di Genova dell'ENDIMEA dovrà avere e per cui non si vede una sistemazione possibile differente da quella di Ponte Spinola.-

3) - La mole delle merci immagazzinate a Ponte Spinola non consente altri passaggi che sarebbero rischiosissimi e da evitare assolutamente non tanto per le spese eccessive che essi comporterebbero quanto per i danni e le perdite nei prodotti.-

Con l'occasione ci permettiamo di far presente che il Consorzio Autonomo del porto di Genova ha comunicato i seguenti aumenti delle tariffe di affittanza per i magazzini di cui trattasi: da lire 15 a lire 45 per mc. a mese (magazzini ponte Spinola piano

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

- MAGAZZINI NEL PORTO DI GENOVA.- Roma, 24 dicembre 1945

ALLIED COMMISSION
Public Health Subcommission

R O M A

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./.

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

terra; da lire 15 a lire 37,50 per mc. a mese magazzini Ponte Spinola 1 piano).-

Tali aumenti - che possono essere considerati addirittura enormi ! - non sono in nessun modo giustificabili e rivelano l'intenzione del suddetto Consorzio di crearci difficoltà rendendo excessivamente onerosa l'affittanza dei magazzini di cui trattasi con lo scopo di indurci a lasciarli.-

A mezzo della nostra rappresentanza di Genova abbiamo fatto i nostri rilievi, facendo presente al Consorzio predetto che la nostra gestione, per conto dello Stato, non può rivàlersi sul prezzo di vendita di tali eccessivi aggravi che non può portare a carico dei consumatori.-

Qualora codesto On.le Ufficio possa intervenire autorevolmente nella pratica per portarla ad una conclusione giusta, ciò sarà molto gradito a questo Ente e costituirà un'azione rivolta ad un fine di interesse pubblico.-

Ringraziamo ed ossequiamo.-

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

A.M.G./A.C. Port Liaison Office
Port Headquarters
Ponte Nei Mille
Genoa

Ref. Sav/85/G

FF/cc

Subject : "Liberty" Ships

21 Dec 45

To : War Shipping Adm.
(Att: Capt. Groves)

Trans. Sub/Com. H.Q. ALCOM
Shipping Division
(Att: Maj. Laraman)

Trans. Sub/Com. H.Q. ALCOM
Ports & Whse Div.
(Att: Mr. Crooks)

A.C. Trans. Sub/Com. Milan
(Att: Col. Harris)

1. Attached herewith please find translation of letter received from Società Anonima Funivie San Giuseppe-Savona.

2. Your cooperation in trying to have the suggested stowage implemented would be very much appreciated.

FRANCO FERRARO
Lt. (IRN)
P.I.O., Genoa



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

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(Att: Capt. Groves)

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Trans. Sub/Com. H.Q. ALCOM
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FRANCO FERRARO
Lt. (IRN)
P.E.O., Genoa

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AC/24.2

Declassified E.O. 12356 Section 3.3/NND No. 765021

T R A N S L A T I O N.

From: FUNIVIE SAVONA-S.GIUSEPPE.

Savona, 14.12.1945.

To: AMG/AC. Port Liaison Officer.
G E N O A.(Ponte dei Mille)

Attention Lt. F. Ferraro.

Suoject: ~~Expert~~ " Liberty." Ships.

Recently we had the occasion to demonstrate to Capt. Tosi, Lt. Ferraro and Mr Charles Crooks how the disposal of the cargo in "Liberty" ships was not always the most suitable to facilitate rapid discharging operations because, as will be seen from the attached sketch Fig. 1., the cargo is mostly in the wings leaving the centre of the hatchways partly vacant and this because the tween deck hatchways are regularly closed with iron beams and wooden hatch covers.

We were informed that probably such disposal was imposed for technical reasons due to the means of loading so far as regards the disposal of the cargo and for the security of navigation for the closing of the tween deck hatchways. However, in the meantime we have been able to verify that the s.s."PSARA." from Norfolk, recently discharged, differed from the other vessels in so much as she was without wooden hatch covers for the tween deck hatchways and had only the iron beams in Nos. 1, 4 & 5 holds, only a few iron beams in N°.2 and completely without iron beams in N°.3 hold.

In consequence the vargo was found disposed as in fig. 2? which resulted in a considerable of time in the discharge due to the greater quantity of coal being in the centre of the holds, that is directly under the grabs and also due to the time saved in opening tween deck hatchways.

Admitted this precedent we beg to ask again if it is not possible as a rule to eliminate all the wooden hatch covers in the tween deck hatchways. These measures whilst not in any way weakening the structure of the steamer would xause an appreciable

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

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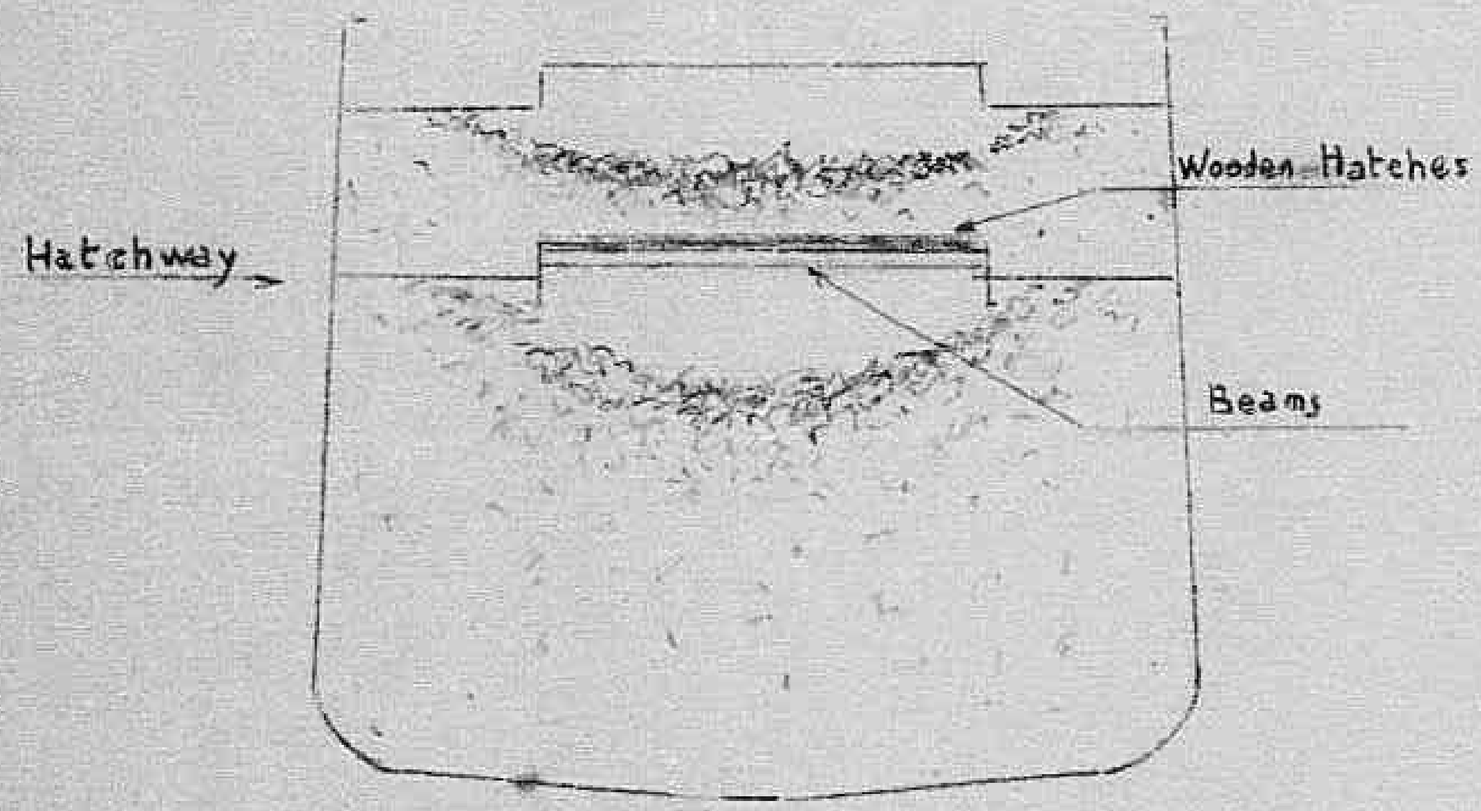
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Thanking you in anticipation of your kind interest on our behalf.

(sgd) Funivie Savona- S.Giuseppe;

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

"Liberty" Ships - Disposal of cargo with and without wooden hatches in tween deck hatchway.

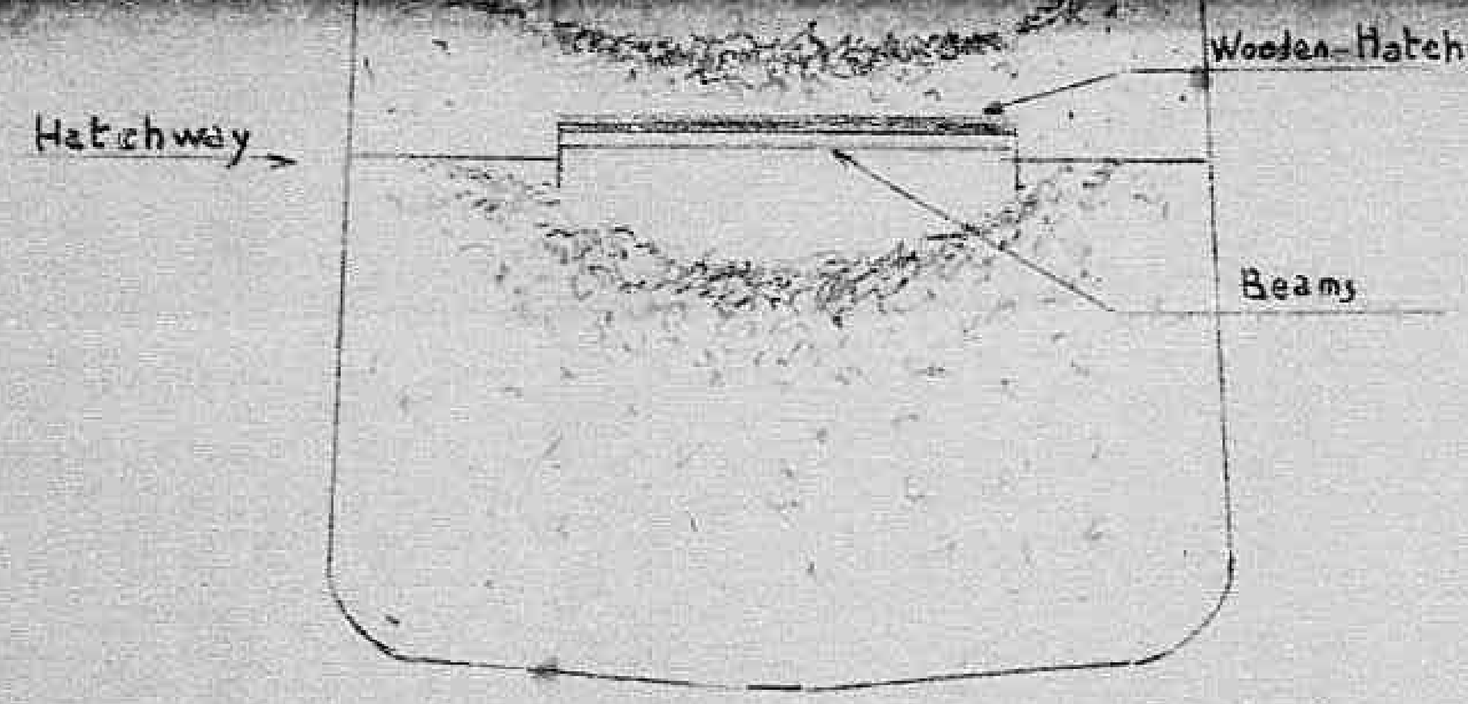


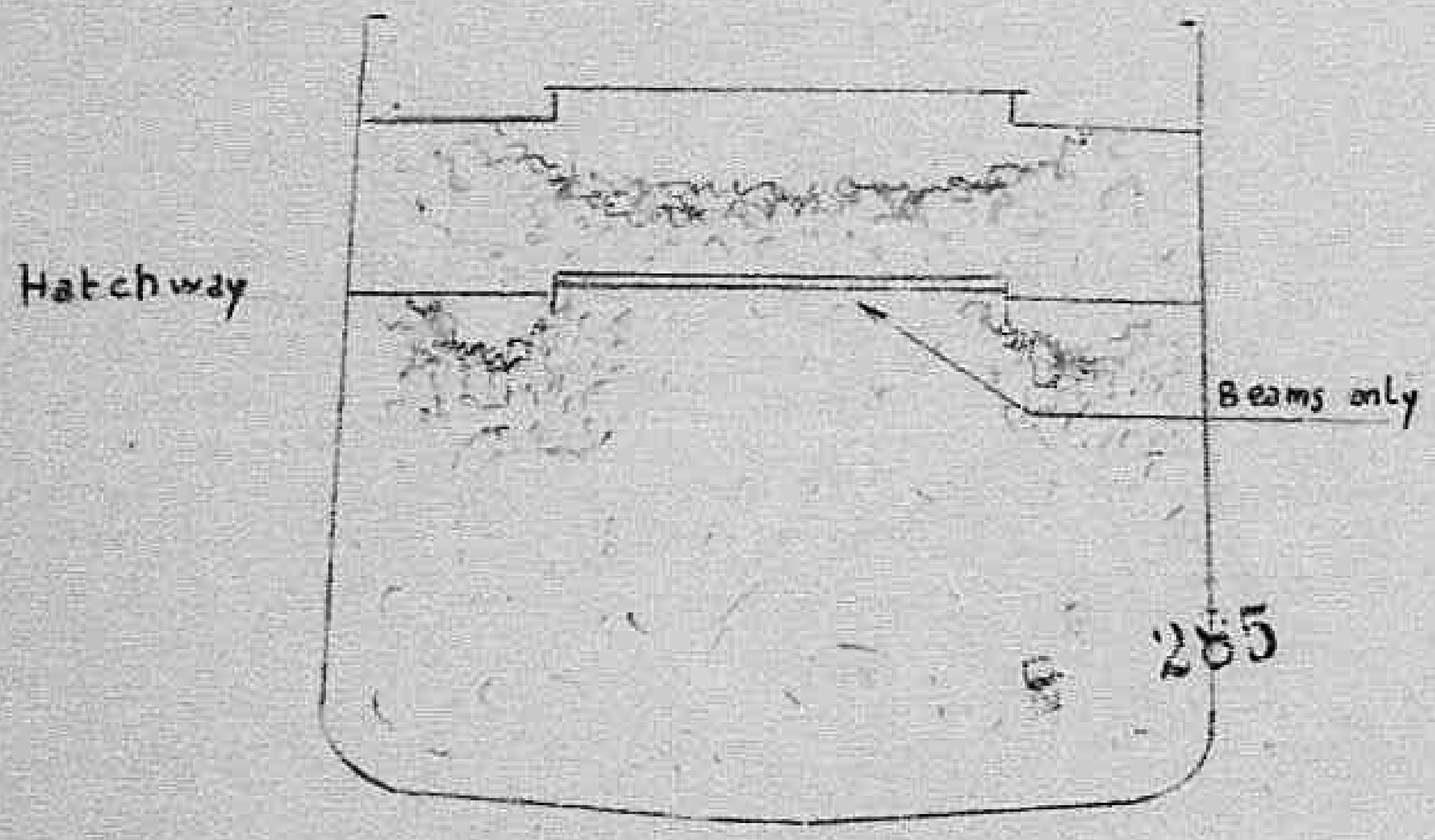






Declassified E.O. 12356 Section 3.3/NND No. 785021




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

# INCOMING MESSAGE

**HEADQUARTERS ALLIED COMMISSION**

Originator's Reference:

Date/Time of Origin: DEC 121731 A

Message Centre No: C/5682

Date Time Rec'd: 13 1300

Precedence: Routine

FROM: ~~MWTR MED~~

TO : AMG, LIG REGION INFO ALCOM (FOR PORT PLAISON OFFICE 9061), AFHQ

UNCLASSIFIED

Your 1461 Para 2. FRED will probably have to lighten at GENOA master has been instructed if so we claim priority as agreed import programming and port reception committee meeting ROME 1st NOVEMBER.

AC DIST

INFO ~~ACTION~~ TPTS 2

INFO CHIEF COMMISSIONER

FILE 2

FLOAT

13 DEC 1945

INFO - ACTION

284

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

FROM: ~~ENTER MED~~
AMG, LIG REGION

TO :

INFO ALCOM (FOR PORT PLAISON OFFICE 9011). AFHQ

UNCLASSIFIED

Your 1461 Para 2. FRED will probably have to lighten at GENOA master has been instructed if so we claim priority as agreed import programming and port reception committee meeting ROME 1st NOVEMBER.

AC DIST

INFO ~~ENTRON~~ TPTS 2

INFO CHIEF COMMISSONER

FILE 2

FLOAT

11 DEC 1943
A.F.H.Q.

INFO - ACTION

284

AC/24.1

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

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

ACEPT EQ ALOOM 28 1515 DECEMBER 45

FONT LIAISON OFFICER SEOUL

5710 UNCLASSIFIED

PAR ONE FD RUFR XTOS EIGHT SIX RAMIPSET JAMES MURRAY ONE FOUR TONS THREE NINE ROLLS BUDY PAPER SIX TONS THREE TWO CASES COVER PAPER CONSIGNED TO NEWSWEEK OR INFORMATION AND EDUCATION SERVICE FD THIS IMMEDIATELY VIA RAIL. CMA CONSIGN TO NEWSWEEK ROME FD WIRE CAR NUMBER AND RATE FD

PRIORITY

AC/24.2 TRANS & DISPT S/C 283

S.J.ALOOM
CHO USA

AFO 394

Transportation and Shipping Sub-Commission

18 December 1945

Our Ref :- AC/559/85/Tn3

SUBJECT :- Embarkation of 8A Div.

TO :- G(Movements) GHQ. CMF

1. Reference conversation 18 December (Thornbach-Larmon spoke).

2. The Ministry of Marine have reported that the Capitano di Porto at Genoa has been advised that C in C Med has issued orders to the RNO that vessels carrying personnel are to be berthed exclusively at berths Nos. 11 12 & 14 and that no other berths may be used.

3. It is pointed out that Berths Nos. 11 & 12 are now being used for discharge of coal and in the event of their being used for other purposes considerable reductions in coal imports would be necessary. At present the ports of Genoa and Savona are discharging the maximum possible tonnages of coal in order to keep pace with heavy imports for the industrial North. Any reduction in the programme would have serious repercussions.

4. It is assumed that this instruction concerning the berths mentioned refers to the possible use of Genoa for the embarkation in the future of the 8A.Div.

5. It is requested that consideration be given to the use of alternative berths such as Nos 1,6,7,8 or part of 10. The two western sectors of the Ponte dei Mille would also be available in the near future. The question of the most suitable berths might to left to the discretion of the local port authorities when ships are required to load.

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

TO :- Q(Movements) GHQ. CMF

1. Reference conversation 18 December (Thornbach-Lattman spoke).

2. The Ministry of Marine have reported that the Capitano di Porto at Genoa has been advised that C in C Med has issued orders to the ENO that vessels carrying personnel are to be berthed exclusively at berths Nos. 11 12 & 14 and that no other berths may be used.

3. It is pointed out that Berths Nos. 11 & 12 are now being used for discharge of coal and in the event of their being used for other purposes considerable reductions in coal imports would be necessary. At present the ports of Genoa and Savona are discharging the maximum possible tonnages of coal in order to keep pace with heavy imports for the industrial North. Any reduction in the programme would have serious repercussions.

4. It is assumed that this instruction concerning the berths mentioned refers to the possible use of Genoa for the embarkation in the future of the SA.Div.

5. It is requested that consideration be given to the use of alternative berths such as Nos 1,6,7,8 or part of 10. The two western sectors of the Ponte dei Mille would also be available in the near future. The question of the most suitable berths might to left to the discretion of the local port authorities when ships are required to load. 282

6. An indication of possible requirements would greatly assist future planning for the port , especially if particular berths are likely to be required. It is assumed that vessels will use their gear for the loading of vehs and stores.

For the Chief Commissioner :-

P.D.G. Buchanan

P.D.G.BUCHANAN
Colonel

Copy to :-
MMT(R) Italian Area
Ministry of Marine Dipes. Gen. Marina Mercantile Roma
Ports & Shpg Div.

AC/24.2

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

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION and SHIPPING SUB COMMISSION

Tel. 347
Ref. AC/24.2/99/Tn.6

UAG/lb
Rome 18th December 45

SUBJECT: Port of Genoa.- Berthing of "personnel" ships.

TO : Movements Division - Shipping Branch.
(attn. Major Laraman)

1. Attached, hereto, for your information and appropriate action translation of letter (with attachment) No. 7692/C.1. dated 12th December 1945 received from the Director General Mercantile Marine, Rome.

2. In view of the emergency, your early advices will be appreciated.

For the Chief:

U. A. GHILARDI
Operations Branch
Ports & Warehouse Division

Attachment:-
as per para 1.

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

TRANSLATION

MINISTRY OF MARINE

Direzione Generale della Marina Mercantile

No. 7692/C.I. 12 December 1945

HQ Allied Commission
Transportation S/C
Ports & Warehouse Division
Rome

SUBJECT: Port of Genoa - Berths for Personnel Ships

URGENT

We enclose herewith copy of letter received from the Commandant of the Port of Genoa and shall be glad if you will carefully examine the urgency and importance of the subject in question, in view of the fact that any limitation in the regular activity of the port authority can only make more arduous the already difficult situation at that port in regard to the functioning of commercial operations.

(signed)

C. MATTEINI

General Carlo Matteini
Director General of
Merchant Marine

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

TRANSLATION

R. CAPITANERIA di PORTO
GENOA

Genoa, 6 December 1945

No. 12869

To: Ministry of Marine
Direzione Generale Marina Mercantile
Ispettorato Funzionamento Porti
R O M E

SUBJECT: Berths for Personnel Ships

VERY URGENT-EXPRESS

The Commander in Chief, Mediterranean, has issued orders to the local R.N.O. to the effect that personnel ships (troop carriers) entering the Port of Genoa must be berthed exclusively at #11, 12, and 14, and that no other berth must be used for these vessels.

As you are aware, Berths #11 and 12 are used for the discharge of coal and in the event of their being withdrawn from this use, there would result a great confusion and further congestion in the traffic of this port. As such an eventuality is possible (there have been rumors for some time of the impending embarkation of the South African Division), it would be appreciated if the Ministry were to request the competent Allied Authorities to consider the matter so that such an inconvenience may be avoided as it is possible to reserve for personnel ships other berths such as #1, 6, 7, 8, part of 9, 10, and shortly also the two western sectors of Ponte dei Mille.

(signed)

Colonel of the Port
F. Ruffini

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*Ministero della Marina*

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

ISPETTORATO FUNZIONAMENTO PORTI

*Divisione* *Sez.*
*Prot. N.°* 7692/C.I *Allegati* 1

*Roma.* 12 Dicembre *19* 45

*Al* H. Q. A. C.
TRANSPORTATION SUB= COMMISSION
Ports & Warehouse Division
ROMA

*Risposta al Foglio del*
*Div.* *Sez.* *N.°*

OGGETTO Porto di Genova. - Accosti per le "personnel ships".

U R G E N T E

Si trasmette una lettera pervenuta dal Comandante del porto di Genova con preghiera di voler esaminare l'urgenza e l'importanza dell'argomento prospettato, nella considerazione che qualsiasi limitazione all'attività regolatrice di quell'Autorità marittima non potrà che rendere ancor più ardua la già difficile situazione di quel porto nei riguardi delle operazioni commerciali da svolgervisi.-

Ten.Gener.~~A.N.~~ Carlo Matteini
Direttore Generale della Marina Mercantile

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Declassified E.O. 12356 Section 3.3/NND No. 759021

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

ISPETTORATO FUNZIONALE DEI PORTI

Divisione Sez.
Prot. N.° 7692/C.I Allegati 1

H. Q. A. C.
TRANSPORTATION SUB= COMMISSION
Ports & Warehouse Division
ROMA

Risposta al Foglio del
Div. Sez. N.°

OGGETTO Porto di Genova. - Accosti per le "personnel ships".

URGENTE

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Ten.Gener.~~A.N.~~ Carlo Matteini
Direttore Generale della Marina Mercantile

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Translation by
Maj. Bergmann
18/12/45

Declassified E.O. 12356 Section 3.3/NND No. 765021

R. CAPITANERIA DI PORTO
GENOVA

Genova, 6 dicembre 1945

AL MINISTERO DELLA MARINA
Direz.Gener.Marina Mercantile
Ispettorato Funzionamento Porti
ROMA

Prot. N.12869

ARGOMENTO: Accosti per le "personnel ships".-

URGENTISSIMA=ESPRESSO

Il Comando in Capo del Mediterraneo ha dato ordine al locale R.N.O. che le "personnel ships"(navi trasporto truppe) entrando nel porto di Genova debbo= no ormeggiarsi esclusivamente agli accosti 11 - 12 e 14 e che nessun altro accosto deve essere usato per queste navi.-

Come è noto gli accosti 11 e 12 sono destinati allo scarico del carbone e nell'eventualità che fos= sero sottratti a quest'uso ne deriverebbero grave per= turbamento e ulteriore congestione del traffico di que= sto porto. E poichè tale eventualità potrà verificarsi (si parla da molto tempo dell'imbarco della Divisione Sud Africana), prego il Ministero voler interessare le competenti Autorità Alleate perchè tale inconveniente sia evitato, potendosi riservare per le navi trasporto truppe altri accosti, come 1 - 6 - 7 - 8 - parte del 9 - 10 e, fra poco, anche i due scaglioni di ponente di Ponte dei Mille.=

IL COLONNELLO DI PORTO
F.to F.Ruffini

Per copia conforme
IL COLONNELLO DI PORTO
ISPETTORE
(Enrico Lauricella)

MINISTERO DELLA MARINA
DIREZIONE GENERALE MARINA MERCANTILE

12677 15/12/45

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

ARGOMENTO: Accosti per le "personnel ships".-

URGENTISSIMA=ESPRESSO

Il Comando in Capo del Mediterraneo ha dato ordine al locale R.N.O. che le "personnel ships"(navi trasporto truppe) entrando nel porto di Genova debbano ormeggiarsi esclusivamente agli accosti 11 - 12 e 14 e che nessun altro accosto deve essere usato per queste navi.-

Come è noto gli accosti 11 e 12 sono destinati allo scarico del carbone e nell'eventualità che fossero sottratti a quest'uso ne deriverebbero grave perturbamento e ulteriore congestione del traffico di questo porto. E poichè tale eventualità potrà verificarsi (si parla da molto tempo dell'imbarco della Divisione Sud Africana), prego il Ministero voler interessare le competenti Autorità Alleate perchè tale inconveniente sia evitato, potendosi riservare per le navi trasporto truppe altri accosti, come 1 - 6 - 7 - 8 - parte del 9 - 10 e, fra poco, anche i due scaglioni di ponente di Ponte dei Mille.=

IL COLONNELLO DI PORTO
F.to F.Ruffini

Per copia conforme

IL COLONNELLO DI PORTO
ISPETTORE
(Enrico Lauricella)

MINISTERO DELLA MARINA MERCANTILE DIREZIONE GENERALE GENTE DI MARE

Translated by Maj. Lazzeroni 15/12/45 mf

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

A.M.G./A.C. Port Liaison Office
Port Headquarters
Ponte dei Mille
Genoa

Ref. 1/73/G

FF/vm

18 Dec 45

Subject : Rail clearance
in Genoa/Savona.

To : H.Q. AFHQ
Trans. Sub/Com.
(Att: Major Larsmen)

1. Reference your letter A.C./651/73/Tn.S. of 27th. Nov. - whilst your figures give a total of 6673 wagons supplied to the port of Genoa between 9th and 22nd Nov. only 4582 wagons were loaded direct from steamers.

2. The remaining wagons were loaded from cargo which had been landed on the quays or deposit. - this work being necessary to keep the quays and deposits clear so as to be able to deposit on shore when the shortage of waggns is acute.

3. From this it will be understood that the number of wagons allotted to the port is not always used entirely for loading goods direct from ship but at times must be in part used to clear away goods from quays and deposits.

4. It is almost impossible to give a definite figure of minimum daily rail clearance needed as there is a good deal of fluctuation according to the arrivals of steamers in

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

Subject : Rail clearance
in Genoa/Savona.

To : H.Q. AL/COM
Trans. Sub/Com.
(Att: Major Laraman)

1. Reference your letter A.C./651/79/Tn.3. of 27th. Nov. - whilst your figures give a total of 6679 wagons supplied to the port of Genoa between 9th and 22nd Nov. only 4582 wagons were loaded direct from steamers.

2. The remaining wagons were loaded from cargo which had been landed on the quays or deposit. - this work being necessary to keep the quays and deposits clear so as to be able to deposit on shore when the shortage of waggons is acute.

3. From this it will be understood that the number of wagons allotted to the port is not always used entirely for loading goods direct from ship but at times must be in part used to clear away goods from quays and deposits.

4. It is almost impossible to give a definite figure of minimum daily rail clearance needed as there is a good deal of fluctuation according to the arrivals of steamers in port. - at times all berths are occupied and some may be in awaiting berths, while others only a small number are occupied.

5. Furthermore even if there were an unlimited number of wagons it would not be possible to make full use of same as the facilities for shunting, making up of trains etc. and railway connections between the port and the main lines are not yet adequate to allow of the handling

./.

AC/24.2

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

of such a number of wagons.

6. Therefore steps to expedite the repairs to means of communication between the port and the marshelling yards outside the port should be taken and thus ensure greater celerity in movements.

7. In any case the rail problem has been discussed several times with the Transportation Officer and recently with Major Symon A.C. Transportation, Milan. The agreement has been such that for the future the Compartments of Milan and Turin back to Genoa as many empty wagons as those they receive loaded.

Lt. F. FERRARO. (IRN)
Port Liaison Officer.
GENOA.

Distribution :

Trans. Sub/Com. H.Q. ALSCOM
(Att: Mr. Crooks)

A.M.G. Trans. Office
Liguria Region
(Att: Capt. Davies)

A.C. Trans. Sub/Com., Milan
(Att: Col. Harris)

A.C. Depot, Genoa
(Att: Capt. Calvanese)



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

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Lt. F. FERRARO. (IRN)
Port Liaison Officer.
GENOA.

Distribution :

Trans. Sub/Com. H.Q. ALCOM
(Att: Mr. Crooks)

A.M.G. Trans. Office
Liguria Region
(Att: Capt. Davies)

A.C. Trans. Sub/Com., Milan
(Att: Col. Morris)

A.C. Depot, Genoa
(Att: Capt. Calvanese)

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

A.M.G./A.C. Port Liaison Office
Port Headquarters
Ponte dei Mille
Genoa

Ref. 1.1/81/G FF/cc

Subject : Grain Elevators. 18 Dec 45

To : See distribution.

1. Attached herewith please find report on the work performed at the Grain Elevators for the first fifteen days of December.

2. It is believed that the daily out-put can be improved during this second fortnight.

3. The rail clearance from the Sylos is working satisfactorily and no delay to the ship has been encountered up to now in connection with the storage capacity.

FRANCO FERRARO
Lt. (INF)
P.L.O., Genoa

Distribution :- 274

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

FT/cc

Subject : Grain Elevators. 18 Dec 45

To : See distribution.

1. Attached herewith please find report on the work performed at the Grain Elevators for the first fifteen days of December.

2. It is believed that the daily out-put can be improved during this second fortnight.

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FRANCO FERRARO
Lt. (INM)
P.L.C., Genoa

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Distribution :-

- Tn. Sub/Com. H.Q. ALCOM
  (Att: Maj. Laraman)
- Tn. Sub/Com. H.Q. ALCOM
  (Att: Mr. Crooks)
- A.C. Tn. Sub/Com., Milan
  (Att: Col. Harris)
- Tn. Office, Liguria Region
  (Att: Capt. Davies)
- A.C. Depot, Genoa
  (Att: Capt. Calvanese)

AC/24.2

Declassified E.O. 12356 Section 3.3/NND No. 765021

WORK OF DISCHARGING DONE BY THE SOCIETY SICO OF GENOA
FROM 1st. TO 15TH. DECEMBER 1945.(NUMBER OF PUMPS EMPLOYED 3.)

| Date. | | Steamer. | Tons. | Working Hours. |
|---|---|---|---|---|
| 1. | December. | "JOSHUA SLOCUM." | 106,500. | 15 - 18 |
| 2 | " | -"- | 887,400. | 8 - 18 |
| 3 | " | -"- | 1300,800. | 6 - 22 |
| 4 | " | -"- | 1308,900. | 6 - 22 |
| 5 | " | -"- | 1289,400. | 6 - 22 |
| 6 | " | -"- | 1226,700. | 6 - 22 |
| 7 | " | -"- | 1032,600. | 6 - 22 |
| 8. | " | -"- | 954,000. | 6 - 22 |
| 9 | " | -"- | 395,400.) - | |
| | | " AUGUSTUS SAINT GAUDENS." | 1038,000.) | 6 - 22 |
| 10 | " | " " " | 2195,700. | 6 - 22 |
| 11 | " | " " " | 1619,700. | 6 - 22 |
| 12 | " | " " " | 1584,000. | 6 - 22 |
| 13 | " | " " " | 1028,400.) | |
| | | " WALTER RALEIGH." | 109,800.) | 6 - 22 |
| 14 | " | - " - | 1298,550.) | |
| | | " AUGUSTUS SAINT GAUDENS." | 532,800.) | 6 - 22 |
| 15 | " | " WALTER RALEIGH." | 2587,800. | 6 - 22 |
| | | TOTAL. | 20496,450. | |

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

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

Allied Military Government

Liguria Region
Genoa Province
APO 394

Ref: G/12/001/ 15 Dec.1945

Subject : Cottonseed oil, Ex S/S "JAMES SHUREMAN"
From : AC. Depot, Genoa.
To : Mr. Crooks, Chief Port & WHSE Section.

1. With reference to your message N°9117 dated 9 December please be informed that the authorities were unable to discharge this cargo in Genoa as other cargo was stored above it.

2. Consequently the oil will be off- loaded at Naples.

3. We await further instructions from you.

I.M.CALVANESE
Capt. Q.M.C.
o/ Depot, Genoa.

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HC/242

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

ALCOM PORT LIAISON OFFICER GENOA FOR FERRARA TO ALCOM PORT DEPOT GENOA

FOR CALVANESE

9117 8 December 1945 PRIORITY

UNCLASSIFIED FD

PARA ONE ED SUBJECT RE DISPOSITION CARGO EX SUGAR SUGAR JAMES SHERMAN FD

PAREN TO ALCOM PORT LIAISON OFFICER GENOA FOR FERRARA TO ALCOM PORT DEPOT GENOA FOR CALVANESE FROM HQ ALCOM PAREN

PARA TWO ED WHEAT ONE ZERO ZERO TWO SIX TONS FD ACCOUNT AUSTRIA ED NOT TO BE HANDLED BY AC ITALY UNLESS FURTHER NOTICE IS RECEIVED ED

PARA THREE FD OIL COTTONSEED TWO ZERO ZERO TONS ED ACCOUNT ITALY FD WHERE PENDING FURTHER INSTRUCTIONS FROM FOOD SUBCOMMISSION FD

GS: 400.25
RB:433

Requisition Branch

503

EDWARD C. LYNCH
Chief, Requisition Br.,
Economic Section.

G. J. LEONE
CWO, USA
Asst. Adjutant

271

666
EEL

Tel: 534 HEADQUARTERS ALLIED COMMISSION MPL/fl
APO 394
Transportation and Shipping Sub-Commission

AC/625/49/Tn.3 8 December 1945

SUBJECT : Delays to Swiss ships in port of Genoa.

TO : Rail Branch
Rail Division.

1. There have been long delays to many of the vessels carrying Swiss imports in the port of Genoa. The following list gives examples of recent arrivals.

| Name | Commodity | Tons | Arrived | Started Disch | Completed disch |
|---|---|---|---|---|---|
| E. Field | wheat | 8107 | 23/10 | 24/10 | 9/11 |
| Simcoe Park | bauxite alluminium | 4460 | 25/10 | 27/10 | 10/11 |
| Yamenska Park | " | 4779 | 2/11 | 11/11 | 17/11 |
| G.L. Baker | wheat | 8231 | 4/11 | 9/11 | 23/11 |
| G.Armstrong | " | 8148 | 10/11 | 13/11 | 4/12 |
| Frans Gort | cellulose | 3000 | 13/11 | 13/11 | 16/11 |
| Birkaland | " | 2033 | 14/11 | 15/11 | 21/11 |
| Tunisia | " | 4241 | 14/11 | 15/11 | 18/11 |
| Calanda | wheat | 6900 | 27/10 | 3/11 | 16/11 |
| Abando C. | rice | 2236 | 15/11 | 15/11 | 24/11 |
| Saentis | cotton gen.sps | 3230 | 15/11 | 19/11 | 30/11 |
| Joshua Slocum | wheat | 8418 | 16/11 | 1/12 | still unloading |
| N.Kulukundis | fodder alcohol | 9775 | 17/11 | 26/12 | " " |
| A.ST. Gaudens | wheat | 7915 | 18/11 | still waiting to disch | |
| Snar | oilcoke | 4900 | 28/11 | " " " " | |
| B. Ingelsson | cellulose | 5800 | 2/12 | 3/12 | still unloading |

270

2. The delays are mainly due to the "bunching" of vessels and shortage of rail wagons. It is extremely difficult to avoid the

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Rail Division.

1. There have been long delays to many of the vessels carrying Swiss imports in the port of Genoa. The following list gives examples of recent arrivals.

| Name | Commodity | Tons | Arrived | Started Disch | Completed disch |
|---|---|---|---|---|---|
| E. Field | wheat | 8107 | 23/10 | 24/10 | 9/11 |
| Simcoe Park | bauxite alluminium | 4460 | 25/10 | 27/10 | 10/11 |
| Yamanska Park | " | 4779 | 2/11 | 11/11 | 17/11 |
| G.L. Baker | wheat | 8231 | 4/11 | 9/11 | 25/11 |
| G.Armstrong | " | 8148 | 10/11 | 13/11 | 4/12 |
| Frans Gort | cellulose | 3000 | 13/11 | 13/11 | 16/11 |
| Birkaland | " | 2033 | 14/11 | 15/11 | 21/11 |
| Tunisia | " | 4241 | 14/11 | 15/11 | 18/11 |
| Calanda | wheat | 6900 | 27/10 | 3/11 | 16/11 |
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| Joshua Slocum | wheat | 8418 | 16/11 | 1/12 | still unloading |
| H.Kulukundis | fodder alcohol | 9775 | 17/11 | 26/12 | " " |
| A.ST. Gaudens | wheat | 7916 | 18/11 | still waiting to disch | |
| Snar | oilcoke | 4900 | 28/11 | " " " " | |
| B. Ingelsson | cellulose | 5800 | 2/12 | 3/12 | still unloading |

270

2. The delays are mainly due to the "bunching" of vessels and shortage of rail wagons. It is extremely difficult to avoid the former as they are routed from various parts of the world. There is a shortage of Swiss wagons, but this is accentuated by turnround, delays en route and difficulties due to breaks in line due to flooding etc. Other delays in Genoa are being examined.

3. It is requested that Rail Branch and Rail Div. give attention to the possibility of improving turnround of Swiss wagons

./.

AC/24.2

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as the delays to ships are serious and the expenses for demurrage high. The Swiss Government is doing everything possible to improve wagon availabilities.

For the Director:

M.P. LARAMAN
Major R.S.

Copy to:
Ports and Warehouse Div.
AO. PLO Geneva
Ministry of Marine
Mr. G. Rossetti, Swiss Legation Rome
FAA, Rome



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

for the Director:

W.F. LANAHAN
Major A.C.

Copy to:
Ports and Warehouse Div.
AO. PLO Genoa
Ministry of Marine
Dr. O. Rossetti, Swiss Legation Rome
USA, Rome

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

AMG LIGURIA REGION FOR REGIONAL COMMISSIONER

9093 7 DECEMBER 1945 PRIORITY

UNCLASSIFIED FD

PARA ONE FD REFERENCE YOUR LETTER OF TWO SEVEN NOVEMBER RECEIVED THREE DECEMBER RE ADMINISTRATION OF PORT OF GENOA FD

PARES TO AMG LIGURIA REGION FOR REGIONAL COMMISSIONER FROM HQ ALCOM CITE ACTFT FARSN

YOUR PROPOSAL TO ISSUE ORDER AS SUGGESTED IS AGREED BY THIS HEADQUARTERS FD

268

TRANS. AND SHIPP. S/C
290

G.J. LEONE
CWO U.S.A.
ASST. ADJUTANT

AC/24,2

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

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LIGURIA REGION

27 November 1945

LIG/HQ/89

SUBJECT : Administration of the Ports of GENOA & VENICE

TO : H.Q.,A.C. (Att Transportation Sub-Commission)

Reference your AC/24.2/91/Tn6 dated 9 Nov 45.

1. I attach a copy of a letter from Captain Lloyd Davies.

2. I concur with his remarks and I am of the opinion that it is high time the Port is run on the lines suggested in General MATTEINI'S letter and not under the influence of the CIN as is now the case.

3. I am prepared to issue such an order. Will you please confirm by signal that I may do so. Delay in answering your letter is much regretted but it took some time to get at the facts of the case.

J. G. SELBY,
Colonel,
Regional Commissioner.

JGS/gch

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

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LIGURIA REGION
TRANSPORTATION SECTION

Tel: 28771.
Ref: Lig/Tran/204.
Subject: Administration of the Port of Genoa.

November 26th. 1945.

To Regional Commissioner, this Headquarters.

1. - Reference to letter AC/24.2/91/Tn6 dated 9th. November 1945.

2. - I have referred the matter of the Administration of the Port of Genoa to Capt. Calvanese, Lt. Ferraro and Mr. Crooks who happened to be here on a visit.

3. - They report the following: -
"There is no doubt that the fascists interfered to a great extent with the Port management and this was done through the Goverment Representatives. In contrast with this, however the decrees ruling the formation and functioning of the Consorzio del Porto are completely free of any political trace.

Soon after the Liberation of Genoa the C.L.N. appointed a President and two Vice Presidents, the latter not on the establishment of the Consorzio del Porto as laid down by the law. There is no doubt that these nominations were made entirely for political reasons. A General Secretary was also appointed by the C.L.N. who is a comunist and who insists on interferring with the reconstruction programme so causing delays and arguments which would never arise if the man appointed were capable and efficient. The "Direttore Marittimo Comandante del Porto" is also one of the Vice Presidents but he was nominated only after great pressure had been put on the C.L.N. by the Royal Navy."

4. - It is the opinion, after conferring with a number of Allied and Italian personnel, that, it is essential that A.M.G. issue an order re-establishing the prewar decrees of the Consorzio del Porto. In view of the expected increase in the turn-over of the Port, everything possible should be done to reform the Consorzio as a body composed of capable technicians and not a body of completely inefficient politicians.

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J. H. Lloyd Davies, Captain,
Regional Transportation Officer.

Copy to:
Capt. Calvanese.
Lt. Ferraro.

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

PDGB/mvm

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.

P.D.G. BUCHANAN, Colonel
Director
Transportation Sub Commission

Attachment:
As stated in para 1.

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

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.L.N. 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 Lieutenancy 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)
GENERAL FANTINI
General Director for the Merchant Marine

Rome, 29 October 1945

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Please translate

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

PROMOMERIA PER LA COMMISSIONE ALLEATA

**Porti di Genova e Venezia**

1. - Il porto di Genova - come è noto - è, secondo la legislazione italiana, (R.D. 16 gennaio 1936, n. 801), amministrato dal Consorzio Autonomo del porto.

Tale Consorzio è ora retto da un Commissario straordinario nominato subito dopo la liberazione di Genova dal C.L.N. col consenso degli Alleati.

Data, però, l'importanza e la delicatezza dei problemi che interessano il porto, sarebbe opportuno e necessario che l'amministrazione ordinaria dell'Ente fosse ricostituita al più presto, in modo che i vari interessati ai traffici portuali (Stato, Comuni, Provincie, industriali, commercianti, armatori, lavoratori portuali) possano, in seno all'Assemblea Generale, portare il prezioso contributo della loro specifica competenza nello studio di detti problemi.

L'amministrazione ordinaria non può, però, essere ricostituita finchè non sia nominato il Presidente del Consorzio. D'altra parte, tale nomina, che per legge deve essere effettuata con decreto luogotenenziale, non può aver luogo, essendo il territorio ligure ancora sotto il controllo del Governo Militare Alleato.

2. - Poichè, però, il porto di Genova è stato interamente restituito al Governo italiano e l'Ente che ne ha l'esercizio, è il Consorzio Autonomo, questo Ministero prega la Commissione Alleata di voler esaminare la possibilità che, in attesa della restituzione della Liguria alla amministrazione italiana, il Governo Militare Alleato emani un'ordinanza la quale renda, intanto, pienamente esecutiva la legislazione ita-
[illegible] quanto concerne il porto di Genova

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

## Porti di Genova e Venezia

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3. - Analoga richiesta questo Ministero rivolge nei riguardi del



dr.

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Provveditorato al porto di Venezia.

Roma, 29 ottobre 1945

Ten.Generale R.M.I.
Direttore Generale della Merina Mercan=
tile

fc

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

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION and SHIPPING SUB COMMISSION

CCC/mvm
7 December 1945

Tel. 290
Ref. AC/24.2/97/Tn6

SUBJECT: 1/4 Ton Truck

TO : Lt. F. Ferraro
Port Liaison Officer
Genoa

1. Attached is copy of memorandum received from the Roads Division, which is self-explanatory.

2. We have been assured by Mr. Gordon Franklin, Chief of the Roads Division, that he has strongly recommended to the Italian Government that you be assigned a jeep immediately.

3. When you turn your jeep over to the Italian Government Truck Pool at Genoa, do not fail to obtain a receipt, copy of which you are to forward to this office.

CHARLES C. CROOKS, Chief
Ports & Warehouse Division

Attachment:
As stated in para 1.

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

ALLIED [redacted] COMMISSION

INTER-OFFICE MEMORANDUM

SUBJECT: 1/4 ton truck assigned to Lt. Ferraro.

FILE No. AC/309//19/TN.5
1

TO : Mr. Crooks, Tn & S S/C.

1 Dec. 1945

1. Please instruct Lt. Ferraro to turn over to the Italian Government Truck Pool at Genoa, the 1/4 ton truck which was placed on loan to Ports & Whse by this S/C.

2. In order that we may raise charges for the vehicle please forward this office a copy of the transfer receipt signed by the Director of the Truck Pool.

Warner G Peterson

WARNER G. PETERSON
Capt. C.A.C.
Roads Division.

261

A.M.G./A.C. Port Liaison Office
Port Headquarters
Ponte dei Mille
GENOA

Ref. 1/67/G

FE/cc

Subject : Warehouses in port

6 Dec 45

To : A.M.G. Trans. Officer
Genoa.

1. With reference to the warehouse whihh the Consorzio Autonomo del Porto of Genoa placed at the disposal of the E.N.D.I.M.E.A. it is desired to point out that the Consorzio have not requested the return of said warehouse, but simply drew attention to the fact that warehouses in the port would be better employed if held for storing cargoes, especially perianable goods, discharged from steamers, whereas the purposes of E.N.D.I.-M.E.A. would be better served by warehouse in the town itself.

2. It should also be borne in mind that the urgent need of warehouse space in the port is becoming more serious owing to increased number of ships discharging here and the fact that steamers are also now loading cargo for export.

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

Subject : Warehouses in port 6 Dec 45

To : A.M.G. Trans. Officer
Genoa.

1. With reference to the warehouse which the Consorzio Autonomo del Porto of Genoa placed at the disposal of the E.N.D.I.M.E.A. it is desired to point out that the Consorzio have not requested the return of said warehouse, but simply drew attention to the fact that warehouses in the port would be better employed if held for storing cargoes, especially perishable goods, discharged from steamers, whereas the purposes of E.N.D.I.-M.E.A. would be better served by warehouse in the town itself.

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260

FRANCO ENTRARO
Lt. (IRM)
Genoa

cc :- Trans. Sub/Com.
H.Q. ALCOM
(Att: Mr. Crooks)

Consorzio Autonomo
del Porto, Genoa

AC/24.2

Declassified E.O. 12356 Section 3.3/NND No. 765021

A.M.G./A.C. Port Liaison Office
Port Headquarters
Ponte dei Mille
Genoa

Ref. 1.c/65/G

5 Dec 45

Subject : Railways situation.

FF/cc

To : Trans. Sub/Com.
H.Q. ALCOM
(Att: Mr. Crooks)

Trans. Sub/Com.
H.Q. ALCOM
(Att: Major Laraman)

A.M.G. Trans. Officer
(Att: Capt. Davies)

ALCOM Depot Genoa
(Att: Capt. Calvanese)

Attached herewith please find translation of the minutes of the meeting held on 22 Nov 45 to discuss the railways situation.

FRANCO FERRARO
P.L.O., Genoa
Lt. (IRN)

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

Subject : Railways situation. FF/cc

To : Trans. Sub/Com.
H.Q. ALCOM
(Att: Mr. Crooks)

Trans. Sub/Com.
H.Q. ALCOM
(Att: Major Laraman)

A.M.G. Trans. Officer
(Att: Capt. Davies)

ALCOM Depot Genoa
(Att: Capt. Calvanese)

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AC/24.2

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RAILWAY TRAFFIC (Translation)

In the offices of the President of the Consorzio Autonomo del Porto di Genova, Ponte dei Mille Genoa, at 10 o'clock on the morning of the 22 November 1945, a meeting was held at which the following gentlemen were present :-

| | |
|---|---|
| Ing. CANEPA | President of the Consorzio A. del Porto |
| Ing. PIOMATTI | Chief of Compartment State Railways |
| Dr. GROSSI | Inspector State Railways |
| Mr. CROOKS | for Allied Command |
| Ten. FERRARO | " " " " |
| Cap. TOSI | " " " " |
| Col. RUFFINI | " " " " |

PRESIDENT - The scope of the meeting is to examine what are the actual deficiencies in the Railway Service, which, with the development of the port services has proved to be always inadequate. All the interested parties and above all the Allies and the Swiss, who are the principal importers of goods, complain of the slowness of the discharge of their Steamers at the present time, which Steamersare subjected to long delays and consequent demurrage, due to the shortage of railway trucks for the expeditions forwarding inland of the goods that could be discharged.

PIOMATTI - The potentiality of the Railways is limited. For the forwarding of goods to Lombardy, which constitutes large part of the railway traffic from the port of Genoa, we can at the present only dispose of the line Genoa-Vognera-Milan, inaugurated on the 1st inst., which is a single line and is used with the maximum intensity possible.

PRESIDENT - Even if it means making a longer journey would it not be possible to use other lines pending the re-opening of transit on the line from Alessandria-Milan per Mortara, which has been recently interrupted owing to the collapse of the bridge on the Po? Would it not be possible to use the line Alessandria-Casale-Vercelli? And also would it not be possible to reach Milan passing via Piacenza?

GROSSI - As regards the Alessandria line it must be remembered

Col. RUFFINI

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GROSSI - As regards the Alessandria line it must be remambered that we must provide also for the coal which is transported to San Giuseppe by the funivia from Savona and we must also provide for the forwarding of goods which from that port are sent to Piedmont via Genoa, the line Savona-San Giuseppe being interrupted.

PIUMATTI - Also for Piacenza it is difficult to pass, that station being overtaxed with railway movements.

GROSSI - All possible means to remedy as far as possible, the deficiencies of the services have been excogitated.

PIUMATTI - The superior authorities in Milan have pointed out to me that we must avoid sending trains via Casale-Vercelli as our

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supplies of coal are becoming exhausted.

FERRARO - Would it not be the case to examine the possibility of reducing the passenger service?

PIUMATTI - The Compartiment of Milan can only reduce a couple of train between Milan and Pavia.

PRESIDENT - Of the 10000 tons daily which we must forward by railway how much can you load with the rolling stock at your disposal?

GROSSI - It is not so much a question of shortage of wagons which however exists, but above all the kind of the wagons. We are short of closed wagons which are necessary for grain and salt. Open wagons could be used for this traffic but there is a shortage of tarpaulins.

FERRARO - Basing on a traffic of 10000 tons daily how many wagons could be reserved for the port of Genoa.

PIUMATTI - For the transportation of 12000 tons including the Swiss traffic, about 800 wagons daily are required and, calculating one week for the return journey, a total of 6000 wagons at the disposal of the port of Genoa would be necessary

FERRARO - However from that total must deducted those for Switzerland and therefore base on a total of 5000 wagons.

PRESIDENT - It would be necessary however that Swiss should exclusively provide their own means for the transport of their goods.

GROSSI - I am informed that the Swiss Legation in Rome has telegraphed to Berna in this sense. It appears that the wagons could not come regularly forward owing the floods but it is stated that in future the supply of wagons will be regular.

FERRARO - Is it not possible to have statistics of the wagons actually existing in the ~~northern~~ North of Italy so that for instance there were 7000 wagons, if not 5000 at least the greatest number possible might be allocated to Genoa. Is it not possible to have an



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

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FUMAGALLI - Today it is not possible to give an exat indication in this respect. I can only say what we have in the Compartment of Genoa as I have no precise particulars regarding the Compartments of Milan and Turin.

GROSSI - We are subsidized by Milan and Turin. From inland stations we no longer accept goods with a view to increasing, and to serve, the traffic of the port.

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PIUMATTI - If there were not Milan and Turin who subsidize us with empties we could not work.

GROSSI - Between the Compartment of Milan and that of Turin they should give us 550 wagons daily but they do not succeed in sending us them.

PRESIDENT - To these should be added also those of the Compartment of Genoa.

GROSSI - The daily figures were fixed by Rome on the basis of the quantities that were made for Milan and Turin. For Genoa the daily figures has always been of little importance. To remedy the grave deficiency of Milan and Turin in supplying the port we must reduce the q quantities of inland services. We are continually asking for wagons for the transport of cement and other goods of first necessity and we always struggle with great difficulty to meet such demands.

FERRARO - It would be advisable to establish that the number of wagons necessary for our port were given a special mark and were considered as always belonging to our Compartment.

GROSSI - That is pratically what happens. We have places of concentration and in the past we always did so. We assured ourselves of the daily supply from Turin and Milan and the concentrated between Novi, Arquata and Campasso the quantity for three days. Now, however, we are short of parking and shunting and sorting centres.

PRESIDENT - If possible the port railway plant could also be used to the maximum.

GROSSI - In the port is not possible, because if we commence to use the available spaces to park wagons we will finish up by not being able to do the necessary shunting and sorting.

PIUMATTI - From this arises the necessity of the depot at Campasso on which I have always insisted. Now the sleepers and rails are arriving.



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

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GROSSI - That is pratically what happens. We have places of concentration and in the past we always did so. We assuredourselves of the daily supply from Turin and Milan and theconcentrated between Novi, Arquata and Campasso the quantity for three days. Now, however, we are short of parking and shunting and sorting centres.

PRESIDENT - If possible the port railway plant could also be used to the maximum.

GROSSI - In the port is not possible, because if we commence to use the available spaces to park wagons we will finish up by not being able to do the necessary shunting and sorting.

PIUMATTI - From this arises the necessity of the depot at Campasso on which I have always insisted. Now the sleepers and rails are arriving.

PRESIDENT - I have noticed that there has been a greater shortage of wagons in the port since the railway communications between the North and South have been increased, and foresee that the day the line between Genoa-Spezia and Rome is again working the difficulties with further increase.

FERRARO - In relation to what the President has just said, seeing that later there may be a further decrease of wagons available for the port, it would be opportune, as already mentioned, if we could have a series of wagons exclusively destined for the port.

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PIUMATTI - In the past the experiment has already been tried, placing on the wagons the Special mark "C" but these wagons finished up all over the place, even in Sicily.

GROSSI - There are wagons needing extensive repairs, however these have not yet been put in hand because they are foreign wagons, which we don't know if afterwards, when repaired, may be considered as a property of the State Railways and reserved therefore for our traffic, or if eventually they will be withdrawn by others.

FERRARO - We have talked of 5000 wagons per round trip. I maintain that if we could succed, through the Allies, in gathering only 3000 tarpaulins assigned to Genoa, there could be sufficient and this would greatly facilitate from all points of view. This would be the least difficult solution.

GROSSI - If Rome increased the daily supply of wagons, even open wagons, and we had the tarpaulins the matter would be greatly facilitated.

PRESIDENT - Then summing up, we could ask by means of the Allies that the State Railways concede a weekly supply of at least 5000 wagons for the port of Genoa, distributed so as to have 800 wagons daily destined to the port. With these wagons a discharge of 12000 tons daily could be assured whihc is the quantity the port is now in condition to receive and discharge. As most of these wagons are open, they should for the greater part be used only if covered by tarpaulins, of which latter, thanks to the opportune findings of the State Railways, the number could be only 3000. There is also another question. We have many German, French and Hungarian wagons which are here and which are in condition to be repaired. Who will repair them? It will be necessary to solve the problem to know who has to bear the cost of the repairs to these wagons, seeing that they might be returned repaired in exchange for our wagons still to be repaired and therefore not immediately serviceable.

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GROSSI - These repairs would entail heavy expense and we are

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GROSSI - These repairs would entail heavy expense and we are precisely preoccupied because such wagons, after repairs, might be taken from us. There are thousands of such wagons and the problem is very important indeed.

FERRARO - If it were possible to obtain a quantity of tarred cloth, a quantity of 30/40 tons of same could serve for the repairs.

PIUMATTI - Undoubtely it would be a great help.

PRESIDENT - Returning to the possibility of using the actual railway lines, it would be necessary that the Allies removed the prohibition to use the line Alessandria-Casale-Vercelli to go to Milan and that they furnished therefore the coal necesgary for the service and this until such time as it is not possible to re-establish the bridge Torreberretti for the line Alessandria-Mortara-Milan.

FERRARO - When Mr. Crooks was still here in our port for account of the Allies, we discharged several Steamers with salt and we did not find ourselves up against the problem of tarpaulins. How is it that now there is so much need of them?

GROSSI - Then we were in Summer and now we are in Autumn with the danger of rain and furtner tarpaulins are necessary to avoid theft.

PIUMATTI - A large part of our tarpaulins, which went to the South have been lost.

FERRARO - At present a good number of Receivers have each single wagon escorted by their dependents to avoid theft. The Montecatini, for instance, transports 20000 tons of salt and if on arrival there are instead only 15000 tons the Society not only loses the quantity lost but on the missing quantity of 5000 tons must also pay the dues of the monopoly. Have Milan and Turin been asked for the tarpaulins?

PIUMATTI - We have already asked them but only to be true they have not any.

PRESIDENT - Asks Mr. Crooks to inform Rome so that these two principal problems, wagons and tarpaulins, may be resolved and asks also the representatives of the State Railways that the service, as far as is possible, may be improved rather than become worse.

The meeting terminated at 1105 hours.

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

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

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION and SHIPPING SUB COMMISSION

CCC/mvm
4 December 1945

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

SUBJECT: Genoa - Rail Clearance

TO : Rail Division
Transportation & Shipping S/C

1. The port of Genoa experiences considerable difficulty caused by shortages of certain rail equipment.

2. For example, an ocean going vessel worked twenty-one days discharging salt which could have been discharged in five days. The delay was caused by a lack of canvas covers for open rail cars. Under Italian law, the shipper was subject to a fine for each kilo of salt stolen from an open car, not covered and sealed. The shipper refused to take this responsibility.

3. The Capo Compartimento advises that it is urgently necessary to have from 2000 to 3000 covers, marked "To be returned to Port of Genoa immediately".

4. There is also an acute shortage of both open and box cars. The Capo Compartimento estimates that, in order to work the port efficiently, he must have at least 5000 cars in circulation through the port of Genoa. With this number being constantly returned to the port after unloading, it is estimated that they can clear 10,000 to 12,000 tons of cargo per day.

5. There are a large number of damaged foreign cars in and around Genoa. Many of the cars require only minor repairs, but the State Railways will do nothing about repairing them as they believe the cars will be taken from them as soon as they are in good condition. It was suggested that if they could be given some assurance that they could have the use of these repaired cars, they would be ready to put many into service on short notice.

CHARLES C. CROOKS, Chief
Ports & Warehouse Division

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

DEC 011602A

0/4775
DEC 021415A

ROUTINE

FOR ACTION FROM USUN:
USA CANADA (N) ALGIER ACCRA

UNCLASSIFIED.

Your 201600. We feel import program is primary consideration also that it is incumbent upon Congo port authorities to expedite their work to obtain maximum out turn consistent with port clearance further that no specific tonnage should be considered as it is felt that this has a curbing effect which undesirable. USA is not responsible for decisions on matters in this matter for the operators and their agents.

LINE

ACTION: ECONOMIC & UTIL S/C (TUBMAN)

INFO: CINCEUR CINCLANT
ACDA GARTHOFF (2)
JCS S/C (2)
U.S.A.
M.S.T.S.
EXIM

HEADQUARTERS
7 DEC 65
D.C.

252

AC/24.2

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

Mr Gilcarde

N1356
22NOV0930A

G/4131
23NOV0915
IMMEDIATE

AMG LIGURIA REGION FOR PLO GENOA.

ALCOM CITE ACTPTP INFO AFHQ CITE FTHDM

UNCLASSIFIED.

1. ONE ADDITIONAL BERTH NOW AVAILABLE FOR LIBERTY SHIPS AT WEST SIDE PONTE SA GIORGIO NOW COMPLETELY FREE. SUCH BERTH IS RAIL SERVED AND HAS NO UNLOADING FACILITY.

2. ONE ADDITIONAL BERTH NOW AVAILABLE AT NOLO VECCHIO FOR 0800 TONS SHIPS. SUCH BERTH RAIL SERVED WITH ONE TRACK READY AND A SECOND TRACK UNDER REPAIRING. 3 CRANES NOW AVAILABLE. WAREHOUSE AVAILABLE.

AC DIST

ACT - TN S/C 2
INFO - G. COMM.
ECON SEC 2
FILE 2
FLOAT

Copy for Cons Th Sec Dir

X GENOA X

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Tel. 534

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Sub-Commission

MPL/lmr

20 November 1945

AC/559B/4/Tn.3

SUBJECT : Rail clearance from the port of Genoa.

TO : Mov Div (Rail Branch)
Rail Division
Ports & Whse Division ✓

Following information taken from Port Sitrep received by Ministry of Marine is passed to you for information and necessary action

| Date | Total tonnage discharged | Tons cleared by Rail | Clearance by other means | Cargo remaining on quays |
|---|---|---|---|---|
| 15 Nov. | 11500 | 10500 | 840 | 8000 |
| 16 Nov. | 6000 | 4000 | 1719 | 9000 |
| 17 Nov. | 9100 | 4550 | 1764 | 12000 |

For the Director :

M.P. LARAMAN
Major R.E.

AC/24.2

A. M. G./ A.C. Port Liaison Offic.
Port Headquarters.
Ponte dei Mille.
G E N O A.

Ref: 3. 4/60/G.
Subject: s.s." TECUMSEH."
To: ALLIED COMMISSION
FINANCE Sub/Com.

17th. Nov.1945.

Attached hereto are translation of letter from Mr Paolo Scerni, agent of above steamer, to Federazione Consorzi Agrari of Genoa, and translation of letter from the Federazione Consorzi Agrari of Genoa addressed to this office, regarding the discharge of above steamer.

Franco Ferraro.
Lt. ( IRN)
P.L.O. GENOA.

CC :- Transportation Sub/Com.
H.Q. ALCOM
Ports & Whse Div.
(Att: Mr. Crroks)

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

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H.Q. ALCOM
Ports & Whse Div.
(Att: Mr. Crroks)

AC/24.2

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

T R A N S L A T I O N.

From: PAOLO SOERNI. Agent. Genoa.

To:- FEDERAZIONE CONSORZI AGRARI.GENOA.

2 Nov. 1945.

s.s. " TROUBRIDGE."

I beg to give you notice of the arrival in this port of the above mentioned steamer yesterday at 2.p.m. with a total cargo of

8183, 035. English Tons.

I hear that said cargo is part for Genoa and part for Naples and according to instructions recently received the cargoes for two ports must be received in the first port on the basis of quantity calculated by the draft of the vessel and in the second port the remainder left on board, it being understood that the Representative of the Italian Government, in this case your goodselves according to your declaration, should sign the original Bs/L.

The Bs/L the clauses that the terms and conditions of exceptions of the Charterparty are held to be completely incorporated in said B/L.

Now the Charterparty stipulates that the cargo must be discharged at the rate of 1000 tons per running day , Sundays and Holidays excepted unless used for discharging, ship in berth or not, demurrage £ . 1700 time to count from first working hour after arrival and therefore from 6 o'clock this morning.

(sgd) Paolo Soerni.

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

TRANSLATION

From : Federazione Italiana
dei Consorzi Agrari
Genoa

To : Port Liaison Officer
Genoa

2 Nov 45

S/S "TECUMSEH"

For your information we enclose copy of letter received from Mr. Paolo Scerni the agent of above Steamer which should deliver to us in Genoa 4157 tons of the cargo of 8183 tons of said Steamer.

We consider that the conditions of the Charter party - of which we became aware only through the medium of the attached letter - stipulate for a very high rate of discharge and we consider it just to point out that we arem not given any possibility of intervening directly in the discharge of the Steamer seeing that we receive the goods on ships' tackle (sotto paranco) and therefore according to the quantity the Steamer can deliver in relation to the possibility of berth and lighters available.

We therefore request ~~request~~ you to bring the above to the notice of the Central Offices for opportune attention and to relieve us of eventual responsability.

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

Our Ref :- AC/591/87/Tn.3. 16 November 1945

SUBJECT :- Delays to ships in Genoa & Savona.

TO :- Chief
Movements Div.

1. During this month there have been delays to ships in the ports of Genoa and Savona. One of the reasons advanced for delays to ships has been the lack of sufficient railway wagons for clearance of cargoes, the majority of which is destined for towns in the industrial regions in the north.

2. The Swiss Federal Authorities are being pressed to ensure a steady flow of railway wagons in Genoa area and, if possible, to ensure a pool of wagons against unexpected or sudden arrivals of ships. This will, however, not benefit clearance of Italian cargoes, but will assist in speedier turn-round of ships.

3. Please examine the present position and what the possibilities of clearance are for the future. Recently, the clearances by rail from the port of Genoa have been good (Swiss & Austrian Cargoes included), but it tends to be erratic and this immediately affects the rate of discharge of ships in port. The previous difficulties of movement of wagons in the port have now been overcome, but the problem now appears to be one of availability of wagons.

4. The large number of Colliers expected in future months will necessitate ample wagon clearance for coal as well as raw materials and food which are due shortly. Further, 2 new liberty berths (Nos 7&8) are expected to be ready to accept ships on 18 November. These berths should be fairly working ones, having good road access and are also railed served.

5. AC FLO Genoa reports a shortage of tarpaulins for

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

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5. AC PLO Genoa reports a shortage of tarpaulins for rail wagons carrying salt. During the wet weather, one vessel discharging had to stop working as there was no protection for the salt. Could this please be remedied?

For the Director :-

M.P.LARAMAN
Major R.E.

Copy to :- Rail Div.
Ports & Warehouse Div.

AC/24.2

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

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

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

14 November 1945

Our Ref :- AC/6239/34/En.3.

SUBJECT :- Arrivals of Swiss ships in Genoa & Savona during month of November.

TO :- A.C. Port Liaison Officer Genoa.

1. References various signals advising vessels expected carrying cargoes for Switzerland in ports of Genoa and Savona during month of November.

2. The following information is summarised in order to enable you to review the tonnages during the month. for which the Swiss Federal Rlys will provide rail wagons for clearance. The daily average clearance is approximately 5000 tpd for the month.

For the Director :-

R.F.LARAMAN
Major R.E.

COPY TO :- AMG Liguria Region for Senior Tn officer
Mov Div. (Rail Branch)
Rail Div.
Ports & Warehouse Div. ✓
Swiss Legation (attn. Dr. O. Rossetti.)

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AC/24.2

NOVEMBER

| NAME OF SHIPS | CARGO | | | DATE OF ARRIVAL | SOURCE |
|---|---|---|---|---|---|
| | COAL | GRAIN | GEN. | | |
| YAMASKA PARK | | | 4779 | 2 NOV | USA |
| G.L. BAKER | | 8231 | | 4 " | " |
| WYNN SEALE | 8343 | | | 5 " | " |
| J.ARMSTRONG | | 8748 | | 10 " | " |
| JOSHVA SLOCUM | | 8418 | | 16 " | " |
| A.ST.GAUDENS | | 7916 | | 17 " | " |
| TH.VEBLEN | 8235 | | | 18 " | " |
| FRANS GORT | | | 3055 | 13 " | SWEDEN |
| TUNISIA | | | 2023 | 16 " | " |
| BIRKALAND | | | 4241 | 16 " | " |
| B.IN.GELSSON | | | 5800 | 30 " | " |
| ABANDO CARLING | | | 2236 | 13 " | LISBON |
| RIA BEVICO | | | 6000 | 16 " | SPAIN |
| N.KULUKUNDIS | | | 9777 | 19 " | S.AFRICA |
| N.ALEXANDER | 8296 | | | 17 " | USA |
| CECIL N. BEAM | 9315 | | | 15 " | " |
| SUNALTA PARK | | | 700 | 15-30 NOV. | " |
| 6 COLLIERS | 51000 | | | 15-30 " | " |
| TOTALS | 85189 | 33313 | 38611 | | |

GRAND TOTAL :- 157.213 TONS

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

Tel: 534

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

MPL/fl

AC/559/66/Tn3

13 November 1945

SUBJECT : Genoa reports.

TO : Ports & Warehouse Div.

Please advise the date the last report was submitted by the PLO at Genoa.

It is essential Progress reports are submitted regularly, especially for so important a Port as Genoa. This does not appear to have been done by PLO Genoa.

For the Director:

M.P. LARAMAN
Major R.E.

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AC/242

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

# INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Tm.

Originator's Reference: 1305

Date / Time of Origin NOV 13/1410 A

Message Centre No: G/3545

Date Time Rec'd: NOV 14/1045

Precedence: IMMEDIATE

FROM: AMG LIGURIA REGION FOR PLO GENOA

TO : HQ AICOM CITE ACTPT: INFO AFHQ CITE FHGDM

UNCLASSIFIED

1. Channel to grain elevators berths cleared of mines and wrecks.

2. Due to damage caused by bad weather elevators will be ready to start work end November. End.

HEADQUARTERS
14 NOV 1945
A. F. H. Q.

DIST

ACTION TRANSPORT S/C (2)
INFO CHIEF COMMISSIONER
ECON SEC (2)
FOOD S/C (2)
FILE (2)
FLOAT

[redacted]

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AC/242

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

A.M.G. PORT OFFICER
HQ. PORT OF GENOA
PONTE DEI MILLE
GENOA

EJMAW/
FF/oo

Reference PO/ 1/57/G
Subject: Jeeps for Capitaneria
To : Transportation Sub/ Com.
H.Q. ALCOM
Ports & Whse Div.
(Att: Mr. Crooks)

6 Nov 45

1. Attached hereto is copy and translation of request sent by Col. Ruffini to General Matteini.

2. Col. Ruffini has asked this office to have Allied Commission recommendation of the s/m request.

EDOARDO FERRARO
Lt. (IN)
P.L.O., Genoa

Albio.
Did I write the letter about the Jeep charged to me at Genoa? If so are you doing something about it?
Check 241

COPY.

CAPITANERIA di PORTO.
GENOVA.

GENOVA. 22 Settembre 1945.

CAPITANO GENERALE,

Mr Crooks, A.M.G. Port Officer, nel comunicarmi che gli Alleati hanno consegnato circa 3000 Jeeps al Ministero delle Comunicazioni, mi ha assicurato che mercè l'interessamento del Ministero della Marina potrei ottenere l'assegnazione di almeno due macchine che egli ritiene indispensabili a questa Capitaneria per il disimpegno dei propri servizi d'istituto lungo la vasta zona portuale, che bisogna percorrere celermente con autovetture perchè con i lenti mezzi nautici a disposizione si perdono ore e ore.

Sottopongo quanto sopra a Lei, Signor Generale, e La prego vivamente di voler interporre i suoi autorevoli uffici presso il Ministero delle Comunicazioni per ottenere l'assegnazione a favore di questa Capitaneria delle due Jeeps di cui sopra.

Ringraziandola, La prego gradire i miei distinti saluti.

( f.to) F. Ruffini.

Al Tenente Generale
Dott. Ing. CARLO MATTEINI.
Direttore Generale della Marina Mercantile.
R O M A.

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

T R A N S L A T I O N.

PORT COMMANDANT'S OFFICE.

G E N O A.

GENOA. 22 Sept. 1945.

Dear General,

Mr Crooks, A.M.G. Port Officer, when he communicated to me that the Allies had consigned about 3000 "JEEPS" to the Ministry of Communications, assured me that, thanks to the interest of the Ministry of Marine, I could obtain the assignment of at least two Jeep cars which he considered indispensable for this Port Commandant's Office for the carrying out of the duties of the service over the vast zone of the port, which it is necessary to cover quickly by motorcar, as with the slow nautical means at our disposal hours and hours are wasted.

I submit the above to you, General, and strongly beg you to use your good offices with the Ministry of Communications so as to obtain for this Office the assignment of the above mentioned two Jeep cars.

Thanking you in anticipation.

(sgd) F. RUFFINI.

To:-

Lt. General,
Dr.Ing.CARLO MATTEINI.
General Director Mercantile Marine.
R O M E.

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/24.2/90/Tn6

CCC/mvn
6 November 1945

SUBJECT: Dunnage for Italian Ports

TO : War Shipping Administration
Rome
(Att. Mr. S. Regan)

1. Attached hereto is copy of letter FO/1/4/52/C of 29 October 1945, received from our representative at Genoa.

2. Can some arrangements be made between USA and the Italian Port Authorities to buy dunnage from ships discharging at the various ports. Arrangements might be made to show board feet and value on manifest at port of loading, which would be the selling price here.

CHARLES C. CHOOKS, Chief
Ports & Warehouse Division

Attachment:
As stated in para 1.

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

EJWW/

A.M.G. PORT OFFICER
HQ. PORT OF GENOA
PONTE DEI MILLE
GENOA

Reference PO/ 1/4./52/G. GENOA. 29th.Oct. 1945.

Subject: Dunnage.

To : Allied Commission H.Q.
Ports & Warehouse Division. ( Attention Mr.Crooks.)

1. It is pointed out that since the Italian Authorities took over this port, no dunnage has been collected from ships arriving with A.C. cargoes, except in a few emergency cases and in small quantities.

2. A large quantity of lumber is now required to speed up the rehabilitation of this port, for which it is advisable to put in force a fixed practice for the releasing of dunnage from ships.

3. Would you take up the matter with the Economic Section and examine what chances there are to hand over to the Italian Government the surplus of dunnage of each ship coming in this and other Italian ports.

4. Please state if it would be possible, until a decision will be taken, to collect any dunnage available on ships carrying A.C. cargoes and store it in a warehouse inside the port.

ERRICO FERRARO
Lt. (IRI)
P.L.O., Genoa

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# GENOA MERCHANT SHIPPING GATE

Sunday 4th. November, 1945

| | Name | Arrived | Exp. Comp. | Exp. Sail | Destination after discharge |
|---|---|---|---|---|---|
| | | **AT GENOA** | | | |
| 1. | FULGOR(T) | 7/10 | - | - | (Repairs) |
| 2. | ULISSE | 8/10 | - | - | (Repairs) |
| 3. | EDERA | 19/10 | - | - | (Repairs) |
| 4. | MONTE GRAPPA | 19/10 | - | - | (Repairs) |
| 5. | ITU | 23/10 | - | - | (Repairs) |
| 6. | EUGENE FIELD | 23/10 | 5th. | p.m./5 | Cagliari |
| 7. | SIMCOE PARK | 25/10 | 5th. | - | Leghorn |
| 8. | WALTER REED | 27/10 | 8th. | - | - |
| 9. | RUBICONE | 27/10 | 7th. | - | Naples |
| 10. | CALANDA | 27/10 | - | - | Portiglione |
| 11. | SHUA | 28/10 | - | - | - |
| 12. | TUNISINO | 29/10 | - | - | Casablanca |
| 13. | PERTUSOLA | 31/10 | - | - | Trapani |
| 14. | RALPH IZARD | 30/10 | - | - | - |
| 15. | EMPIRE RUSSELL(T) | 30/10 | 4th. | 1600/4 | Leghorn |
| 16. | JOHN ROSS | 1/11 | - | - | (Dry-docking) |
| 17. | TECUMSEH | 1/11 | - | - | - |
| 18. | PHILANDER C. KNOX | 1/11 | - | - | - |
| 19. | BENJAMIN F. COSTON | 1/11 | - | - | Gibraltar |
| 20. | YANAGRA PARK | 2/11 | - | - | - |
| 21. | CAPO MELE | 3/11 | - | - | - |
| 22. | GYDNIA | 3/11 | - | - | - |
| 23. | GEORGE L. BAKER | 4/11 | - | - | - |

**EXPECTED AT GENOA**

24. LINTON SEAM - due 4th.
25. PELAGOSA - due 0600/5.
26. RODE SEAM - due 5th.
27. DANIEL DRAKE - due 0600/6.
28. OCEAN VOLGA - due 7th.
29. THOMAS SIM LEE - due 9th.
30. FORT BRIDGER(T) - due Naples 7th. for part discharge then Vado.
31. JOSEPH HOOKER - due HENRY D. THOREAU - due 10th.
32. STEPHEN A. DOUGLAS - due 11th.
33. JOHN ARMSTRONG - due due 12th.
34. JELLICO SEAM - due 14th.
35. JOSHUA SLOCUM - due 16th.
36. JOHN MARSHALL - due 16th.
37. JEWELL SEAM - due 16th.
38. PHILIP SHERA - due 20th.
39. STEPHEN FONDECK - due 15th.
40. ELIJAH KELLOGG - due 17th.
41. NATHANIEL ALEXANDRA - due 14th.
42. AUGUSTUS SAINT GAUDENS - due 16th.

**OTHER SHIPS** 236

LANGANO
SEALE
FRANS GORTHON
SERGIO LACHI(T)
SERULA(T)
EMPIRE GANGES(T)

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

| | | | | | | |
|---|---|---|---|---|---|---|
| 7. | SIMCOE PARK | 25/10 | 8th. | - | | Leghorn |
| 8. | WALTER REED | 27/10 | 7th. | - | | - |
| 9. | RUBICONE | 27/10 | - | - | | Naples |
| 10. | CALANDA | 27/10 | - | - | | Portiglione |
| 11. | SHIVA | 28/10 | - | - | | - |
| 12. | TUNISIA | 29/10 | - | - | | Casablanca |
| 13. | PANTUSCLA | 31/10 | - | - | | Trapani |
| 14. | RALPH IZARD | 30/10 | - | - | | - |
| 15. | EMPIRE RUSSELL(T) | 30/10 | 4th. | 1800/4 | | Leghorn |
| 16. | JOHN ROSS | 1/11 | - | - | | (Dry-docking) |
| 17. | TECUMSEH | 1/11 | - | - | | - |
| 18. | PHILANDER C. KNOX | 1/11 | - | - | | - |
| 19. | BENJAMIN F. COSTON | 1/11 | - | - | | Gibraltar |
| 20. | YATASHA PARK | 2/11 | - | - | | - |
| 21. | CAPO MELE | 3/11 | - | - | | - |
| 22. | GYDNIA | 3/11 | - | - | | - |
| 23. | GEORGE L. BAKER | 4/11 | - | - | | - |

EXPECTED AT GENOA.

24. LIPTON SEAM - due 4th.
25. PELAGOSA - due 0600/5.
26. RODE SEAM - due 5th.
27. DANIEL DRAKE - due 0600/6.
28. OCEAN VOLGA - due 7th.
29. THOMAS SIM LEE - due 9th.
30. FORT BRIDGER(T) - due Naples 7th. for part discharge then Vado.
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32. STEPHEN A. DOUGLAS - due 11th.
33. JOHN ARMSTRONG - due due 12th.
34. JELLICO SEAM - due 14th.
35. JOSHUA SLOCUM - due 16th.
36. JOHN MARSHALL - due 16th.
37. JEWELL SEAM - due 16th.
38. PHILIP SHERA - due 20th.
39. STEPHEN HOPKINS - due 15th.
40. ELIJAH KELLOGG - due 17th.
41. NATHANIEL ALEXANDRA - due 14th.
42. AUGUSTUS SAINT GAUDENS - due 16th.
43. ABNER NASH - due 23rd.
44. ROYAL S. COPELAND - due 15th.
45. TUNISIA - due 17th.
46. LA SALLE SEAM - due 20th.

OTHER SHIPS 236

LANGANO
SEALE
FRANS GORTHON
SERGIO LACHI(T)
SERULA(T)
EMPIRE GANGES(T)

AT SAVONA

| | | | | | | |
|---|---|---|---|---|---|---|
| 47. | SEVILLA | 23/10 | Comp | - | | Cartagena |
| 48. | SEVILLA | 24/10 | 7th. | - | | - |
| 49. | ANDREA CONTARINI | 27/10 | p.m./6 | - | | Portiglione |
| 50. | RIBERA | 31/10 | - | - | | - |
| 51. | EDWARD E. SPAFFORD | 4/11 | - | - | | - |

Normal Distribution

AC/24.2

b04115.

Issued by N.C.S.O. Genoa.

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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/24.2/ 86/Tn6

CCC/mvm
1 November 1945

SUBJECT: Coal Discharge at Genoa/Savona

TO : Port Liaison Officer
Genoa
(Att: Lt. Ferraro)

1. There seem to be some differences in the records of coal discharge at Genoa/Savona. Will you please furnish this office with the following information:

a. Daily discharge Genoa for month of October

b. Daily discharge Savona for month of October

c. Who determines which port ship will discharge coal?

d. Who determines which port Swiss Ships will discharge coal?

e. Why some colliers were held at Genoa awaiting discharge for 4 or 5 days

f. When there are colliers awaiting berths for discharge, does the work continue on Sunday at both Genoa and Savona?

g. Was there a work stoppage at Savona during the month and if so, explain.

CHARLES C. CROOKS, Chief
Ports & Warehouse Division

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

Genoa File

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 347
Ref. AC/23/89/Tn6

UAG/mvm
23 October 1945

SUBJECT: Material Needed for Re-activation of Grain Silos in the Port of Genoa

TO : Consorzio Nazionale Canapa
78, Via S. Nicolo da Tolentino
Rome

1. Reference conversation of yesterday's date Comm. Galluzzi/Mr. McDonnell.

2. We attach hereto itemized list of material needed for the re-activation of the grain silos operated by "Silo di Genova" Soc. An.

3. It is requested that you kindly give the matter your special attention and arrange for the various items to be delivered as early as possible to the above Concern who will be responsible for payment of same.

4. Your prompt action will be greatly appreciated.

For the Chief:

U. A. GHILARDI
Operations Branch
Ports & Warehouse Division

Attachment:
As stated in para 2.

Copy to:
AMG Port Officer
Re Port of Genoa
Ponte dei Mille, Genoa

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel: 290
Ref. AC/24.2/82/Tn6

CCC/mvm
20 October 1945

SUBJECT: Austrian Food Shipments

TO : Port Liaison Officer
Genoa

1. The instructions issued by the Finance Sub Commission covering Austrian food shipments are only for supplies loaned to USFA from Italian stocks. Therefore, Federazione is not responsible for the transshipment of cargoes from USA to Austria.

2. Special arrangements have been made by Major Skinner, AFHQ, Transportation American, for the Federazione to handle the cargo ex S/S "Lamar". They are to take delivery of, and warehouse all the cargo discharged until Austrian rail cars arrive, or until Lt. Wasson, USFA, arrives and countermands the order. This work is to be done for the account of USFA who will pay all charges.

CHARLES C. CROOKS, Chief
Ports & Warehouse Division

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

# INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: G/1,
Date/Time of Origin: OCT

Message Centre No: G/935
Date Time Rec'd: OCT 1319304
Precedence: ROUTINE

FROM: ALCOM PORT DEPOT GENOA FROM CALVANESE
TO : HQ ALCOM TNSC PORT AND WAREHOUSE DIV ROME FOR CROOKS

RESTRICTED

RESTRICTED.

It FERRERO PLO GENOA has asked permission to go to ROME for 5 days. Advise if it is absolutely necessary.

RESTRICTED

DIST

ACTION: Tn SC 2
INFO: Chief Commissioner
Econ Sec 2
File 2
Float

Plo Genoa appears to come to Rome almost every month: he is needed in Genoa, especially now.

RESTRICTED

L Shannon.

HEADQUARTERS
11 OCT 1945

233 14/x

AC/24.2

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

A.M.G. PORT OFFICER
HQ. PORT OF GENOA
PONTE DEI MILLE
GENOA

EMMM
FF/cc

Reference PO/ 1/42/G

Subject: Coastwise traffic on the Ligurian Coasts.

To : Allied Commission H.Q.
Trans. Sub/Com.
Ports & Whse Div.
(Att: Mr. Crooks)

9 Oct 45

1. For your information some figures on coastwise traffic, performed by barges pulled by tugs, are given for the period ending Sept 30. Such traffic was started the 2nd fortnight of August.

2. Cargoes carried from Genoa to the Gulf of La Spezia:
a) Coal - 9 trips - Tons 1375
b) Flour - 3 trips - Tons 551

3. Cargoes carried from Genoa to Sestri Levante:
General cargo : 10 trips - Tons 1082

4. Cargoes carried on the return trips to Genoa
a) From Vada - caustic soda and carbonate of soda - Tons 892
b) From Portovenere - wine - Tons 28.

5. The estimated consuption of coal for the tugs engaged in moving Tons 3928 of material, as per para 2 - 3 - 4, has been of about 100 Tons.

FRANCO FERRARO
Lt. (IRN)
P.L.O., Genoa

AC/24.2

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

EJWW/
FT/cc

A.M.G. PORT OFFICER
HQ. PORT OF GENOA
PONTE DEI MILLE
GENOA

Reference PO/4.7/37/G
Subject: Montecatini Shipping Agency, Genoa
To : H.Q. Allied Commission
Trans. Sub/Comm.
Ports & Whse Division
(Att: Mr. Crooks)

8 Oct 45

1. Reference your letter AC/24.2/75/Tn 6 dated Sept 27.

2. It is confirmed that all the necessary steps have been made to have the Montecatini's Shipping Agency, Genoa and Savona, taking over the services previously done by the Federazione Consorzi Agrari for the material consigned to the a/m Company.

3. A meeting was held here with Capt. Richard, Aloom Werth, and Mr. Astengo to have the Salt Monopoly's Agent receiving direct all edible salt.

BIAGIO TERRARO
Lt. (IRM)
Port Liaison Officer,
Genoa.

AC/242.

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

ALLIED COMMISSION
OFFICE OF REPRESENTATIVE OF DEPUTY COMMISSIONER
INDUSTRY SUB-COMMISSION
MILAN

HG/ec

Tel. 632141 - Ext. 55

2 Oct 45

Ref: AC/465/M/IND

SUBJECT : Shipment of Chemical raw materials

TO : Comitato Chimica
Foro Bonaparte 35 - Milano

1. Herewith copy of a letter (AC/24.2/75/Tn6 - dated 27 Sept 45) from HQ. A.C. Transportation S/C on the subject matter, is forwarded to you for your information.

2. Since distribution of chemical raw materials rests now with your Comitato, it is more expedient for you, to send in future your distribution plans directly to Soc. Montecatini Ufficio Servizio Minerali, with copy to this office.

3. This Office will notify you all shipments of raw materials together with the remarks concerning, if any.

R.G. GARDENGHI, Chemical Engineer

for A. MACNAUGHTON-WRIGHT, Major
Officer in Charge
Industry Sub-Commission
Northern Headquarters

1 Incl.
copy of ltr. from Transportation S/C ref. AC/24.2/75/Tn6 dtd. 27 Sept 45 → no enclosure annexed with letter

freddo

Copy to: - HQ. A.C. Industry S/C
- HQ. A.C. Transportation S/C ✓
- Soc. Montecatini - Ufficio Servizio Minerali

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AC/24.2

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/24.2/76/Tn6

CCC/mvm
27 September 1945

SUBJECT: Grain Silo, Genoa

TO : Major Hayden
Food Sub Commission

1. We are advised by Port Authorities, Genoa that barring unforeseen difficulties, the grain silo at Genoa should be ready for operation by 15 October 1945.

2. Draft at the silo is: west side, 28 feet; east side 26 feet. In the event a vessel arrives with greater draft, it might be lightened into barges and completed at the silo. The barges would be discharged later by mechanical equipment at silo.

3. We will keep you well informed on the progress.

CHARLES C. CROOKS, Chief
Ports & Warehouse Division

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/24.2/75/Tn6

CCC/mvm
27 September 1945

SUBJECT: Montecatini Shipping Agency, Genoa

TO : Port Liaison Officer
Genoa

1. In the future, all shipments originating in Italy consigned to the Montecatini Company, Genoa are to be handled through the port by the Montecatini Company's shipping agency. They will take over the services previously done by the Federazione Consorzi Agrari. They will handle not only pyrites and industrial salt but any other material consigned to them.

2. Industry Sub Commission will forward their disposition orders directly to the Montecatini Company office at Milan, who will in turn notify their agent, Mr. Dell'Acqua, Via Sotto Riba, Genoa.

3. We would suggest that Mr. Dell'Acqua be invited to attend the daily meetings of the Port Working Committee.

4. Edible salt, consigned to Salt Monopoly, Genoa is to be forwarded by the Salt Monopoly's agent, as above, instead of Federazione Consorzi Agrari. Please advise local office of Monopoly of this change.

CHARLES C. CROOKS, Chief
Ports & Warehouse Division

Copy to:
Mr. Dell'Acqua, Via Sotto Riba, Genoa
Montecatini Co., Rome
Montecatini Co., Milan
Industry S/C, Chemicals Div., Rome
Industry S/C, Milan
AC Warehouse, Genoa
Food S/C; Major Curran

Declassified E.O. 12356 Section 3.3/NND No. 735021

AMG PORT OFFICER GENOA

6663 6 OCTOBER 1945 PRIORITY

UNCLASSIFIED FD

PARA ONE FD REFERENCE YOURS PETER OBOE SLANT THREE THREE SLANT FOUR POINT SEVEN SLANT GEORGE DATED TWO EIGHT SEPTEMBER REGARDING REQUEST FOR WATERPROOFS ACCOUNT CONSORZIO AUTONOMO PORTO FD PAREN TO AMG PORT OFFICER GENOA FROM HQ ALCOM CITE ACTPT PAREN

MAJOR NEWTON MMIA ROME SUGGESTS YOU CONTACT CAPTAIN COTTON MMIA GENOA AND OBTAIN RELATIVE RELEASE FROM LOCAL STOCKS OF ATTIRAS GARMENTS WHICH ARE WATERPROOF AND SHOULD MEET YOUR REQUIREMENTS FD PAYMENT TO BE EFFECTED BY CONSORZIO AUTONOMO FD PLEASE ADVISE PROGRESS FD

COPY TO :
MMIA ROME (Att: Major Newton)
AC AIR SUB-COMMISSION (Att: Fl. Lt. Denis)

226

TRANSPORTATION SC

347

G.J. LEONE
CWO U.S.A.
Asst. Adjutant

AC1/24.2

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

# INCOMING MESSAGE TN 2

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: 1062
Date / Time of Origin: OCT 021730A

Message Centre No: F 9809
Date Time Rec'd: OCT 022100A
Precedence: IMMEDIATE

FROM : AMG LIGURIA REGION FOR PLO GENOA
TO : ALCOM CITE ACTPT INFO HQ ALCOM ROME ATTN MR CROOKS

UNCLASSIFIED

1. Subject is ship ELIZABETH LYKES due GENOA 3 October.
2. Disposal instruction on the cargo are urgently needed.

End from PLO FERRARRO.

HEADQUARTERS
3-OCT 1945
A. A. F. A. C.

Dist

Action - Tn SC 2
Info - Chief Commissioner
Econ Sec 2
File 2 Float

ACTION

225

AC/24.2

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

# Federazione Italiana dei Consorzi Agrari

FONDATA NEL 1892 — SEDE CENTRALE ROMA — REGISTRO IMPRESE ROMA

AB/vv

~~SERVIZIO DISTRIBUZIONE ALIMENTARI~~
SERVIZIO ALIMENTARI D'IMPORTAZIONE

Per telegrammi:
FEDERALIMENTARI - ROMA
TELEFONI: 48251 - 44100 - 43345

CO. GE. NA.
COMITATO GESTIONE NAVI
Ufficio Presidenza

ROMA

e p.c. :

attn. R.M. BAZANELLA
ALLIED COMMISSION
Transportation Sub-Commission -ROMA-

FEDERCONSORZI
Ufficio Marittimo

GENOVA

ROMA 29 settembre 1945

VIA XXIV MAGGIO, 43 - Casella Postale N. 1317

PAGAMENTO DELLE SPESE DI NOLO PER MERCE CARICATA A GENOVA SU MOTOVELIERI

Ci riferiamo alla lettera n° 3750 dell'11 corrente da voi diretta alla Sotto-Commissione dei Trasporti dell'A.C. con la quale segnalate che sia il nostro Ufficio di Genova che l'I.C.E. non avrebbero provveduto al pagamento dei noli per le merci spedite da Genova a mezzo motovelieri in base a disposizione del sig. Maggiore Boyd dell'A.C.

Per quanto riguarda merci di nostra competenza e precisamente generi alimentari e materiali per l'agricoltura non ci risulta che il nostro Ufficio di Genova abbia fatto difficoltà per il pagamento dei noli e comunque lo stesso Ufficio, cui la presente è diretta in copia, vorrà darcene assicurazioni .

Per quanto concerne invece le merci dell'I.C.E. non è nostra competenza provvedere a tali pagamenti ma bensì del predetto Istituto .

Comunque osserviamo che il nostro Ufficio di Genova, allo scopo di non creare difficoltà ai vostri Agenti, ha recentemente provveduto ad anticipare, per conto dell'I.C.E., la somma di £. 2.500.000,== per la spedizione, a mezzo verlieri, di un determinato quantitativo di carbone .

Ciò è stato fatto, s'intende, in via del tutto eccezionale .

Tanto vi dovevamo e con l'occasione vi salutiamo distintamente .

FEDERAZIONE ITALIANA DEI CONSORZI AGRARI
Il Procuratore Generale
Rag. Egidio Mirri

AC/24.2

TRANSLATION of letter, dated 29 Sept. 1945, addressed by Federazione Italiana dei Consorzi Agrari, Rome, to COGENA, copy to Transportation Sub-Commission, Rome and to Federconsorzi, Genoa.

---

Payment of freight for goods loaded at Genoa on motorschooners

We refer to letter 3750 of 11th, inst addressed by you to the Transportation S/C in which you state that both our Office in Genoa and the I.C.E. had not paid freights on goods shipped from Genoa by motorschooners on orders of Maj. Boyd of the A.C.

As regards the goods in which we are concerned, that is foodstuffs and material for agriculture, we do not find that our Genoa Office made any difficulty for the payment of freight, and anyhow that office, to whom we are sending copy of this letter will give us their assurances.

In so far as concerns instead the goods of the I.C.E., it is not up to us to pay but instead that Body must do so.

Anyhow we observe that our Genoa Office, in order not to create difficulties to your Agents, has recently advanced, for a/c of the I,C,E., the sum of Lire 2,500,000 for the shipment by motorschooner of some coal.

That was done, of course, quite exceptionally.

The above for your information, and we remain, etc.

FEDERCONSORZI

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

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

EJWAW

A.M.G. PORT OFFICER
HQ. PORT OF GENOA
PONTE DEI MILLE
GENOA

Reference PO/ 31/4.7/G

Subject: Work on Sundays and holidays

To : Allied Commission
Th Sub/Commission
Ports & Whse Branch
Rome (Att: Mr. Crooks)

28 Sept 45

1. Attached are copy and translation of letter received from the Swiss Federal Commissioner in the Port of Genoa, regarding the question of working steamers for Swiss Government account on Sundays and holidays.

2. This matter was fully discussed at the Port Control Committee Meeting No. 92 held in Port Commandant's office Genoa at 0930 hrs on 25th Sept 1945, and from attached copy of the minutes of said meeting you will note that in future the Italian Port Authorities have power to allow working on Sundays and holidays.

for AMG/AC - PORT OFFICER
Pont e dei Mille
GENOA

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AC/242

DUPLICATO

COMMISSARIATO FEDERALE
SVIZZERO
NEL PORTO DI GENOVA

il 24 Settembre 1945.

All' A. M. G.

Port Liaison Officer,

Ponte dei Mille,

G E N O V A.

In seguito agli accordi presi nella giornata di sabato, era stato disposto perchè il Pfo. CALANDA continuasse le operazioni di sbarco nella giornata di domenica 23 corr. onde ultimarne possibilmente la discarica.

Con mia sorpresa però; sabato verso l ore 18, mi venne comunicato che per disposizioni impartite dall' competenti Autorità Alleate, tale autorizzazione era stata revocata cosicchè il piroscafo è dovuto restare inoperoso.

Al riguardo mi permetto richiamare la particolare attenzione delle competenti Autorità sui seri danni che tale disposizione viene ad arrecare alla Confederazione Svizzera, danni che verrebbero notevolmente ad aggravarsi qualora dovesse venire mantenuto anche per i successivi piroscafi destinati al Porto di Genova il divieto di lavorare nelle giornate festive essendo evidente che anch'essi verranno a trovarsi sempre in tale circostanza durante la loro discarica .

Occorre tenere presente che per il proprio approvvigionamento, la Confederazione non può fare assegnamento che sui pochi piroscafi battenti bandiera svizzera e di conseguenza si trova nella necessità di dover sfruttare al massimo ; possibile il loro rendimento .

Qualsiasi ritardo nei loro viaggi e nella loro discarica è perciò di grave pregiudizio agli interessi della Confederazione dovendo fare assegnamento sul regolare e rapido afflusso delle merci che si vede nella necessità di dover importare .

Nel caso specifico del s/s. CALANDA, essendo questo già in ritardo sulle previsioni e già in controstallie, il ritardo di un giorno nella sua ultimazione e quindi nella sua partenza, espone la Confederazione Svizzera a tutte le conseguenze materiali relative, mentre altro grave pregiudizio viene apportato al previsto utilizzazione del proprio materiale ferroviario e dal loro movimento studiato

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

All' A. M. G.

Port Liaison Officer,

Ponte dei Mille,

G E N O V A.

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Qualsiasi ritardo nei loro viaggi e nella loro discarica è perciò di grave pregiudizio agli interessi della Confederazione dovendo fare assegnamento sul regolare e rapido afflusso delle merci che si vede nella necessità di dover importare .

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Altro danno indiretto viene a derivarne alle Ferrovie Italiane le quali si trovano a dover corrispondere alla Confederazione il noleggio dei vagoni giunti ma non utilizzati .

74185

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DUPLICATO

COMMISSARIATO FEDERALE

**In considerazione di quanto precede lo scrivente confida quindi che per l'avvenire il divieto di lavoro di sbarco in giorni festive per le navi di pertinenza del Governo Svizzero , non verrà mantenuto e ne gradirà un cenno di assicurazione .**

**Con osservanza .**

Il Commissario Federale Svizzero

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

TRANSLATION

To : A.M.G. Port Liaison Officer
Ponte dei Mille, Genoa

24 Sept 45

From : Swiss Federal Commissioner
Port of Genoa.

Following the agreement come to on Saturday, it was arranged that the Steamer "Calanda" should continue the work of discharging on Sunday 23rd inst. with a view to finish the discharge that day if possible.

To my surprise however, on Saturday about 6 p.m. I was informed that according to instructions given by the competent Allied authorities such authorization had been revoked so that the Steamer was obliged to remain idle.

In this connection I beg to draw the particular attention of the competent Authorities to the serious damages which such instructions have caused to the Swiss Confederation, damages which would be considerably aggravated in the event of the prohibition of work on Sundays and holidays being enforced for other Swiss steamers arriving in future.

It is necessary to bear in mind that for her own provisioning the Confederation can only rely on the few steamers flying the Swiss flag and in consequence is obliged to exploit them to the greatest possible extent.

Any delay in their voyages and in their discharge is therefore gravely prejudical to the interests of the Confederation which must depend on the regular and rapid efflux of goods which they need to import.

In the specific case of the "Calanda", this vessel being already behind schedule and on demeurage, the delay of one day in discharging and therefore in sailing, exposes the Swiss Confederation to all the relative material consequences, whilst other grave prejudice falls on the prospected utilisation of her own railway material and their movement studied so as to obtain the maximum results without causing excessive obstruction in the shunting Stations or on the lines of communication.

A further indirect lost was caused to the Italian Railways which found themselves obliged to pay to the Confederation the hire of the wagons arrived but not used.

In consideration of the foregoing the writer trusts therefore that for the future the prohibition of work of discharging on Sundays and holi-

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

remain idle.

In this connection I beg to draw the particular attention of the competent Authorities to the serious damages which such instructions have caused to the Swiss Confederation, damages which would be considerably aggravated in the event of the prohibition of work on Sundays and holidays being enforced for other Swiss steamers arriving in future.

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Any delay in their voyages and in their discharge is therefore gravely prejudical to the interests of the Confederation which must depend on the regular and rapid efflux of goods which they need to import.

In the specific case of the "Galanda", this vessel being already behind schedule and on demeurage, the delay of one day in discharging and therefore in sailing, exposes the Swiss Confederation to all the relative material consequences, whilst other grave prejudice falls on the prospected utilisation of her own railway material and their movement studied so as to obtain the maximum results without causing excessive obstruction in the shunting Stations or on the lines of communication.

A further indirect lost was caused to the Italian Railways which found themselves obliged to pay to the Confederation the hire of the wagons arrived but not used.

In consideration of the foregoing the writer trusts therefore that for the future the prohibition of work of discharging on Sundays and holidays for ships for Swiss Government account, will not be enforced and would appreciate an assurance regarding same.

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The Swiss Federal Commissioner
in the Port of Genoa.
(signed)

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

COPY

Copy No. 29

Office of Resident Naval Officer
GENOA

Minutes of Port Control Committee Meeting No. 92 held in Port Commandant's Office at 0930 on 25th September 1945

---

PRESENT: Chairman — Lt. Commander H.R.K. Bamber R.N. R.N.C.

Members — Captain Stamp for Commander 60th Sub Area
Captain Robertson-Nicol Port Commandant
Captain S.N. Groves W.S.A.
Captain Bull Dock Superintendent
Lieut. Marsh S.S.T.O.
Mr. Ecker D.M.W.T.R. NW Italy
Col. Ruffinin Italian Captain of the Port
Mr. Burke M.W.T.R. Genoa

In attendance S/Lieut. (S) K. Bates R.N.V.R. for N.C.S.C.

609: Minutes of the previous meeting were read. Col. Ruffini reported that two more mines had been found in the Ansaldo Basin.

610: A long discussion took place on the question of working ships on Sundays. It was decided that:

(a) The W.S.A. and M.W.T.R. should allow the working of Allied ships if either authority considered it desirable.

(b) The Italian port authorities should have similar power in respect of other ships.

(c) Dock Superintendent should be consulted in all cases where military cargoes were concerned, this in cooperation with S.S.T.O.

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

Members Captain Stamp for Commander 60th Sub Area
Captain Robertson-Nicol Port Commandant
Captain S.N. Groves W.S.A.
Captain Bull Dock Superintendent
Lieut. March S.S.T.O.
Mr. Loker D.M.W.T.R. NW Italy
Col. Ruffinin Italian Captain of the Port
Mr. Burke M.W.T.R. Genoa

In attendance S/Lieut. (S) M. Bates R.N.V.R. for N.O.S.O.

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(c) Dock Superintendent should be consulted in all cases where military cargoes were concerned, this in cooperation with S.S.T.O.



Signed: H.R.K. BARKER
Lt. Commander R.N.

Distribution:
Standard

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

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

Mr Osgood Hearing

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION
Ports and Warehouse Division

MK/rf

Tel. 478700

27 September 1945

Ref. W/7/1600/TnG

SUBJECT : Salt

TO : Officer in Charge ALCOM Port Depot, Genoa
Attention: Major Boyd
Federazione Italiana dei Consorzi Agrari, Genoa
Attention: Dr. Cagnoni
ALCOM Port Liaison Officer, Genoa
Attention: Lt. Ferraro

1. It is now understood that the receipt of salt in Genoa has been changed.

2. We have been advised that the procedure in the future will be for the Salt Monopoly to act as the Receiver and Dispatcher of all salt received in Genoa except that specifically consigned to other consignees. (We understand that shipments of Industrial salt are being made, consigned to the Montecatini Chemical Company, who are in position to receive and forward these shipments.)

For the Director:

ROBERT H. KLEIN
Major Med. Adm. C.
Ports & Thea. Div.

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AC/24.2

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

C C O P Y

'phone from Legation to Forti 16.2.45.1635

received by E.McConnell

CIVITAVECCHIA

1937 Goods discharged and loaded Metric Tons 1,306,000
Monthly average M.T. 108,833
Daily average " " 3,627
Capacity of Port " " 121,000 monthly
" " " " 4,033 daily, working
" " " day of 8 hours.

---

1945 July : discharged and loaded Metric Tons 61,554
Daily average " " 3,045
Capacity of Port " " 106,000 monthly
" " " " 3,530 daily, working
" " " day of 24 hours.

---

GENOA :

1925 Goods discharged & loaded Metric Tons 8,396,900
Monthly " " 699,741
Daily average " " 23,344
6 hours working day

1945 August - discharged Metric Tons 134,659
Daily average on 24 h. basis 4,489

---



AC/24.2

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

A.M.G. PORT OFFICER
HQ. PORT OF GENOA
PONTE DEI MILLE
GENOA

Reference PO/4.7/30/G
Subject: Port of Genoa
To : Transportation Sub/Com.
Ports & Whse Branch
Shipping Branch

Sept 20, 1945

The reconstruction program in the port of Genoa is progressing very satisfactorily.

Rail clearance from shipside is steadily improving.

Eight ocean-going ships can be efficently worked at one time, 9,000 to 10,000 tons of cargo per day can be cleared from the port area.

Security measures recently introduced have proved very effective and definite improvement is shown.

It is urgently recommended that a fuller use of these facilities be made.

Two dry docks, one of 10,000 ton ship capacity, and one of 30,000 are now available for use.

Grain elevators are expected to be ready between 15th and 30th of October. Mine clearance to the approaches has been started and authorities assure this office that wrecks and mines will be cleared by the time elevators are ready for operation.

Charles C Crooks

Charles C. Crooks
A.M.G. Port Liaison Officer
Genoa.

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AC/24.2

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/24.2/73/Tn6

RMB/mvm
18 September 1945

SUBJECT: Payment of Freight for Cargo Loaded on Schooners at Genoa

TO : Co.Ge.Ma.
Ufficio Presidenza
Rome

1. Reference your letter #3750 of 11 September 1945 on the above subject.

2. Copies of your letter have been given to Federazione Consorzi Agrari and I.C.E. for their information and guidance.

3. Federazione Consorzi Agrari informs us that they have two different agencies in Genoa. They are investigating with both of them and will make their report in due time.

4. I.C.E. informs us that they have already sent instructions to their Genoa office in connection with payments of freight.

5. It is believed that this matter should have been handled between your office and Federazione Consorzi Agrari and I.C.E. since it is purely of a domestic nature. However, we have been glad to contact the latter two organizations in an effort to be of assistance to you.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

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COMITATO GESTIONE [illegible]VI
CO. GE. NA.
Ufficio Presidenza

ATM/fd

Our ref.: 375o

Rome, 11 September 1945

SUBJECT : Payment of freight for cargo loaded on schooners at Genoa on AC Warehouse representative instructions.

TO : HQ.AC, Rome - Transportation S/C.
Ports & Warehouse Division
Attn : R.M. Bazzanella, Esq.

1. Our Agents at Genoa have brought to our attention that in several instances they have received instructions to load cargo on schooners on bids issued by the A.C. Warehouse Officer (signed Maj. Boyd).

2. For some of these cargoes no provision had been made by the Federazione Consorzi Agrari or I.C.E. to pay any freight. These agencies claimed not to be fully cognizant of all the details of the shipment and consequently stated to have neither authority nor financial possibility to pay for the regular freight charges.

3. Our Agents at Genoa have agreed to let the cargoes be loaded on these unusual conditions just because of the pressure brought on to them by Major Boyd who insisted that cargo be loaded anyhow regardless of any financial transaction. They have been acting though against the precise directives they had received on the matter to the effect that no cargo can be loaded on schooners without collecting the relative freight at the port of embarkation.

4. Such instructions, effective since the beginning of operation of Cogena, were issued not only to comply with the usual shipping practice, but also to enable our Agents, who have no funds of their own, to have sufficient cash money for the necessary payments in advance to ships' captains for the purchasing of fuel, paying of crew wages and other ship expenses.

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

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Ports & Warehouse Division
Attn : . R.M. Bazzanella, Esq.

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5. It is to be noted that at the port of destination freights have not been collected as yet because the local receiving agents of the cargoes claim to have received no instructions, which have to be asked for to their head offices, with the obvious result of further delays and unnecessary inconveniences to all concerned.

./.

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

6. Under the circumstances it is regretted it will not be possible for our Agents at Genoa to continue to accept shipment of cargoes for which they cannot collect on the spot the relative freight charges.

7. It is therefore kindly requested that you advise your Genoa Warehouse representative to instruct I.C.E., Federazione Italiana Consorzi Agrari, etc. to make the necessary arrangements in Genoa - as in all other ports - to meet the usual payment of freight at the port of embarkation. This will certainly avoid the undesirable troubles caused by the emergency procedure followed by your Warehouse representative.

By Order of the President:

A.T. MARENA

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

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

# A.M.G. PORT OFFICER

HQ. PORT OF GENOA
PONTE DEI MILLE
GENOA

Reference PO/ 4.7/28/G

Subject: Rail clearance Genoa

To : Trans. Sub-Commission
Ports and Rice Div.
(Att: Lt. Bazzichella)

17 Sept 45

This office had been advised by Capo Compartimento, Genoa that rail clearance from rail served piers has been increased from 330 cars per day to 450 cars as of to-day. Another 100 cars per day can be cleared from port area by using road transport from piers to railhead, road distance about 1 mile.

Charles C Crooks

Charles C. Crooks
Port Liaison Officer,
Genoa

cc :- Shipping Branch

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AC/24.2

ALLIED MILITARY GOVERNMENT
SEP 10
RECEIVED 1409

AMG Ligurian Area (for Lt. de Bellis).

Transportation

Mr Crooks

Copy No. 28
OFFICE OF RESIDENT NAVAL
OFFICER, GENOA

Minutes of Port Control Committee Meeting No. 87 held in Port Commandant's Office at 0900 on 7th September 1945

---

PRESENT:

CHAIRMAN: Cdr. Guy Overton, R.D. RNR. R.N.O.

MEMBERS:

| | |
|---|---|
| Captain Stamp | for Commander 60 Sub-Area |
| Captain Thornbank | British Army Liaison |
| Captain S.N. Groves | W.S.A. |
| Major J.A. Willett, R.E. | Docks Superintendent |
| Col Ruffini | Italian Captain of the Port |
| Lt. Cdr. E. Blair, RNR | S.S.T.O. |
| Mr. Loker | D.M.W.T.R. NW Italy |
| Mr. Charles Crooks | Port Liaison AMG |
| Mr. Burke | D.M.W.T.R. Genoa |

IN ATTENDANCE: S/Lt.(S) K. Bates for N.G.S.O.

589: Minutes of previous meeting were read. R.N.O. stated that two additional mines had been found in the vicinity of the Dry Docks (see Minute 582). With reference to Minute 583, Docks Superintendent stated that a Memorandum had been received from MEDEO(agreed PSTO) that normally Sunday working of ships should cease. This was subject to local conditions, however, and the meeting reserved the right to work all ships of high priority on Sundays. Docks Superintendent agreed to circulate Memorandum to all Committee Members.

590: Mr Crooks stated (and the Committee agreed) that emergency stocks of all types of bunkers were essential in this area. He said that it was quite possible to berth ships for coal bunkering. He was attending a conference on this matter in Rome on the 8th September. Mr. Loker said that a signal had been made on the 6th September to MWTR MED. He said that a stock of 600 tons of coal would be ample for coal bunkering in the area.

591: Mr Crooks indicated that it was planned to discharge double the number of colliers in Savona and Genoa.

592: Colonel Ruffini agreed - on Mr. Loker's suggestion - to ask the Italian Navy to re-establish a wireless station in Genoa so that merchant ships could be signalled at sea.

211

593: The Committee agreed that the personnel ships ANTONIO [illegible] and MONTE ROSA (both 520 feet long) could be accepted in Genoa

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

| | | |
|---|---|---|
| Major J.A. Willett, | R.E. | Docks Superintendent |
| Col Ruffini | | Italian Captain of the Port |
| Lt. Cdr. E. Blair, | RNR | S.S.T.O. |
| Mr. Loker | | D.M.W.T.R. NW Italy |
| Mr. Charles Crooks | | Port Liaison AMG |
| Mr. Burke | | D.M.W.T.R. Genoa |

IN ATTENDANCE: S/Lt.(S) M. Bates for N.C.S.O.

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591: Mr Crooks indicated that it was planned to discharge double the number of colliers in Savona and Genoa.

592: Colonel Ruffini agreed - on Mr. Loker's suggestion - to ask the Italian Navy to re-establish a wireless station in Genoa so that merchant ships could be signalled at sea.

593: The Committee agreed that the personnel ships ANTONIO SALLEMO and MONTE ROSA (both 500 feet long) could be accepted in Genoa for repair. The first at the end of September and the second in the middle of October. It was pointed out that the PRINCIPESSA GIOVANNA would be completed before either arrived. S.S.T.O. suggested that one of the ships be placed in Berth 10.

211

594: Colonel Ruffini reported that sweeping was continuing in the Arsenale Basin and would be completed by the end of September. He stated that work at Sestri Ponenti would be started soon.

SIGNED: GUY OVERTON,
R.N.O. GENOA.

DISTRIBUTION: STANDARD.

AC/24.1

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

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

# A.M.G. PORT OFFICER

HQ. PORT OF GENOA
PONTE DEI MILLE
GENOA

000/owc

Reference PO/4.7/26/4
Subject: S/S "ULMUS"
To : Th. S/C. HQ. ALCOM
Port & Wrec Div. APO 394
(Att: Mr. Mazzanolla)

6 Sept 45

With reference to your letter AG/24 2/58/Th6 of 31 Aug addressed to Director of Harbour Craft Navy House, Naples, I have been able to obtain the following information regarding S/S "ULMUS".

This vessel is lying in the port and is undergoing repairs to engines and accomodations by the Cantiere del Tirreno and it is estimated that it will take at least two months to complete the work.

I further understand that the British Naval Authorities are controlling the work.

for Charles C. Crooks
Port Liaison Officer,
Genoa.

Lt
Liaison Officer

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

ALLIED FORCE HEADQUARTERS
Office of Director of Harbor Craft
Western Mediterranean.

7 September 1945.

Memorandum :- Ports & Warehouse Division, Transportation Sub-Commission, Allied Commission.

Subject :- S.S. "ULMUS".

1. Reference is made to your AC/24.2/58/Tn6 of 31 August 1945.

2. Enquiries made here have failed to elicit any information regarding the SS "ULMUS" and this vessel is not recorded in Lloyd's Register of Shipping.

3. It is suggested that further enquiries be addressed to Principal Sea Transport Officer, Mediterranean, A.F.H.Q.

E.J. Richardson
for Director of Harbor Craft.

P.S.T.O. Knows nothing about this vessel
suggests Mr. Tasker M.W.T.R. (Admiralty Navy No.)
Mr Richardson now informs that this vessel is in
Lloyds Register (4000 odd G.R.Tons) at present under-going repairs
at Genoa by M.W.T.

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/24.2/58/fn6

RHB/mvm
31 August 1945

SUBJECT: SS "Milazzo"

TO : Director of Harbor Craft
Navy House
Naples

1. We would appreciate very much your giving us the present status of the above steamer which we understand is moored at Molo Cagni, Genoa ready for service.

R. H. BAZZANELLA, Chief
Ports & Warehouse Division

Copy to:
Mr. Crooks, PIO, Genoa

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

A. C. ALLMAN

Col. Inf/Chief Ch. of Staff.

MR. CROOKS:
P+W. R

SECRET.

Copy No. 29
OFFICE OF R.N.O. GENOA

MINUTES OF PORT CONTROL COMMITTEE MEETING NO. 86 HELD IN PORT COMMANDANT's OFFICE AT 0900 ON 3rd SEPTEMBER 1945

| | | | |
|---|---|---|---|
| PRESENT | CHAIRMAN: | Cdr. G.Overton, R.D. R.N.R. | R.N.O. |
| | MEMBERS: | Captain Stamp | for Commander 60 Sub-Area |
| | | Lt. Colonel J.A. Balfour, MBE | Port Commandant |
| | | Capt. G.N. Groves | U.S.A. |
| | | Major J.A. Willett, R.E. | Docks Supt. |
| | | Col. Ruffini | Italian Captain of the Port |
| | | Lt. Cdr. E. Blair, R.N.R. | S.S.T.O. |
| | | Mr. Loker | D.M.W.T.R. N.W. Italy |
| | IN ATTENDANCE: | Mr Burke | Interpreter |
| | | Mr. Charles Crooks | Port Liason A.M.G. |
| | | S/Lt(S) K. Bates R.N.V.R. | for N.C.S.O. |

582: Minutes of the previos meeting were read. In addition to the ten Liberty berths listed in Minute 579 it was pointed out that there were also two coaster berths. R.N.O. stated that the mine off No. 12 Perth (see Minute 581) has been detonated.

583: S.S.T.O. and the Port Commandant stated that they reserved the right to work ships in which they were interested on Sundays.

584: Port Commandant stated that he was expecting some sheep ships. It was agreed that they be given priority berthing.

585: Mr. Loker stated that he understood that the mines would be cleared from the approches to the grain silos by the end of September or the beginning of October. Captain Groves indicated that the wrecks would also have to be cleared before American ships could be berthed there. Colonel Ruffini said that the Italian Navy would deal with the mines in that area after work in the dry docks had been completed. Salvage work would follow the mine clearance.

586: It was agreed that the warehouse situated at Ponte Ethiopia should be used as a schooner loading store. Colonel Ruffini agreed to inform Lloyd's Trieste.

587: Mr Loker stressed that no coal bunkers were available in the Ligurian area.

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

| | | |
|---|---|---|
| | | Italian Comm. in Chief of the Port |
| | Lt. Cdr. E. Blair, R.N.R. | S.S.T.O. |
| | Mr. Loker | D.M.W.T.R. N.W. Italy |

IN ATTENDANCE:

| | |
|---|---|
| Mr Burke | Interpreter |
| Mr. Charles Crooks | Port Liason A.M.G. |
| S/Lt(S) K. Bates R.N.V.R. | for N.C.S.O. |

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587: Mr Loker stressed that no coal bunkers were available in the Ligurian area.

588: It was agreed that meetings of the Control Committee in future be held on Tuesdays and Fridays. The next meeting to be held on Friday, 7th September.

DISTRIBUTION: STANDARD.

SIGNED: GUY OVERTON,
R.N.O. GENOA.

Capt Tosi – pl note Min 582
and put note in Genoa Port Base Depot file
AC/24.2

Overton

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

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

Tel. 534 HEADQUARTERS ALLIED COMMISSION MPL/lr
APO 394
Transportation Sub-Commission

AC/625/1/Tn.3 31 August 1945

SUBJECT : Shipment of wheat for Switzerland through Port of Genoa.

TO : Economic Section.

1. Please note SS Calandra ex USA with 6600 tons grain for Swiss Government has been accepted for discharge in Genoa on or about 4 September.

2. Swiss Federal Port Commissioner for Genoa (Mr. Bach) has instructions to take care of ships discharge, payment of stevedores, provision of bags if cargo is bulk grain, and general supervision of clearance arrangements.

3. Railway wagons will be provided by Swiss Rlys.

4. AFHQ in their signal report a letter follows on the general acceptance of Swiss Cargoes through ports of Genoa and Savona.

For the Director :

M.P. LARAMAN
Major R.E.

Copy to : Commerce S/C (Foreign Trade Div.)
Tn. 30. Ports & Whse Div. Tn.5
Mov. Div. (Rail Branch) Tn.3
Rail Div. (Tn.4)
Accounts and Statistics Branch
Food S/C
MWT Rome
W3A Rome

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/24.2/ 57/Tn6

RMB/mvm
31 August 1945

SUBJECT: Unloading of Pyrites at Genoa

TO : Mr. C. C. Crooks
Port Liaison Officer
Genoa

1. For your information and investigation, we quote below letter received from Montecatini dated 20 August 1945. Before replying to this letter, we would like to have a report from you as to whether or not this would be in order or conflict with any other interests.

"We are informed by our Milan Head Office that s/s "Visla" loaded with 4300 tons pyrites from Portiglioni is being unloaded at Genoa by Federazione Consorzi Agrari.

In view of the fact that our Company has proper organization for unloading operations at the port, we shall feel obliged if you will direct in order to have further unloadings taken over by our Agent: Mr. Pietro Dell'Acqua - Via Sotto Ripa 57 r. Genova.

You will appreciate that should subsequent unloading operations be effected by Federazione Consorzi Agrari our Company will sustain a considerable increase of costs.

Trusting that you will look into this matter and take all proper steps, we thank you."

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

C. C. POSTALE N. 1/4163
C. P. C. DI ROMA
CASELLA POSTALE 1189

# MONTECATINI

SOCIETÀ GENERALE PER L'INDUSTRIA M[illegible]RARIA E CHIMICA
ANONIMA - CAPITALE VERSATO L. 2.000.000.000

Telegr. GABBRO-ROMA
Tel: 45551 - 45552 45553

MILANO

DIREZIONE
PER L'ITALIA CENTRALE E MERIDIONALE
LIAISON OFFICE
GB/tt

ROMA (30) VIA ANTONIO SALANDRA, 13

20 August 1945

AC/HQ
Transportation S/C
(attn. Capt. Sweet)

SUBJECT : Unloading of pyrites at Genoa.

I. We are informed by our Milan Head Office that s/s "Wisla" loaded with 4300 Tons pyrites from Portiglioni is being unloaded at Genoa by Federazione Consorzi Agrari.

2. In view of the fact that our Company has proper organization for unloading operations at the port, we shall feel obliged if you will direct in order to have further unloadings taken over by our Agent : Mr. Pietro Dell'Acqua - Via Sotto Ripa 57 r. Genova.

3. You will appreciate that should subsequent unloading operations be effected by Federazione Consorzi Agrari our Company will sustain a considerable increase of costs.

4. Trusting that you will look into this matter and take all proper steps, we thank you.

MONTECATINI

204

Declassified E.O. 12356 Section 3.3/NND No. 755021

LIAISON OFFICE
GB/tt

VIA ANTONIO SALANDRA, 13

AC/HQ
Transportation S/C
(attn. Capt. Sweet)

SUBJECT : Unloading of pyrites at Genoa.

I. We are informed by our Milan Head Office that s/s "Wisla" loaded with 4300 Tons pyrites from Portiglioni is being unloaded at Genoa by Federazione Consorzi Agrari.

2. In view of the fact that our Company has proper organization for unloading operations at the port, we shall feel obliged if you will direct in order to have further unloadings taken over by our Agent : Mr. Pietro Dell'Acqua - Via Sotto Ripa 57 r. Genova.

3. You will appreciate that should subsequent unloading operations be effected by Federazione Consorzi Agrari our Company will sustain a considerable increase of costs.

4. Trusting that you will look into this matter and take all proper steps, we thank you.

MONTECATINI

204

Nella risposta indicare anche sulla busta l'UFFICIO SCRIVENTE

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

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/24.2/55/Tn6

RNR/mvm
30 August 1945

SUBJECT: Expected Coal Discharge at Genoa and Savona

TO : Mr. C. C. Crooks
Port Liaison Officer
Genoa

1. A heavy movement of coal is anticapted during November for discharge at Genoa and Savona and a report on backpiling facilities at each port is required.

2. During recent visit made to Savona, it was learned that coal discharged at that port is carried by electric crane conveyors to San Guiseppe about 18 kms. inland from Savona where the coal is loaded into rail cars for delivery at final destination. Therefore, it is possible that any discharge of coal that is done at Savona will be done at San Guiseppe.

3. A report on this subject is requested as early as possible.

R. N. BAZZANELLA, Chief
Ports & Warehouse Division

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

Genoa

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/24.2/41/Tn6

UAG/srvm
13 August 1945

SUBJECT: Cost of Discharge of Coal at Genoa and Savona

TO : ALCOM Port Liaison Officer, Genoa
(Att. Mr. C. Crooks)

1. We have been approached by Industry Sub Commission, Coal Division for information as to the cost of discharging coal cargoes at Genoa and Savona. What is actually required is:

a. Cost of discharge at Genoa from ship's hold to quay and/or rail truck by dock cranes.

b. Cost of discharge overside into lighters by ship's gear.

c. Global cost of discharge at Savona inclusive of carriage by Funivia (ropeway) to San Giuseppe di Cairo (end of the Funivia).

d. Division of the Savona rate as between cost of discharge from ship's hold (stevedoring) and carriage per Funivia as above mentioned.

2. As to the procedure to be adopted for the payment of said charges, would the coal importers at Genoa and Savona be permitted to pay for the coal through appropriate Italian Government channels on the basis of landed cost per ton, now standing at 2,100 Lire per ton, less the figure to be decided upon for cost of discharge from ship's hold?

3. It is suggested that you contact the following:

a. Representatives of MOWT and USA at Genoa

b. Port of Genoa authorities

c. The Funivia Company of Savona

d. The Genoa Coal Importers Organization

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



e. Coal Section AFHQ (attached to Movements) Genoa

f. Italian State Railways Maritime Agency, Genoa (if existing).

4. Kindly give the matter your prompt attention as recommendations are required by this Headquarters for final decision after consultation with the Italian Government Authorities here.

For
R. H. BARNWELL, Chief
Ports & Warehouse Division

Copy to:
Industry S/G, Coal Division (2)
Movements Division, Attn. Major Lazarus (1)

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

Genoa

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.

M. B. Thomas

M. B. Thomas, Colonel
Deputy Director

cc: Port and Warehouse Division
cc: Rail Division

Copy to file

200

Ports & Warehouse
Mrs Baggaley

SECRET

Copy No. 1.
OFFICE OF THE N.O.I.C. GENOA.

MINUTES OF PORT CONTROL COMMITTEE MEETING No.35
HELD AT NAVY HOUSE AT 0900 ON 29th AUGUST 1945.

PRESENT: CHAIRMAN: Cdr. S.A.Brooks OBE, R.N. N.O.I.C.

MEMBERS: Col.A.M.C. Mathen — 60 Sub Area
Major J.A.Willett, R.E. — Docks Supt
Capt. S.N.Groves — Pt.Req.War Shipp.Admin.
Col.Ruffini - Italian Captain of the Port
Lt.Cdr. E.Blair R.N.R. — Sea Transport Officer
Capt. Thornlock — Staff Captain (Shipping)

Was also there CCCrooks

IN ATTENDANCE: Lt.Cdr. C.Spurgeon, R.N.R. — P.M/S. O.
Mr. Burke — for D.M.T.
Capt.Bowerman — AFHQ Petroleum Section
Cdr. C.Overton RNR — N.C.S.O.

577: Minutes of the previous meeting were read and approved.

578: NOIC passed a copy of the orders he had promulgated to Masters of ships to Col. Ruffini and stated he considered these should still be enforced until the harbour was further cleared of mines.

579: NOIC stated he had been informed by Fleet Salvage that berths 4 and 5 could take liberties now making a total of ten liberty berths in all.

580: SCTO said the "Tuscania" would not be coming to Genoa but a trooper might be coming about mid September.

581: NOIC stated a mine off No 12 berth could not be detected until the basin was wholly emptied of shipping. Col. Ruffini was asked to inform the M. and T.O. until when the basin was cleared.

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DISTRIBUTION: STANDARD.

SIGNED: S.A. BROOKS
N.O.I.C. GENOA

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

PRESENT: CHAIRMAN: Cdr. S.A.Brooks CBE, R.N. N.O.I.C.

MEMBERS:
Col.A.H.C. Nathen — 60 Sub Area
Major J.A.Willett, R.E. — Docks Supt
Capt. S.H.Crowes — Pt.Rep.War Ship.Admin.
Col.Ruffini - Italian Captain of the Port
Lt.Cdr. R.Blair R.N.R. — Gen Transport Officer
Capt. Thornback — Staff Captain (Shipping)HQ

Were also there

IN ATTENDANCE:
Lt.Cdr. C.Spurgeon, R.N.R. — P.M/S. O.
Mr. Burke — for M.W.T.
Capt.Boumenum — ADMQ Petroleum Section
Cdr. G.Overton RNR — N.O.I.C.

577: Minutes of the previous meeting were read and approved.

578: NOIC passed a copy of the orders he had promulgated to Masters of ships to Col. Ruffini and stated he considered these should still be enforced until the harbour was further cleared of mines.

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580: Capt said the "Tuscana" would not be coming to Genoa but a trooper might be coming about mid September.

581: NOIC stated a mine off No 12 berth could not be detonated until the basin was wholly emptied of shipping. Col. Ruffini was asked to inform the M. and B.O. until when the basin was cleared.

199

DISTRIBUTION: STANDARD.

SIGNED: S.A. BROOKS
N.O.I.C. GENOA

AC/24.2

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

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/24753/Tn6

RMB/mvm
25 August 1945

SUBJECT: Port of Genoa

TO : Commerce Sub Commission
(Att. Major H. A. Gent)

1. As requested in your letter AC/5146/I/Commerce/POL 29 of 4 August 1945, we wish to inform you that effective 15 August the port of Genoa became a Class B Port, meaning a civilian port but with an Allied Naval or Military Government.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

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

HEADQUARTERS ALLIED COMMISSION
APO 394
COMMERCE SUB-COMMISSION

JRC/he

Ref. AC/5I46/I/Commerce/PCL. 29

Tel. Rome 478397

4 August 1945

SUBJECT: Port clearance Genova .

TO : Transportation Sub-Commission

1. Your AC/I3/34/Tn 6 dated 2I July 45 and Liguria (Region LIG/COM/3/3 of 30 July 45 (copy to you direct) refer.

2. Attached is copy of PET 30/B/7 dated 2 August 45 also dealing with this same question.

3. Please confirm whether it is a fact that Port clearance of Genoa will indeed become an AMG responsibility after I5 August and, if so, under whose control the work will be handled - P.W.U/ S/C or Navy S/C.

H. A. GENT
Major
Director
Commerce Sub-Commission

Attach - copy PET 30/B/7 of 2 August 45

Copy to: Pet.Sec. AFHQ, RAAC - without attachment
Liguria Region
Commerce div. - with attachment

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

AFHQ PETROLEUM SECTION

ROME ARMS ALLIED COMMAND

Tel:- ROME 47[illegible]

PET 30/9/7

2 August 45

SUBJECT: Port Clearance - Genoa.

HQ. A.C., Commerce Sub-Commission,
APO 394. (2)

1. It is understood by this Section that on 15 August 45, the problem of port clearance at Genoa will become an A.M.G. responsibility. May this Section please be advised as to how it is proposed to handle this matter, what the requirements of POL will be, and how will the accounting be handled, as all the Regions in the North are involved.

JOHN I. KING
Lt. Col., GSC
Petroleum Section

Phoned Col King. His reply is merely a verbal recommendation to clear at Genoa. WJ 7/8/45

Port & Wharf Branch
Shipping for Info

SECRET

Copy No. 3
OFFICE OF THE N.O.I.C. GENOA.

MINUTES OF PORT CONTROL COMMITTEE MEETING No. 83
HELD AT NAVY HOUSE AT 0900 ON 24th AUGUST 1945.

| | | | |
|---|---|---|---|
| PRESENT: | CHAIRMAN: | Cdr. S.A. Brooks CBE, R.N. | N.O.I.C. |
| | MEMBERS: | Col. A.H.G. Wathen | 60 Sub Area |
| | | Captain Thornback | Staff Capt. (Shipping) M. |
| | | Major J.A.Willett R.E. | Docks Supt. |
| | | Capt. S.N.Groves | Pt.Rep.War Ship.Admin. |
| | | Col.Ruffini - Italian Captain | of the Port |
| | | Lt.Cdr. E.Blair R.N.R. | Sea Transport Officer |
| | IN ATTENDANCE: | Lt.Cdr. C.Spurgeon,R.N. | P.M.S.O. |
| | | Lt. D.Busst R.N.V.R. | for N.C.S.O. |
| | | Mr. Burke | Interpreter |
| | | Lt. Cdr. W.Hobbins R.N.V.R. | C.S.O. |
| | | Capt.Hauseman | AFHQ Petroleum sec. |

Col Edwards was present as a member at the 83rd shown here 64

571: Minutes of the previous meeting were read and approved.

572: NOIC stated that when the tug "Sicilia" arrives the Empire tugs will leave Genoa and Col.Ruffini agreed.

573: Staff Captain (Shipping)M said the daily return made to AFHQ by him would only consist in future of military cargoes. Full details of discharges in the port would have to be obtained from Col.Ruffini.

574: Col.Ruffini stated the grain elevators would be ready to start at the end of September or early October and asked if priorty could be given to minesweeping to enable ships to reach the elevators. NOIC said as these were in the old port the minesweeping would not come within the Royal Navy's commitment in Genoa for 8000 t.p.d. of general cargo.

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

MINUTES OF PORT CONTROL COMMITTEE MEETING No. 83
HELD AT NAVY HOUSE AT 0900 ON 24th AUGUST 1945.

PRESENT:

CHAIRMAN: Cdr. S.A. Brooks CBE, R.N. — N.C.I.C.

MEMBERS:
Col. A.H.G. Wathen — 60 Sub Area
Captain Thornback — Staff Capt. (Shipping) M.
Major J.A.Willett R.E. — Docks Supt.
Capt. S.N.Groves — Pt.Rep.War Ship.Admin.
Col.Ruffini - Italian Captain — of the Port
Lt.Cdr. E.Blair R.N.R. — Sea Transport Officer

Ed Groves was present as a member at the time not shown here G.H.G.

IN ATTENDANCE:
Lt.Cdr. C.Spurgeon,R.N. — P.M/S. C.
Lt. D.Busst R.N.V.R. — for N.C.S.C.
Mr. Burke — Interpreter
Lt. Cdr. W.Hobbins R.N.V.R. — C.S.O.
Capt.Houseman — AFHQ Petroleum sec.

571: Minutes of the previous meeting were read and approved.

572: NOIC stated that when the tug "Sicilia" arrives the Empire tugs will leave Genoa and Col.Ruffini agreed.

573: Staff Captain (Shipping)M said the daily return made to AFHQ by him would only consist in future of military cargoes. Full details of discharges in the port would have to be obtained from Col.Ruffini.

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DISTRIBUTION: STANDARD.

SIGNED: S.A. BROOKS
N.C.I.C. GENOA.

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

A.M.G. PORT OFFICER
HQ. Port of Genoa
Ponte dei Mille
GENOA

To: HQ. ALSOM
Transportation S/C
Accounts Branch

28 Aug 45

Enclosed herewith please find Cargo Outturn Reports covering ships "Emily Dickinson", "Cape Pembroke" and "Cape Boyer".

These ships were supervised by port military authorities and certain difficulties arose over methods of checking cargo, therefore the delay. The differences have been settled and all ships agents agree to furnish all necessary documents within 3 days after completion of vessel.

Charles C Crooks

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

CC : Ports & Whse Div.
- Shipping Branch

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

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

TRANSPORTATION SUB COMMISSION
Ports & Warehouse Division

Tel. 290
Ref. AC/24.2./51/Tr6

RMB/avm
25 August 1945

SUBJECT: Port of Genoa

TO : Mr. A. C. Allaman
Ports Branch

1. Upon your arrival at Genoa, it is requested that you contact Major Wickens, Chief Transportation Officer and discuss fully with him the responsibility in connection with the sending of a weekly report on conditions and activities of the port of Genoa by Mr. Crooks, Port Liaison Officer, to Movements Division, Shipping Branch and the Ports & Warehouse Division.

2. It is suggested that after you talk with Major Wickens, you have a discussion with him and Mr. Crooks and impress upon Mr. Crooks the fact that his duties as Port Liaison Officer include reporting weekly as this is a very essential matter insofar as the operations of the Transportation Sub Commission are concerned.

3. While in Genoa, it is advisable that you confer with Lt. Col. Balfour, Port Commandant, in order to check up on the latest information on the port of Genoa. It is recommended that you carry with you a copy of our last survey of Genoa and ascertain if any additional berthing space is now available in line with planned reconstruction which was expected to be finished within 10/20 days from the date of our last survey.

4. It will not be necessary for you to visit nearby ports unless you find it so during your investigations at Genoa.

5. It has been reported to me by the Warehouse Branch that there seems to be some friction between Major Boyd and Mr. Crooks. Therefore, it will be necessary that you investigate this point without disclosing this information. This, of course, means a talk with Major Boyd. If this report is correct and therefore a drawback to the coordination of efforts between the Ports and Warehouse Liaison Officers, an individual report from each in writing would help straighten out the situation.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

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Copy to:
Major Laraman

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

1 Enclosure

HEADQUARTERS ALLIED COMMISSION
AFO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/24.2/42/Tn6

UAG/mvm
13 August 1945

SUBJECT: Discharge of Refined Cottonseed Oil in Bulk

TO : Food Sub Commission
(Att. Major Curran)

1. Reference conversation Major Curran/Mr. Ghilardi.

2. According to advices received from the Ministry of Marine ~~there~~ discharge of bulk vegetable oil at Porto Maurizio (Imperia) is not possible; so far vessels are not allowed to call at ports west of Vado. Furthermore, there is no piping equipment for the discharge of bulk oil direct from steamer. Even if Porto Maurizio were open to traffic, it is to be noted that only vessels of light draft could call.

3. In regard to the port of Bari, according to recent investigation, discharge from incoming vessel direct to rail tank cars is possible, provided vessels have their own pumping equipment. There are rail served berths which can accommodate Liberty type ships, there being a depth of water alongside of about 27/28 feet. The approximate distance from shipside to rail is, we understand, 10 feet. This discharge of bulk vegetable oil is subject, of course, to there being an availability of rail tank cars.

for
R. M. BAZZANELLA, Chief
Ports & Warehouse Division

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

683646, D. Gambrill

R. & L. Det Discharge - Bari

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

MEMORANDUM

Reference telephone conversation regarding arrival of 1500 tons of cotton-seed oil we inform you as follows :

1. Cottone-seed oil refined.

As there are no facilities in any port to unload directly from the ship to the deposits and to facilitate the distribution and transport to the provinces of Northern Italy which are most in need of oil, we suggest that the ship births at Porto Maurizio (Prov.Imperia).

We do not think it opportune to signal Genova owing to the difficulty of unloading in that port. At Porto Maurizio there are undergoung taks which hold about 2000 tons and would thus make it possible to unload direct from the ship into the tank.

As we do not know the actual condition of these tanks the A.C. should ask the authority of the Port Maurizio to inform you directly.

Besides Porto Maurizio the oil could be unloaded at Bari and at Naples with drums and railway tanks. This operation would take at least ten days.

2. Unrefined Cotton-seed Oil.

In this case we suggest that the oil be unloaded at Bari where there are possibility of unloading storing and refinning it.

We also suggest Naples and Livorno.

In all three of those ports, as there are no undergound tanks the oil could be pumped into drums and railway tanks.

This operationwould take about ten days.

Com. Ruffini
Comandante del Porto
Genova.-

See Col. Rosenfield
also whether Bari or Naples
could receive the oil.

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PRO -MEMORIA PER IL SIGN. GHILARDI

(Transp. Sub Comm.- Ports & Whs. Div. )

---

Con riferimento alle richieste verbali circa le possibilità di scarico di T.1.500 di olio di semi alla rinfusa nei porti di Bari o Imperia si riportano le risposte pervenute dalle Capitanerie di Porto di Bari e Genova interpellate in proposito:

Dalla Capitaneria di Porto di Genova - "" Impossibile sbarco proposto non essendo consentito approdo porti ponente Vado . Mancano comunque Imperia tubolature per scarico diretto olio rinfusa.""

Dalla Capitaneria di Porto di Bari(a mezzo telefono): "" Alla banchina servita da binario ferroviario vi è un pescaggio di 22 piedi. - Ogni disposizione sull'attracco a banchina e sulla discarica è di competenza delle Autorità Alleate -
- Non è in condizioni di rispondere sulla possibilità di scarico delle 1.500 T. di Olio a rinfusa su carri-cisterna o del travaso in fusti (bidoni) e sul tempo a dette operazioni occorrente. Ciò è subordinato al numero di carri-cisterna disponibili (o dei bidoni) ed alla sistemazione e potenzialità dei mezzi di bordo.""

---

Roma 8 agosto 1945

MINISTERO DELLA MARINA MERCANTILE
DIREZIONE GENERALE MARINA MERCANTILE

Muricella

150

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

Porto di Bari e Genova interpellate in proposito:

Dalla Capitaneria di Porto di Genova - "" Impossibile sbarco proposto non essendo consentito approdo porti ponente Vado . Mancano comunque Imperia tubolature per scarico diretto olio rinfusa.""

Dalla Capitaneria di Porto di Bari(a mezzo telefono)+ "" Alla banchina servita da binario ferroviario vi è un pescaggio di 22 piedi. - Ogni disposizione sull'attracco a banchina e sulla discarica è di competenza delle Autorità Alleate -
- Non è in condizioni di rispondere sulla possibilità di scarico delle 1.500 T. di Olio a rinfusa su carri-cisterna o del travaso in fusti (bidoni) e sul tempo a dette operazioni occorrente. Ciò è subordinato al numero di carri-cisterna disponibili (o dei bidoni) ed alla sistemazione e potenzialità dei mezzi di bordo.""

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Roma 8 agosto 1945

MINISTERO DELLA MARINA
DIREZIONE GENERALE STAMPA E PROPAGANDA

Auricella

190

Mgr Cuomo
4-6

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

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

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 394

GT/hgd

9 August 1945

AC/27/173/Tn.5

SUBJECT : Future Organization of the Port of GENOA.

TO : Regional Commissioner,
ALO Liguria Region
(Att Regional Tptn Officer).

1. Reference is made to your letter LIG/Tran/204 dated 27 July '45.

2. The statement in para 4 of the letter is not understood. In the first place you have been allotted 280 trucks, not 300, vide appendix 6 to our letter AC/27/156/Tn.5 dated 5 Aug 45. This is 30 more than the allotment of 250 trucks agreed at the meeting held at H.Q. 8 Army Tptn Sec. VERONA dated 11 July at which you were represented by Capt. Harper. Of the 280 trucks allotted 80 were earmarked for the movement of refugees, leaving 200 for port clearance.

If, as you now state, 300 trucks will be insufficient for docks clearance, why did Capt. Harper not demand a larger allotment at the VERONA meeting?

3. It is estimated that, when in full operation, the port will be able to accept 6000 tons of coal and 4500 tons of miscellaneous supplies per day. All coal will be moved by rail to distribution centres. Of the 4500 tons of general supplies, some 1000 tons is expected to be military cargo, the clearance of which is a military commitment. This leaves approximately 3500 tons to be cleared under ALO transport arrangements. It is fair to assume that 50% of the 3500 tons of civil supplies will be bulk commodities, such as grain and flour, which will be moved by rail from ship side to destination. The balance of 1750 tons would require road lift from ship to warehouse and warehouse rail.

4. Assuming a truck can do 6 trips per day on the very short hauls within the dock - railhead area, 110 x 2 ton trucks would be needed to clear 1750 tons per day. You should have available at any one time 175 of the 280 trucks allotted for docks clearance on the basis of 20% deadline for maintenance and repair - a figure above that normally experienced. 175 trucks doing 6 trips per day could clear 1800 tons per day - a tonnage which is unlikely to be experienced. In the event of a sudden increase in tonnage to be cleared by road above normal

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AC/24.2/Genoa/Tn 6

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

volume in a particular day and beyond the capacity of your Truck Pool, civilian trucks could be employed bridge the gap.

5. Your comments on the above appreciation are invited. If you still feel that trucks additional to 185 are required. You should state reasons to justify your demands, giving details of daily tonnage to be cleared by road, average length of haul, average number of trips per day per truck and number of hours worked per day per truck.

By Command of Rear Admiral [illegible]:

[signature]

[illegible],
Lt.Colonel, G.S.

Copy to:
Records Section
Ops S/O (Pn.1, Pn.5 and Pn.6)
Advanced A.C. S.A. Milan
for Lt.Col. Harris.

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

TRANSPORTATION SUB COMMISSION
Ports & Warehouse Division

INTER OFFICE MEMO

RMB/avm
26 July 1945

Tel. 290
Ref. AC/24.2/30/Tn6

SUBJECT: Paint, etc., for Civil Harbor Captain - Genoa

TO : Rail Division

1. Reference your inter-office memorandum (no date), file AC/Mat/24/13/Tn4, with copy of letter you received from D.M.R.S. in connection with the above subject.

2. It will be necessary for firms engaged in craft operations at Genoa to make their requests for paint and other similar materials to the Italian Ministry of Merchant Marine, who in turn will take the matter up with the Allied Commission, if they are unable to supply their needs.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

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

CMD./aV

INTER-OFFICE MEMO

File N. AC/Mat/24/13/Tn 4

SUBJECT : Paint etc, for Civil Harbor Capt.

TO : Ports and Warehouse Division

1. Attached is copy of letter received from D.M.R.S. in regard to supplies of paint and other materials which will be required by Civil Contractors engaged in craft operation at Genoa.

2. Will you please answer paragraph 2 so we may inform the D.M.R.S. that the requirements of these contractors will be taken care of.

for Chief
Rail Division

Encl. copy Tn A.2/10/12 dated 23 July

cc. D.M.R.S. Bldg. Attn: Capt. Ellis

Transp. Sub-Commission (Rail Div.)
26 July 1945
Tel: 843191-11

186

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

Transportation (Br) Main
C.M.F.
Tel: Fimebox 9359
File Tn.A.2/10/12
23 July 1945

SUBJECT : Paint etc. for Civile Harbour Craft.

TO : Tn. Sub-Commission A.C.
(Rail Division)

1. Civil Contractors engaged in craft operation at Genoa are likely to require supplies of paint and other materials for the preservation of their craft in the near future.

2. As this is felt to be an A.C. responsibility, please confirm that you will arrange to obtain their requirements and say through which channel the contractors in question should make their application.

G.J. ELLIS, Capt. (Tn)
for Brigadier
Director of Transportation

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

File Genoa 24.2

ALCOM PLO GENOA INFO AMG LIGURIA REGION

1767 13 JULY 45 PRIORITY

IN CLEAR FD

PARA ONE FD REF YOUR SIGNAL FOUR NINE EIGHT OF ONE ZERO JULY FD

PARAS TO ALCOM PLO GENOA INFO TO AMG LIGURIA REGION FROM MG ALCOM

OTTR AGTEE PARAS

PARA TWO FD ITMARS AGENTS GENOA HAVE NOW INSTRUCTIONS FROM ITALIAN

ARMISTICE COMMISSION FD

PARA THREE FD MSS SUBMITTED TO ITMARS AGENTS GENOA WILL BE LIFTED

ON RETURNING SHIPS OR SCHOONERS BRINGING CARGO FROM THE WEST COAST

SICILY OR SARDINIA FD

COPY TO : MINISTRY OF MARINE ROME

ITMARS ROME

PORTS & WRSS DIVISION

ECONOMIC OFFICE

TRANSPORTATION SC

534

NICHOLAS FIORENTINO
CWO U.S.N.
Asst.Adjutant

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

A.M.G.
PORT OFFICER
GENOA

12 July 45

MINUTES OF SCHOONER MEETING
HELD IN GENOA PORT HEADQUARTERS
12 July 45.

Chairman. Lt Col. J.A.Balfour MBE. R.E. A.C.M.G. (M)
Present:- Lt.Col. I.M.Rae, R.E. A.C.M.G. (M)
Lt.Cdr. E. Blair, R.N.R. S.S.T.O.
Major E.J. Wickens A.C. P.L.O.
Lt. Dawes S.T.S.O.
Mr. W.A. Loker D.M.W.T.R., N.W.Italy
Colonello Ruffini Capitano del Porto
Commendatore Verando Vice Director Italia Line
Signor Pavesi Repr. Societa Adriatica

1. The Chairman explained that he had called this meeting at the request of Major Wickens in order to clarify the position of schooners, with particular reference to freights and destinations, as all were rather perturbed owing to the fact that cargoes were available and schooners were lying idle.
2. Commendatore Verando informed the meeting that the Italia Line had been appointed to represent ITMAR and that a local Commission was at present in Rome to receive instructions and were expected back in Genoa shortly.
3. Major Wickens informed the meeting of the action he had already taken, and suggested that pending definite instructions he would liaise closely with ITMAR, and that he was communicating with A.C. Headquarters Transportation Sub Commission for authority to deal with local requirements pending the setting up of ITMAR organisation, and to cover the intervening period while the bidding procedure became effective.
4. Commander Blair explained the procedure for requisitioning and registering of craft and pointed out to ITMAR that launches and small harbour craft at present requisitioned by him would but become a financial responsibility of ITMAR in their capacity as representatives of the Italian Government.
5. Mr. Loker suggested that full advantage be taken of the commercial civilian organisations and that the local agents being encouraged to follow their profession.
6. Colonello Ruffini requested clarification on the size of craft

(a) Free to trade coastwise
(b) Solely under the control of the Italian Government
(c) Those under the control of the Allied Commercial Shipping Board,

and was informed by Chairman of the position as at April this year, but

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that when PLEAR receive full instructions they would be in possession of this information up to date and that the registration and requisitioning of craft would also be fully explained by the anticipated arrivals.

7. It was agreed that a further meeting would be held on the return of ITALIA representative in order to clear up any outstanding points, and that in the meantime the meeting would give all assistance to Major Wickens and Commendatore Vernudo.

Major
(E.J.WICKENS)
A.M.G. P.L.O.
Liguria Region

Dispersal:-

H.Q. Allied Commission Transportation
Sub Commission, Rome..... (2)
Regional Commissioner Liguria..... (1)
Major Jones Th. Off. A.C..... (1)

and to all present.

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

AMG LIGURIA REGION RPT FOR INFO TO SCAO 4 CORP AND SCAO 5 ARMY
ALCOM SAVONA FOR INFO AMG LOMBARDIA REGION RPT FOR INFO TO SCAO
8542 10 JULY 1945 PRIORITY

CONTINUATION OF ADDRESSEE: 4 CORP AND SCAO 5 ARMY

IN CLEAR PD
PARA ONE PD REF YOUR UNDATED SIGNAL NOT TO ALL SUBJECT ITMARE
AGENTS PD
PAREN TO AMG LIGURIA REGION FOR PORT LIAISON OFFICER GENOA RPT FOR
INFO TO SCAO FOUR CORP AND SCAO FIVE ARMY TO ALCOM SAVONA FOR INFO
TO AMG LOMBARDIA REGION RPT FOR INFO TO SCAO FOUR CORP AND SCAO FIVE
ARMY FROM HQ ALCOM CITE ACTPT PAREN
PARA TWO PD AGENT FOR GENOA AND NORTH WEST ITALY IS ITALIA PIAZZA
DI FERRARI THREE FOUR TELEPHONE TWO EIGHT THREE NINE ONE PD
PARA THREE PD THIS FIRM WILL APPOINT ITS OWN AGENTS AT SAVONA
IMPERIA AND LA SPEZZIA PD
PARA FOUR PD THIS CANCELS AGENTS GIVEN IN OUR SIGNAL ONE TWO ONE
ZERO OF FIVE JULY PD

COPY TO PORTS & WAREHOUSE DIV
MWTROOPS
ITMARS ROME
SCHOONER OFFICE

TRANSPORTATION SO

181

8542

NICHOLAS PICCIRILLO
CWO U.S.A.
Asst. Adjutant

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

E/8276
JULY 052130B
ROUTINE

JULY 051449B

C IN C MED
NOIC GENOA INFO FOTALI, NOIC LEGHORN, NOIC NAPLES, ALCOM

UNCLASSIFIED

On completion discharge sail CAPO NERE to NAPLES to load generals for GENOA to discharge. Pass to DWTR'S concerned.

---

Dist

Info-Action - Tn SC 2
Info - Chief Commissioner
Econ Sec
Navy SC
MWTR
WSA
Mn. of Marine
(c/o TW SC)
File

P. & R. Dr.

HEADQUARTERS
180

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

COPY

Ministero degli Affari Esteri 6/2047/930

MEMORANDUM FOR THE ALLIED COMMISSION

Subject: Concession of some of the Genoa harbour facilities to Switzerland.

1. The Swiss Legation at Rome have requested the Italian Government to consider the possibility of again granting Switzerland some facilities for the use of the port of Genoa as a transit base for the goods traffic to and from the Confederation. The port of Genoa, in fact, is considered by the Swiss Government to be particularly suitable owing to its geographical position and harbour facilities.

2. The Swiss request will be discussed in the course of the Italo-Swiss economic negotiations only on principle, owing to the lack of experts in these questions among the members of the Italian Delegation.

3. The general agreements reached in the matter will be submitted for approval to the Allied Commission prior to the negotiation of a more detailed agreement between the two countries.

(initials GAB)

SEAL OF MINISTERO DEGLI AFFARI ESTERI 1,9

Rome, July 5th, 1945

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

P. + T. Dm-

E/8273

JULY 041442

JULY 052130

ROUTINE

CINC MED

NOIC NAPLES INFO NOIC LEGHORN, FOGALI, NOIC GENOA, AICOM

UNCLASSIFIED.

On completion discharge at CIVITAVECCHIA CONSTANTE C reloads there a cargo of soup powder and when ready is to be sailed to LEGHORN for calling forward to GENOA for discharge. NAPLES pass to CIVITAVECCHIA under too 041442B. Pass to DEPTR'S concerned.

DIST

INFO&ACTION TN SC 2
INFO CHIEF COMMISSIONER
ECON SEC
MWTR
WSA
NAVY SC
MIN OF MARINE (C/O TN SC)
FILE

178

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

CONF

Tel. 489081 Ext. 534

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

SUBJECT : Civil maintenance through GENOA and/or SAVONA (Intra Mediterranean Ships only)

AC/591/76/Tn.3.

| PERIOD | TONNAGE ACCEPTED | BREAKDOWN BY COMMODITIES | TONS | SHIP | E.T.A. PORT OF LOADING | |
|---|---|---|---|---|---|---|
| 25 June<br>4 July | 4500 | Salt in bags<br><br>Misc.Foodstuffs<br>Caustic Soda<br>Flour | 750<br><br>2000<br>1600<br>150<br>4500 | Pelagosa<br><br>Capo Mele<br>"  "<br>Schooner | Sailed Cagliari 30 June<br>Naples Now Loading<br>"  "  "<br>Ex Naples | Alcom signal<br>"  "<br>"  "<br>"  " |
| 5-14 July | 15000 | (This figure is subject to reduction on account of delay in clearing port).<br>No allocation for Intra Med. sailings. | | | | |
| 15-24 July | 21000 | Salt in bulk<br>Misc.Foodstuffs<br>Flour<br>Gd. Sulphur | 2000<br>1400<br>600<br>1000<br>5000 | Pertusola<br>Capo Mele<br>Schooners<br>Rinucci<br>Balance will be made up of extra Mediterranean sailings. | Cagliari Now loading<br>Naples  "  "<br>Ex Naples<br>Catania 10 July . | Alcom signa<br>"  "<br>"  "<br>"  " |
| 25 July<br>3 August | 14050 | Phosphates<br><br>Bulk Salt<br>Misc. Foodstuffs<br>Gd Sulphur | 7750<br><br>2000<br>3000<br>1300<br>14050 | Ships to be nominated<br>-do-<br>-do-<br>Arsia | Ex Sfax<br><br>Ex Cagliari<br>Ex Naples or Civitavecchia<br>Termini Imerese 15 July | For deliver final confi<br><br><br>Alcom signa |
| ADDITIONAL | | Schooners nominated to load Rationed Foodstuffs at Naples for discharge Alcom Pier Genoa. Ass<br>Vittoria 172 tons, Roberto 63 tons, Giacomo S. 136 tons, Ciclo Destino 71 tons, S.Giuseppe 10<br>Ceccotto 42 tons, Buona Madre 63 tons, S.Francesco di Paola 79 tons.<br>Total D.W. lift 899 tons. | | | | |

For the Director

G.B. GODFREY
Major I.E.

(Distribution see over)

3807

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

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

CONFIDENTIAL RH/mb

3 July 1945

ough GENOA and/or SAVONA (Intra Mediterranean Ships only)

| HDOWN BY CITIES | TONS | SHIP | E.T.A. PORT OF LOADING | REMARKS |
|---|---|---|---|---|
| n bags | 750 | Felagosa | Sailed Cagliari 30 June | Alcom signal 23 of 18 June refers |
| odstuffs | 2000 | Capo Mele | Naples Now Loading | " " 322 " 22 " " |
| Soda | 1600 | " " | " " " | " " 322 " 22 " " |
| | 150 | Schooner | Ex Naples | " " 700 " 27 " " |
| | 4500 | | | |

figure is subject to reduction on account of delay in clearing port).
location for Intra Med. sailings.

| | | | | |
|---|---|---|---|---|
| n bulk | 2000 | Pertusola | Cagliari Now loading | Alcom signal 321 of 22 June refers |
| odstuffs | 1400 | Capo Mele | Naples " " | " " 322 " 22 " " |
| | 600 | Schooners | Ex Naples | " " 700 " 27 " " |
| lphur | 1000 | Rinucci | Catania 10 July | " " 757 " 28 " " |
| | 5000 | Balance will be made up of extra Mediterranean sailings. | | |

| | | | | |
|---|---|---|---|---|
| stes | 7750 | Ships to be nominated | Ex Sfax | For delivery to 31 August and subject final confirmation Italian Government |
| alt | 2000 | -do- | Ex Cagliari | |
| Foodstuffs | 3000 | -do- | Ex Naples or Civitavecchia | |
| phur | 1300 | Arsir | Termini Imerese 15 July | Alcom signal 993 of 2 July refers |
| | 14050 | | | |

ted to load Rationed Foodstuffs at Naples for discharge Alcom Pier Genoa. Assunta F. 57 tons,
s, Roberto 63 tons, Giacomo S. 136 tons, Cielo Destino 71 tons, S.Giuseppe 102 tons, Maria Luisa 105 tons
, Buona Madre 63 tons, S.Francesco di Paola 79 tons.
890 tons.

For the Director

G.B. GODFREY
Major I.E.

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

DISTRIBUTION :-

AFHQ Liguria Region (2)
" Lombardie Region (2)
" 5 Army
" 15 Army Group
2 District
AG Port Liaison Officer Genoa - Major Wickens
AG Ports Warehouse Officer Genoa - Major Boyd
AG Senior Transportation Officer Naples Command (3)
G-4 (Ops & Tn) AFHQ (2)
G-5 Section AFHQ (2)
Mov Genoa
FBS (South)
Economic Section
Ports & Warehouse Division (4)
Food Sub-Commission (2)
Agriculture Sub-Commission (2)
Industry Sub-Commission
Medbo Schooner Control Board - Navy House - Nap
Ministry of Marine - Rome
ITMARE - Rome
Alcom Savona

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

Major Wickens
e - Major Boyd
r Naples Commune (3)

Mov Genon
FBS (South)
Economic Section
Ports & Warehouse Division (4)
Food Sub-Commission (2)
Agriculture Sub-Commission (2)
Industry Sub-Commission
Medbo Schooner Control Board - Navy House - Naples
Ministry of Marine - Rome
ITMARE - Rome
Alcom Savona

SECRET

GEN/103/236
JUN 291445B

B/7378
JUN 300845B
PRIORITY

MOV GENCA

ACTION FREEDOM CITE FHQBN INFO WESTMOVES, DISTWO, ALCOM, DEFDOCKS ROME, 5TH ROME, 5TH ARMY FOR G4, MOV BRIT INCR 5TH ARMY

SECRET.

1. Heavy swell preventing craft working alongside Devanter at anchorage. Anticipate position remaining unaltered next 24 hours.

DIST

INFO-ACTION: Tn S/C 2
INFO: Chief Commissioner
Ecom Sec
Navy S/C
File 2
Fleet

To: P.W. Div.
for info & correction

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SECRET

Reclassified E.O. 12356 Section 3.3/NND No. 795021

SECRET.

1. Heavy swell preventing craft working alongside dewanter at anchorage. Anticipate position remaining unaltered next 24 hours.

DIST

INFO-ACTION: Tn S/C 2
INFO: Chief Commissioner
Ecom Sec
Navy S/C
File 2
Fleet

1/0 P.S.W. Div.
for info & reclation

SECRET

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Declassified E.O. 12356 Section 3.3/NND No. 765021

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

RESTRICTED To POW Dw
for retention

QS 247
JUNE 291700B

E/7340
JUNE 292115B
ROUTINE

DISTWO

AFHQ CITE FHGDQ INFO 5 ARMY, WESTMOVES, NOV GENOA, ALCOM

RESTRICTED

Your FX 14222 of 28 and confirming conversation FISHER - HARTNELL. Estimated daily clearance over beach GENOA during fine weather is now 1000 tons but cannot assume daily average of more than 600 tons in view possibility bad weather. Present position Brit Mil Maint tonnages as follows. LYMINGE SANTA CHIARA and HJALMAR WESSEL loading for Maint period 25 June to 4 July and balance 15 to 24 June total approx 5000 tons. In addition approx 6000 tons being set up for Maint period 5 to 14 July. To clear these mil tonnages by 14 July average daily clearance approx 900 Tpd required. Strongly request therefore only Brit Mil tonnages cleared over beach GENOA and all civ supps cleared SAVONA until further notice. In particular request SEA ADDER not discharged over beach but LYMINGE SANTA CHIARA and HJALMAR WESSEL sailed for GENOA soonest. Agreed WESTMOVES.

Dist

Info-Action - Tn SC 2
Info - Chief Commissioner
Econ Sec
File 2
Float

HEADQUARTERS
30 JUN 1945

RESTRICTED

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

SECRET To: P.M.S. Dos
Pte. Washington

JEH/103/237
JUNE 291800B

E/7375
JUNE 300850B
PRIORITY

MOV GENOA

AFHQ CITE FHGDM. INFO: C IN C MED, PSTO MED, WESTMOVES, DEPDOCKS ROME, 5 ARMY FOR G4, 5 ARMY BRIT INCR, ALCOM CITE TNTPT

SECRET

Your FX 14222 refers.

1. Movement of coasters in harbour restricted to discharging berths at CANZIO and GEORGIO.

2. Berthing delays particularly at GIORGIO will ensue from conditions laid down in C in C's 261902B.

3. Liberties at anchorage dependant on beach clearance by landing craft as barge movement in harbour restricted to 50 per cent of working hours by M/S.

4. Discharge over beach by 4 Z craft or by 9 Z craft if balance retained here would be subject to delays by weather.

5. Estimate 450 tons per weather working day over beach with 4 Z craft.

6. NOIC states that any movement even as allowed in C in C's 261902B will entail slight risk to lives and craft.

7. Agreed NOIC SSTO docks supt ALCOM/PLO.

HEADQUARTERS 30 JUN 1945 P.L.O.

Dist

Info-Action - Tn SC 2
Info - Chief Commissioner
Econ Sec
Navy SC
File 2
Float

SECRET

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

RESTRICTED

FX 14222
JUNE 281713B

E/7190
JUNE 281840B
OP PRIORITY

AFHQ SIGNED SACMED CITE FHCDM
MOV GENOA INFO AICOM, DEPDOCKS ROME, WESTMOVES, DISTWO, 5TH ARMY,
FOTAIL

RESTRICTED

Your GEN/216/228 of 26 June.

1. Intend all military maintenance continue to be shipped in coasters for discharge GENOA. In this connection see C-in-C MED 261902B to FOTAIL rptd SNOWIT and NOIC GENOA.

2. In addition until port open to Liberties request you continue discharge civil supplies across beaches. SEA ADDER with 7700 tons miscellaneous supplies nominated to follow VAN DEVENTER. Eta 30 June.

3. Do not intend operate SAVONA as military port and additional capacity quoted you para 2nd should be allocated to civil supplies. Port will be civil operated and only necessary send small movements liaison staff during initial stages.

4. For AICOM. Suggest you nominate coasters to take up available capacity at SAVONA and arrange for operation of port as necessary.

5. Agreed PSTO MED MWT and WSA.

Dist

Action - Tn SC 2
Info - Chief Commissioner
Econ Sec
File 2
Float

29 JUN 1945

RESTRICTED

File Genoa

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

To: Pres. Docs
Detention

GEN/103/202
JUNE 21 NIL

# SECRET

M/S 195
JUNE 22 1025
IMPORTANT

MOV C IN C A
REPEATED CITE FIGTIM INFO: WESTMOYES, ALGIERS, 5 ARMY FOR G4, 5 ARMY
FOR MOV BRIT INCH., ?FOWIT, ALCOM, PETO MED, DEPDOCKS.

SECRET.

Your FX/50?5 of 20 June not to all.

1. Port control committee reconfirm yesterdays decision undesirable discharge C/H,I'NT at anchorage as per MOV C IN C 201050 to C IN C MED.

2. 1 C/H,I'NR can be accepted at anchorage for discharging good weather working days.

3. Sufficient lighter s and tugs available for conditions para 2 but movement in harbour only permitted between hours 0830 and 1700 account M/S. Delays dur ng these hours can also be expected in harbour entrance channel on account salvage operations.

4. Acceptance date of liberties in harbour remains at present 26 June.

5. Agreed Port Control Committee.

DIST

INFO-ACTION - TN SC 2
INFO - CITIZ COMMISSIONER
ECON SEC
NAVY SC
FILE 172

3527

# SECRET

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

MOV GENOA INFO ALCOM PIO GENOA

305 21 JUNE 45 ROUTINE

CONFIDENTIAL FD

PARAONE FD REF YOUR SIGNAL GEN SLANT TWO ONE EIGHT SLANT ONE SEVEN TWO DATED ONE FIVE JUNE SUBJECT SCHOONERS TO GENOA FD

PAREN TO MOV GENOA INFO TO ALCOM PIO GENOA FROM HQ ALCOM CITE ACTPT PAREN

PARA TWO FD INFORMED THAT SCHOONER SANT ANTONIO RECENTLY BERTHED ALCOM WAREHOUSE PIER FD

PARA THREE FD CONFIRM THAT PORTO VECCHIO STILL CLOSED TO SCHOONERS FD

171

COPY TO : PORTS & WHSE DIV
FOOD SC
TRANSPORTATION SC

534

NICHOLAS PISCITELLO
CWO U.S.A.
Asst.Adjutant

Apx AC -
Ligur 5/a

HEADQUARTERS
LIGURIA REGION
ALLIED MILITARY GOVERNMENT
APO 394

28 GIU. 1945

20 June 1945

OFFICIAL ORDER )
NUMBER 13 )

WHEREAS it is necessary that a Receiver should be appointed for Società Anonima di Navigazione "TIRRENIA" whose head office is situated at GENOA in the Province of GENOA,

NOW THEREFORE, I, M. CARR, Brigadier, Regional Commissioner of Liguria Region, A.M.G., hereby order as follows:

ARTICLE I

Cap. MILAZZO VINCENZO is hereby temporarily appointed Receiver of Soc. Anon. di Nav. TIRRENIA whose head office is situated at Genoa in the Province of Genoa.

ARTICLE II

The powers of the Receiver shall be as follows:

a. The Receiver shall have full power to act for and manage the business and shall have power to exercise all normal administrative functions.

b. The acts of the Receiver shall be subject to the supervision of the Provincial Commissioner.

c. The Receiver shall not, except with the written consent of the Provincial Commissioner on his being satisfied as to the necessity therefor, do any act outside the normal scope of management.

d. The provisions of Art. 2636 et seq. of the Italian Civil Code shall apply to the Receiver.

ARTICLE III

The Receiver shall take possession of the assets of the business and an inventory thereof shall be made in the presence of the owner or owners of the business or his or their representatives.

If the owner or owners of the business or his or their representatives shall not attend for that purpose, the inventory shall be made by a notary in the presence of two witnesses.

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

Liguria Region, A.M.G., hereby order as follows:

ARTICLE I

Cap. MILAZZO VINCENZO is hereby temporarily appointed Receiver of Soc. Anon. di Nav. TIRRENIA whose head office is situated at Genoa in the Province of Genoa.

ARTICLE II

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c. The Receiver shall not, except with the written consent of the Provincial Commissioner on his being satisfied as to the necessity therefor, do any act outside the normal scope of management.

d. The provisions of Art. 2636 et seq. of the Italian Civil Code shall apply to the Receiver.

ARTICLE III

The Receiver shall take possession of the assets of the business and an inventory thereof shall be made in the presence of the owner or owners of the business or his or their representatives.

If the owner or owners of the business or his or their representatives shall not attend for that purpose, the inventory shall be made by a notary in the presence of two witnesses.

ARTICLE IV

The Receiver shall comply with all written instructions issued to him by or on behalf of the Allied Military Government. His salary shall be fixed by the Allied Military Government.

- 1 -

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

ARTICLE V

The Receiver shall remain in office until further AMG order or until another Receiver is lawfully appointed.

ARTICLE VI

Any person in control or possession of any property of the concern or of any information relating to the affairs thereof shall:

a. forthwith make written disclosure to the Receiver of such control or possession or such information, and,

b. not part with, destroy, or otherwise deal with the said property or disclose the said information without the prior consent of the Receiver.

ARTICLE VII

Any person who violates any of the provisions of this Order shall, upon conviction by an Allied Military Court, be liable to imprisonment or fine, or both, with or without other lawful punishment, as the Court may determine.

ARTICLE VIII

This Order shall be effective on, from, and after 20 June 1945.

M Carr Brigadier

M. CARR
Brigadier
Regional Commissioner

Declassified E.O. 12356 Section 3.3/NND No. 765021

23 GIU. 1945

QUARTIERE GENERALE
GOVERNO MILITARE ALLEATO
REGIONE LIGURIA
APO 394

20 Giugno 1945

ORDINE UFFICIALE )
:
NUMERO 13 )

Considerato che è necessaria la nomina di un Commissario per
la Società Anonima di Navigazione "TIRRENIA"
con sede in GENOVA Provincia
di GENOVA,

PERTANTO, io, M. CARR, Brigadiere Generale, Commissario Regionale per la Liguria, A.M.G., ordino quanto segue:

ARTICOLO 1.

Il Cap. MILAZZO VINCENZO

è temporaneamente nominato Commissario del la Soc. Anon. di Nav. TIRRENIA
con sede in Genova Provincia
di Genova,

ARTICOLO II.

I poteri del Commissario saranno i seguenti:

a. Il Commissario avrà pieni poteri per curare ed amministrare gli affari e potrà esercitare tutte le normali funzioni amministrative.

b. Gli atti del Commissario saranno soggetti al controllo del Commissario Provinciale.

c. Il Commissario non compirà nessun'atto eccedente l'ordinaria amministrazione a meno che non abbia ottenuto il consenso scritto del Commissario Provinciale dopo che questi ne abbia riscontrata la necessità.

d. Si applicheranno al Commissario le disposizioni dell'art. 2616 e segg. del Codice Civile Italiano.

ARTICOLO III.

Il Commissario dovrà prendere possesso dei beni dell'azienda

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

Considerato che è necessaria la nomina di un Commissario per

**la Società Anonima di Navigazione "TIRRENIA"**

con sede in **GENOVA** Provincia

di **GENOVA**,

PERTANTO, io, M. CARR, Brigadiere Generale, Commissario Regionale per la Liguria, A.M.G., ordino quanto segue:

ARTICOLO I.

**Il Cap. MILAZZO VINCENZO** è

temporaneamente nominato Commissario del **la Soc. Anon. di Nav. TIRRENIA**

con sede in **Genova** Provincia

di **Genova**.

ARTICOLO II.

I poteri del Commissario saranno i seguenti:

a. Il Commissario avrà pieni potori per curare ed amministrare gli affari e potrà esercitare tutte le normali funzioni amministrative.

b. Gli atti del Commissario saranno soggetti al controllo del Commissario Provinciale.

c. Il Commissario non compirà nessun'atto eccedente l'ordinaria amministrazione a meno che non abbia ottenuto il consenso scritto del Commissario Provinciale dopo che questi ne abbia riscontrata la necessità.

d. Si applicheranno al Commissario le disposizioni dell'art. 2636 e segg. del Codice Civile Italiano.

ARTICOLO III.

Il Commissario dovrà prendere possesso dei beni dell'azienda e un relativo inventario dovrà essere fatto in presenza del proprietario o dei proprietari o di loro rappresentanti.

Se il proprietario od i proprietari dell'azienda o i loro rappresentanti non saranno presenti all'operazione di cui sopra, l'inventario dovrà essere redatto da un notaio alla presenza di due testimoni.

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ARTICOLO IV.

Il Commissario si atterrà a tutte le istruzioni scritte impartitegli da o per conto del Governo Militare Alleato. La sua identità di carica dovrà essere fissata dal Governo Militare Alleato.

ARTICOLO V.

Il Commissario rimarrà in carica fino ad ulteriore disposizione dell'AMG. o sinchè un altro commissario non sarà legalmente nominato.

ARTICOLO VI.

Qualsiasi persona che abbia il controllo o il possesso di qualsiasi proprietà dell'azienda or ora sia in grado di fornire informazioni relative agli affari dell'azienda:

a. dovrà subito presentare al Commissario denuncia scritta di tale controllo o possesso o di tali informazioni, e,

b. non dovrà alienare, distruggere, o far uso in qualsiasi modo di dette proprietà o rivelare dette informazioni senza il preventivo consenso del Commissario.

ARTICOLO VII.

Chiunque violi qualsiasi disposizione della presente ordinanza sarà, con sentenza di una Corte Militare Alleata, passibile di detenzione o multa, o di entrambe, con o senza altra pena legale, a seconda del giudizio della Corte.

ARTICOLO VIII.

Questo ordine entrerà in vigore a partire dal 20 Giugno 1945.

(firmato) M. GIRR
Brigadiere Generale
Commissario Regionale.

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HEADQUARTERS
LIGURIA REGION
ALLIED MILITARY GOVERNMENT
APO 394

23 GIU. 1945

20 June 1945

OFFICIAL ORDER )
:
NUMBER 13 )

WHEREAS it is necessary that a Receiver should be appointed for Società Anonima di Navigazione "TIRRENIA" whose head office is situated at Genoa in the Province of Genoa.

NOW THEREFORE, I, M. CARR, Brigadier, Regional Commissioner of Liguria Region, A.M.G., hereby order as follows:

ARTICLE I

Cap. MILAZZO VINCENZO is hereby temporarily appointed Receiver of Soc. Anon. di Nav."TIRRENIA" whose head office is situated at Genoa in the Province of Genoa.

ARTICLE II

The powers of the Receiver shall be as follows:

a. The Receiver shall have full power to act for and manage the business and shall have power to exercise all normal administrative functions.

b. The acts of the Receiver shall be subject to the supervision of the Provincial Commissioner.

c. The Receiver shall not, except with the written consent of the Provincial Commissioner or his being satisfied as to the necessity therefor, do any act outside the normal scope of management.

d. The provisions of Art. 2636 et seq. of the Italian Civil Code shall apply to the Receiver.

ARTICLE III

The Receiver shall take possession of the assets of the business and an inventory thereof shall be made in the presence of the owner or owners of the business or his or their representatives.

If the owner or owners of the business or his or their representatives shall not attend for that purpose, the inventory

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of Genoa .

NOW THEREFORE, I, M. CARR, Brigadier, Regional Commissioner of Liguria Region, A.M.G., hereby order as follows:

ARTICLE I

Cap. MILAZZO VINCENZO is hereby temporarily appointed Receiver of Soc. Anon. di Nav."TIRRENIA" whose head office is situated at Genoa in the Province of Genoa .

ARTICLE II

The powers of the Receiver shall be as follows:

a. The Receiver shall have full power to act for and manage the business and shall have power to exercise all normal administrative functions.

b. The acts of the Receiver shall be subject to the supervision of the Provincial Commissioner.

c. The Receiver shall not, except with the written consent of the Provincial Commissioner on his being satisfied as to the necessity therefor, do any act outside the normal scope of management.

d. The provisions of Art. 2636 et seq. of the Italian Civil Code shall apply to the Receiver.

ARTICLE III

The Receiver shall take possession of the assets of the business and an inventory thereof shall be made in the presence of the owner or owners of the business or his or their representatives.

If the owner or owners of the business or his or their representatives shall not attend for that purpose, the inventory shall be made by a notary in the presence of two witnesses.

ARTICLE IV

The Receiver shall comply with all written instructions issued to him by or on behalf of the Allied Military Government. His salary shall be fixed by the Allied Military Government.



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ARTICLE V

The Receiver shall remain in office until further AMG order or until another Receiver is lawfully appointed.

ARTICLE VI

Any person in control or possession of any property of the concern or of any information relating to the affairs thereof shall:

a. forthwith make written disclosure to the Receiver of such control or possession or such information, and,

b. not part with, destroy, or otherwise deal with the said property or disclose the said information without the prior consent of the Receiver.

ARTICLE VII

Any person who violates any of the provisions of this Order shall, upon conviction by an Allied Military Court, be liable to imprisonment or fine, or both, with or without other lawful punishment, as the Court may determine.

ARTICLE VIII

This Order shall be effective on, from, and after 20 June 1945.

M Carr Brigadier

M. CARR
Brigadier
Regional Commissioner

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b. forthwith make whatever disclosure to the Receiver of such control or possession or such information, and,

b. not part with, destroy, or otherwise deal with the said property or disclose the said information without the prior consent of the Receiver.

ARTICLE VII

Any person who violates any of the provisions of this Order shall, upon conviction by an Allied Military Court, be liable to imprisonment or fine, or both, with or without other lawful punishment, as the Court may determine.

ARTICLE VIII

This Order shall be effective on, from, and after 20 June 1945.

M. Carr Brigadier

M. CARR
Brigadier
Regional Commissioner



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23 GIU. 1945

QUARTIERE GENERALE
GOVERNO MILITARE ALLEATO
REGIONE LIGURIA
APO 394

20 Giugno 1945

ORDINE UFFICIALE )
:
NUMERO 13 )

Considerato che è necessaria la nomina di un Commissario per
**la Società Anonima di Navigazione "TIRRENIA"**
con sede in **GENOVA** Provincia
di **GENOVA**,

PERTANTO, io, M. CARR, Brigadiere Generale, Commissario Regionale per la Liguria, A.M.G., ordino quanto segue:

ARTICOLO I.

**Il Cap. MILAZZO VINCENZO** è
temporaneamente nominato Commissario del **la Soc. Anon. di Nav. TIRRENIA**
con sede in **Genova** Provincia
di **Genova**,

ARTICOLO II.

I poteri del Commissario saranno i seguenti:

a. Il Commissario avrà pieni poteri per curare ed amministrare gli affari e potrà esercitare tutte le normali funzioni amministrative.

b. Gli atti del Commissario saranno soggetti al controllo del Commissario Provinciale.

c. Il Commissario non compirà nessun'atto eccedente l'ordinaria amministrazione a meno che non abbia ottenuto il consenso scritto del Commissario Provinciale dopo che questi no abbia riscontrata la necessità.

d. Si applicheranno al Commissario le disposizioni dell'art. 2086 e segg. del Codice Civile Italiano.

ARTICOLO III.

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Considerato che è necessaria la nomina di un Commissario per

**la Società Anonima di Navigazione "TIRRENIA"**

con sede in **GENOVA** Provincia

di **GENOVA**,

PERTANTO, io, M. CARA, Brigadiere Generale, Commissario Regionale per la Liguria, A.M.G., ordino quanto segue:

ARTICOLO 1.

**Il Cap. MILAZZO VINCENZO** è

temporaneamente nominato Commissario del **la Soc. Anon. di Nav. TIRRENIA**

con sede in **Genova** Provincia

di **Genova**,

ARTICOLO II.

I poteri del Commissario saranno i seguenti:

a. Il Commissario avrà pieni poteri per curare ed amministrare gli affari e potrà esercitare tutte le normali funzioni amministrative.

b. Gli atti del Commissario saranno soggetti al controllo del Commissario Provinciale.

c. Il Commissario non compirà nessun'atto eccedente l'ordinaria amministrazione a meno che non abbia ottenuto il consenso scritto del Commissario Provinciale dopo che questi ne abbia riscontrata la necessità.

d. Si applicheranno al Commissario le disposizioni dell'art. 2036 e segg. del Codice Civile Italiano.

ARTICOLO III.

Il Commissario dovrà prendere possesso dei beni dell'azienda e un relativo inventario dovrà essere fatto in presenza del proprietario o dei proprietari o di loro rappresentanti.

Se il proprietario od i proprietari dell'azienda o i loro rappresentanti non saranno presenti all'operazione di cui sopra, l'inventario dovrà essere redatto da un notaio alla presenza di due testimoni.

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ARTICOLO IV.

Il Commissario si atterrà a tutte le istruzioni scritte impartitogli da o per conto del Governo Militare Alleato. La sua identità di carica dovrà essere fissata dal Governo Militare Alleato.

ARTICOLO V.

Il Commissario rimarrà in carica fino ad ulteriore disposizione dell'AMG, o sinchè un altro commissario non sarà legalmente nominato.

ARTICOLO VI.

Qualsiasi persona che abbia il controllo o il possesso di qualsiasi proprietà dell'azienda op uro sia in grado di fornire informazioni relative agli affari dell'azienda:

a. dovrà subito presentare al Commissario denuncia scritta di tale controllo o possesso o di tali informazioni, e,

b. non dovrà alienare, distruggere, o far uso in qualsiasi modo di dette proprietà o rivelare dette informazioni senza il preventivo consenso del Commissario.

ARTICOLO VII.

Chiunque violi qualsiasi disposizione della presente ordinanza sarà, con sentenza di una Corte Militare Alleata, passibile di detenzione o multa, o di entrambe, con o senza altra pena legale, a seconda il giudizio della Corte.

ARTICOLO VIII.

Questo ordine entrerà in vigore a partire dal 20 Giugno 1945.

(firmato) M. CARR
Brigadiere Generale
Commissario Regionale.

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23 GIU. 1945

HEADQUARTERS
LIGURIA REGION
ALLIED MILITARY GOVERNMENT
APO 394

20 June 1945

OFFICIAL ORDER :
NUMBER 13 :

WHEREAS it is necessary that a Receiver should be appointed for **Società Anonima di Navigazione "TIRRENIA"** whose head office is situated at **GENOA** in the Province of **GENOA**.

NOW THEREFORE, I, M. CARR, Brigadier, Regional Commissioner of Liguria Region, A.M.G., hereby order as follows:

ARTICLE I

**Cap. MILAZZO VINCENZO** is hereby temporarily appointed Receiver of **Soc. Anon. di Nav. TIRRENIA** whose head office is situated at **Genoa** in the Province of **Genoa**.

ARTICLE II

The powers of the Receiver shall be as follows:

a. The Receiver shall have full power to act for and manage the business and shall have power to exercise all normal administrative functions.

b. The acts of the Receiver shall be subject to the supervision of the Provincial Commissioner.

c. The Receiver shall not, except with the written consent of the Provincial Commissioner on his being satisfied as to the necessity therefor, do any act outside the normal scope of management.

d. The provisions of Art. 2636 et seq. of the Italian Civil Code shall apply to the Receiver.

ARTICLE III

The Receiver shall take possession of the assets of the business and an inventory thereof shall be made in the presence of the owner or owners of the business or his or their represent-

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

WHEREAS it is necessary that a Receiver should be appointed for **Società Anonima di Navigazione "TIRRENIA"** whose head office is situated at **GENOA** in the Province of **GENOA**.

NOW THEREFORE, I. M. CARR, Brigadier, Regional Commissioner of Liguria Region, A.M.G., hereby order as follows:

ARTICLE I

**Cap. MILAZZO VINCENZO** is hereby temporarily appointed Receiver of **Soc. Anon. di Nav. TIRRENIA** whose head office is situated at **Genoa** in the Province of **Genoa**.

ARTICLE II

The powers of the Receiver shall be as follows:

a. The Receiver shall have full power to act for and manage the business and shall have power to exercise all normal administrative functions.

b. The acts of the Receiver shall be subject to the supervision of the Provincial Commissioner.

c. The Receiver shall not, except with the written consent of the Provincial Commissioner on his being satisfied as to the necessity therefor, do any act outside the normal scope of management.

d. The provisions of Art. 2636 et seq. of the Italian Civil Code shall apply to the Receiver.

ARTICLE III

The Receiver shall take possession of the assets of the business and an inventory thereof shall be made in the presence of the owner or owners of the business or his or their representatives.

If the owner or owners of the business or his or their representatives shall not attend for that purpose, the inventory shall be made by a notary in the presence of two witnesses.

ARTICLE IV

The Receiver shall comply with all written instructions issued to him by or on behalf of the Allied Military Government. His salary shall be fixed by the Allied Military Government.



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ARTICLE V

The Receiver shall remain in office until further AMG order or until another Receiver is lawfully appointed.

ARTICLE VI

Any person in control or possession of any property of the concern or of any information relating to the affairs thereof shall:

a. forthwith make written disclosure to the Receiver of such control or possession or such information, and,

b. not part with, destroy, or otherwise deal with the said property or disclose the said information without the prior consent of the Receiver.

ARTICLE VII

Any person who violates any of the provisions of this Order shall, upon conviction by an Allied Military Court, be liable to imprisonment or fine, or both, with or without other lawful punishment, as the Court may determine.

ARTICLE VIII

This Order shall be effective on, from, and after 20 June 1945.

M Carr Brigadier

M. CARR
Brigadier
Regional Commissioner

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said property or disclose the said information without the prior consent of the Receiver.

ARTICLE VII

Any person who violates any of the provisions of this Order shall, upon conviction by an Allied Military Court, be liable to imprisonment or fine, or both, with or without other lawful punishment, as the Court may determine.

ARTICLE VIII

This Order shall be effective on, from, and after 20 June 1945.

M Carr Brigadier

M. CARR
Brigadier
Regional Commissioner



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23 GIU. 1945

QUARTIER GENERALE
GOVERNO MILITARE ALLEATO
REGIONE LIGURIA
APO 394

20 Giugno 1945

ORDINE UFFICIALE )
:
NUMERO 13 )

Considerato che è necessaria la nomina di un Commissario per
**la Società Anonima di Navigazione "TIRRENIA"**
con sede in **GENOVA** Provincia
di **GENOVA**,

PERTANTO, io, M. CARR, Brigadiere Generale, Commissario Regionale per la Liguria, A.M.G., ordino quanto segue:

ARTICOLO I.

**Il Cap. MILAZZO VINCENZO**
temporaneamente nominato Commissario della **la Soc. Anon. di Nav. TIRRENIA**
con sede in **Genova** Provincia
di **Genova**,

ARTICOLO II.

I poteri del Commissario saranno i seguenti:

a. Il Commissario avrà pieni poteri per curare ed amministrare gli affari e potrà esercitare tutte le normali funzioni amministrative.

b. Gli atti del Commissario saranno soggetti al controllo del Commissario Provinciale.

c. Il Commissario non compirà nessun'atto eccedente l'ordinaria amministrazione a meno che non abbia ottenuto il consenso scritto del Commissario Provinciale dopo che questi ne abbia riscontrata la necessità.

d. Si applicheranno al Commissario le disposizioni dell'art. 2636 e segg. del Codice Civile Italiano.

ARTICOLO III.

Il Commissario dovrà prendere possesso dei beni dell'azienda e ne redigerà

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la Società Anonima di Navigazione "TIRRENIA"

con sede in GENOVA Provincia

di GENOVA,

PERTANTO, io, M. CARR. Brigadiere Generale, Commissario Regionale per la Liguria, A.M.G., ordino quanto segue:

ARTICOLO 1.

Il Cap. MILAZZO VINCENZO

temporaneamente nominato Commissario della la Soc. Anon. di Nav. TIRRENIA

con sede in Genova Provincia

di Genova,

ARTICOLO II.

I poteri del Commissario saranno i seguenti:

a. Il Commissario avrà pieni poteri per curare ed amministrare gli affari e potrà esercitare tutte le normali funzioni amministrative.

b. Gli atti del Commissario saranno soggetti al controllo del Commissario Provinciale.

c. Il Commissario non compirà nessun'atto eccedente l'ordinaria amministrazione a meno che non abbia ottenuto il consenso scritto del Commissario Provinciale dopo che questi ne abbia riscontrata la necessità.

d. Si applicheranno al Commissario le disposizioni dell'art. 2086 e segg. del Codice Civile Italiano.

ARTICOLO III.

Il Commissario dovrà prendere possesso dei beni dell'azienda e un relativo inventario dovrà essere fatto in presenza del proprietario o dei proprietari o di loro rappresentanti.

Se il proprietario od i proprietari dell'azienda o i loro rappresentanti non saranno presenti all'operazione di cui sopra, l'inventario dovrà essere redatto da un notaio alla presenza di due testimoni.

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ARTICOLO IV.

Il Commissario si atterrà a tutte le istruzioni scritte impartitegli da o per conto del Governo Militare Alleato. La sua identità di carica dovrà essere fissata dal Governo Militare Alleato.

ARTICOLO V.

Il Commissario rimarrà in carica fino ad ulteriore disposizione dell'AMG. o sinchè un altro commissario non sarà legalmente nominato.

ARTICOLO VI.

Qualsiasi persona che abbia il controllo o il possesso di qualsiasi proprietà dell'azienda op ure sia in grado di fornire informazioni relative agli affari dell'azienda:

a. dovrà subito presentare al Commissario denuncia scritta di tale controllo o possesso o di tali informazioni, e,

b. non dovrà alienare, distruggere, o far uso in qualsiasi modo di dette proprietà o rivelare dette informazioni senza il preventivo consenso del Commissario.

ARTICOLO VII.

Chiunque violi qualsiasi disposizione della presente ordinanza sarà, con sentenza di una Corte Militare Alleata, passibile di detenzione o multa, o di entrambe, con o senza altra pena legale, a seconda il giudizio della Corte.

ARTICOLO VIII.

Questo ordine entrerà in vigore a partire dal 20 Giugno 1945.

(firmato) M. CaRR
Brigadiere Generale
Commissario Regionale.

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

23 Gen...

HEADQUARTERS
LIGURIA REGION
ALLIED MILITARY GOVERNMENT
APO 394

20 June 1945

OFFICIAL ORDER )
:
NUMBER 13 )

WHEREAS it is necessary that a Receiver should be appointed for **Società Anonima di Navigazione "TIRRENIA"** whose head office is situated at **GENOA** in the Province of **GENOA**;

NOW THEREFORE, I, M. CARR, Brigadier, Regional Commissioner of Liguria Region, A.M.G., hereby order as follows:

ARTICLE I

**Cap. MILAZZO VINCENZO** is hereby temporarily appointed Receiver of **Soc. Anon. di Nav. TIRRENIA** whose head office is situated at **Genoa** in the Province of **Genoa**.

ARTICLE II

The powers of the Receiver shall be as follows:

a. The Receiver shall have full power to act for and manage the business and shall have power to exercise all normal administrative functions.

b. The acts of the Receiver shall be subject to the supervision of the Provincial Commissioner.

c. The Receiver shall not, except with the written consent of the Provincial Commissioner on his being satisfied as to the necessity therefor, do any act outside the normal scope of management.

d. The provisions of Art. 2636 et seq. of the Italian Civil Code shall apply to the Receiver.

ARTICLE III

The Receiver shall take possession of the assets of the business and an inventory thereof shall be made in the presence of the owner or owners of the business or his or their representatives.

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

WHEREAS it is necessary that a Receiver should be appointed for **Società Anonima di Navigazione "TIRRENIA"** whose head office is situated at **GENOA** in the Province of **GENOA**.

NOW THEREFORE, I, M. CARR, Brigadier, Regional Commissioner of Liguria Region, A.M.G., hereby order as follows:

ARTICLE I

**Cap. MILAZZO VINCENZO** is hereby temporarily appointed Receiver of **Soc. Anon. di Nav. TIRRENIA** whose head office is situated at **Genoa** in the Province of **Genoa**.

ARTICLE II

The powers of the Receiver shall be as follows:

a. The Receiver shall have full power to act for and manage the business and shall have power to exercise all normal administrative functions.

b. The acts of the Receiver shall be subject to the supervision of the Provincial Commissioner.

c. The Receiver shall not, except with the written consent of the Provincial Commissioner on his being satisfied as to the necessity therefor, do any act outside the normal scope of management.

d. The provisions of Art. 2636 et seq. of the Italian Civil Code shall apply to the Receiver.

ARTICLE III

The Receiver shall take possession of the assets of the business and an inventory thereof shall be made in the presence of the owner or owners of the business or his or their representatives.

If the owner or owners of the business or his or their representatives shall not attend for that purpose, the inventory shall be made by a notary in the presence of two witnesses.

ARTICLE IV

The Receiver shall comply with all written instructions issued to him by or on behalf of the Allied Military Government. His salary shall be fixed by the Allied Military Government.



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ARTICLE V

The Receiver shall remain in office until further AMG order or until another Receiver is lawfully appointed.

ARTICLE VI

Any person in control or possession of any property of the concern or of any information relating to the affairs thereof shall:

a. forthwith make written disclosure to the Receiver of such control or possession or such information, and,

b. not part with, destroy, or otherwise deal with the said property or disclose the said information without the prior consent of the Receiver.

ARTICLE VII

Any person who violates any of the provisions of this Order shall, upon conviction by an Allied Military Court, be liable to imprisonment or fine, or both, with or without other lawful punishment, as the Court may determine.

ARTICLE VIII

This Order shall be effective on, from, and after 20 June 1945.

M Carr Brigadier

M. CARR
Brigadier
Regional Commissioner

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

b. not part with, destroy, or otherwise deal with the said property or disclose the said information without the prior consent of the Receiver.

ARTICLE VII

Any person who violates any of the provisions of this Order shall, upon conviction by an Allied Military Court, be liable to imprisonment or fine, or both, with or without other lawful punishment, as the Court may determine.

ARTICLE VIII

This Order shall be effective on, from, and after 20 June 1945.

M. Carr Brigadier

M. CARR
Brigadier
Regional Commissioner



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QUARTIERE GENERALE
GOVTNO MILITARE ALLEATO
REGIONE LIGURIA
APO 394

20 Giugno 1945

ORDINE UFFICIALE )
:
NUMERO 13 )

Considerato che è necessaria la nomina di un Commissario per _____
la Società Anonima di Navigazione "TIRRENIA"
con sede in GENOVA Provincia
di GENOVA,

PERTANTO, io, M. CARR. Brigadiere Generale, Commissario Regionale per la Liguria, A.M.G., ordino quanto segue:

ARTICOLO 1.

Il Cap. MILAZZO VINCENZO è
temporaneamente nominato Commissario della Soc. Anon. di Nav. TIRRENIA
con sede in Genova Provincia
di Genova,

ARTICOLO II.

I poteri del Commissario saranno i seguenti:

a. Il Commissario avrà pieni poteri per curare ed amministrare gli affari e potrà esercitare tutte le normali funzioni amministrative.

b. Gli atti del Commissario saranno soggetti al controllo del Commissario Provinciale.

c. Il Commissario non compirà nessun'atto eccedente l'ordinaria amministrazione a meno che non abbia ottenuto il consenso scritto del Commissario Provinciale dopo che questi ne abbia riscontrata la necessità.

d. Si applicheranno al Commissario le disposizioni dell'art. 2636 e segg. del Codice Civile Italiano.

ARTICOLO III.

Il Commissario dovrà prendere possesso dei beni dell'azienda e un relativo

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

Considerato che è necessaria la nomina di un Commissario per _____

la Società Anonima di Navigazione "TIRRENIA"

con sede in GENOVA Provincia

di GENOVA,

PERTANTO, io, M. CARA, Brigadiere Generale, Commissario Regionale per la Liguria, A.M.G., ordino quanto segue:

ARTICOLO 1.

Il Cap. MILAZZO VINCENZO è

temporaneamente nominato Commissario della Soc. Anon. di Nav. TIRRENIA

con sede in Genova Provincia

di Genova,

ARTICOLO II.

I poteri del Commissario saranno i seguenti:

a. Il Commissario avrà pieni poteri per curare ed amministrare gli affari e potrà esercitare tutte le normali funzioni amministrative.

b. Gli atti del Commissario saranno soggetti al controllo del Commissario Provinciale.

c. Il Commissario non compirà nessun'atto eccedente l'ordinaria amministrazione a meno che non abbia ottenuto il consenso scritto del Commissario Provinciale dopo che questi ne abbia riscontrata la necessità.

d. Si applicheranno al Commissario le disposizioni dell'art. 2636 e segg. del Codice Civile Italiano.

ARTICOLO III.

Il Commissario dovrà prendere possesso dei beni dell'azienda e un relativo inventario dovrà essere fatto in presenza del proprietario o dei proprietari o di loro rappresentanti.

Se il proprietario od i proprietari dell'azienda o i loro rappresentanti non saranno presenti all'operazione di cui sopra, l'inventario dovrà essere redatto da un notaio alla presenza di due testimoni.

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ARTICOLO IV.

Il Commissario si atterrà a tutte le istruzioni scritte impartitegli da o per conto del Governo Militare Alleato. La sua identità di carica dovrà essere fissata dal Governo Militare Alleato.

ARTICOLO V.

Il Commissario rimarrà in carica fino ad ulteriore disposizione dell'AMG. o sinchè un altro commissario non sarà legalmente nominato.

ARTICOLO VI.

Qualsiasi persona che abbia il controllo o il possesso di qualsiasi proprietà dell'azienda op ure sia in grado di fornire informazioni relative agli affari dell'azienda:

a. dovrà subito presentare al Commissario denuncia scritta di tale controllo o possesso o di tali informazioni, e,

b. non dovrà alienare, distruggere, o far uso in qualsiasi modo di detta proprietà o rivelare dette informazioni senza il preventivo consenso del Commissario.

ARTICOLO VII.

Chiunque violi qualsiasi disposizione della presente ordinanza sarà, con sentenza di una Corte Militare Alleata, passibile di detenzione o multa, o di entrambe, con o senza altra pena legale, a secondo il giudizio della Corte.

ARTICOLO VIII.

Questo ordine entrerà in vigore a partire dal 20 Giugno 1945.

(firmato) M. CARR
Brigadiere Generale
Commissario Regionale.

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

HEADQUARTERS
LIGURIA REGION
ALLIED MILITARY GOVERNMENT
APO 394

23 GIU 1945

20 June 1945

OFFICIAL ORDER )
:
NUMBER 13 )

WHEREAS it is necessary that a Receiver should be appointed for Società Anonima di Navigazione "TIRRENIA" whose head office is situated at GENOA in the Province of GENOA.

NOW THEREFORE, I, M. CARR, Brigadier, Regional Commissioner of Liguria Region, A.M.G., hereby order as follows:

ARTICLE I

Cap. MILAZZO VINCENZO is hereby temporarily appointed Receiver of Soc. Anon. di Nav. TIRRENIA whose head office is situated at Genoa in the Province of Genoa.

ARTICLE II

The powers of the Receiver shall be as follows:

a. The Receiver shall have full power to act for and manage the business and shall have power to exercise all normal administrative functions.

b. The acts of the Receiver shall be subject to the supervision of the Provincial Commissioner.

c. The Receiver shall not, except with the written consent of the Provincial Commissioner on his being satisfied as to the necessity therefor, do any act outside the normal scope of management.

d. The provisions of Art. 2636 et seq. of the Italian Civil Code shall apply to the Receiver.

ARTICLE III

The Receiver shall take possession of the assets of the business and an inventory thereof shall be made in the presence of the owner or owners of the business or his or their representatives.

If the owner or owners of the business or his or their representatives shall not attend for that purpose, the inventory shall be made by a notary in the presence of two witnesses.

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

NOW THEREFORE, I, M. CARR, Brigadier, Regional Commissioner of Liguria Region, A.M.G., hereby order as follows:

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c. The Receiver shall not, except with the written consent of the Provincial Commissioner on his being satisfied as to the necessity therefor, do any act outside the normal scope of management.

d. The provisions of Art. 2636 et seq. of the Italian Civil Code shall apply to the Receiver.

ARTICLE III

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If the owner or owners of the business or his or their representatives shall not attend for that purpose, the inventory shall be made by a notary in the presence of two witnesses.

ARTICLE IV

The Receiver shall comply with all written instructions issued to him by or on behalf of the Allied Military Government. His salary shall be fixed by the Allied Military Government.



162

8545

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

ARTICLE V

The Receiver shall remain in office until further AMG order or until another Receiver is lawfully appointed.

ARTICLE VI

Any person in control or possession of any property of the concern or of any information relating to the affairs thereof shall:

a. forthwith make written disclosure to the Receiver of such control or possession or such information, and,

b. not part with, destroy, or otherwise deal with the said property or disclose the said information without the prior consent of the Receiver.

ARTICLE VII

Any person who violates any of the provisions of this Order shall, upon conviction by an Allied Military Court, be liable to imprisonment or fine, or both, with or without other lawful punishment, as the Court may determine.

ARTICLE VIII

This Order shall be effective on, from, and after 20 June 1945.

M Carr Brigadier

M. CARR
Brigadier
Regional Commissioner

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

but the prior consent of the Receiver.

ARTICLE VII

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M Carr Brigadier

M. CARR
Brigadier
Regional Commissioner



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

QUARTIERE GENERALE
GOVERNO MILITARE ALLEATO
REGIONE LIGURIA
APO 394

20 Giugno 1945

ORDINE UFFICIALE )
:
NUMERO 13 )

Considerato che è necessaria la nomina di un Commissario per
**la Società Anonima di Navigazione "TIRRENIA"**
con sede in **GENOVA** Provincia
di **GENOVA**,

PERTANTO, io, M. CARR, Brigadiere Generale, Commissario Regionale per la Liguria, A.M.G., ordino quanto segue:

ARTICOLO I.

**Il Cap. MILAZZO VINCENZO** è
temporaneamente nominato Commissario del **la Soc. Anon. di Nav. TIRRENIA**
con sede in **Genova** Provincia
di **Genova**.

ARTICOLO II.

I poteri del Commissario saranno i seguenti:

a. Il Commissario avrà pieni poteri per curare ed amministrare gli affari e potrà esercitare tutte le normali funzioni amministrative.

b. Gli atti del Commissario saranno soggetti al controllo del Commissario Provinciale.

c. Il Commissario non compirà nessun'atto eccedente l'ordinaria amministrazione a meno che non abbia ottenuto il consenso scritto del Commissario Provinciale dopo che questi no abbia riscontrate la necessità.

d. Si applicheranno al Commissario le disposizioni dell'art. 161 segg. del Codice Civile Italiano.

ARTICOLO III.

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

Considerato che è necessaria la nomina di un Commissario per

**la Società Anonima di Navigazione "TIRRENIA"**

con sede in **GENOVA** Provincia

di **GENOVA**,

PERTANTO, io, M. C.R.M., Brigadiere Generale, Commissario Regionale per la Liguria, A.M.G., ordino quanto segue:

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con sede in **Genova** Provincia

di **Genova**,

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d. Si applicheranno al Commissario le disposizioni dell'art. 161 segg. del Codice Civile Italiano.

ARTICOLO III.

Il Commissario dovrà prendere possesso dei beni dell'azienda e un relativo inventario dovrà essere fatto in presenza del proprietario o dei proprietari o di loro rappresentanti.

Se il proprietario od i proprietari dell'azienda o i loro rappresentanti non saranno presenti all'operazione di cui sopra, l'inventario dovrà essere redatto da un notaio alla presenza di due testimoni.

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

ARTICOLO IV.

Il Commissario si atterrà a tutte le istruzioni scritte impartitegli da o per conto del Governo Militare Alleato. La sua identità di carica dovrà essere fissata dal Governo Militare Alleato.

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a. dovrà subito presentare al Commissario denuncia scritta di tale controllo o possesso di tali informazioni, e,

b. non dovrà alienare, distruggere, o far uso in qualsiasi modo di detta proprietà o rivelare dette informazioni senza il preventivo consenso del Commissario.

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ARTICOLO VIII.

Questo ordine entrerà in vigore a partire dal 20 Giugno 1945.

(firmato) M. CARR
Brigadiere Generale
Commissario Regionale.

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

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

SECRET

To: Prod Div
for Retention

GEN/103/188
JUN 1814008

E/5923
JUN 201935B
IMMEDIATE

MOV GENOA

FREEDOM CITE FREDOM INFO WESTMOVES, I-STO MED, DISTMO, ALCOM, 5TH ARMY FOR G4, AND MOV HR INCR, DEPDOCKS ROME

SECRET.

1. Present arrivals in harbour plus survey has shown previously advised lengths and drafts inaccurate and that berth capacity ERITREA ETIOPIA GIORGIO and CANZIO is only equal to 3 Liberties and 5 coasters.

2. As many wrecks are semi buoyant and may have moved since original soundings it is hoped that todays position will improve rapidly.

3. Provided salvage at quays is not unduly restricted by minesweeping the position on a bove berths at 30 June should be 9 Liberty 3 coasters 1 holding.

4. Salvage are checking clearance each berth by diver and as this definite information becomes available it will be signalled to you.

5. Provided salvage at berths is accomplished as anticipated it is considered port can just keep pace with scheduled programme rising to 8000 TPD by end July.

DIST

INFO-ACTION: Tn S/C 2
" " Navy S/C
INFO: Chief Commissioner
Econ Sec
File

INFO - ACTION

160

SECRET

3528 Genoa

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

HIGH COMMISSIONER SARDINIA INFO AMG LIGURIA REGION AMG FIFTH ARMY

DESTWO ALCOM PLO GENOA MOV GENOA AFHQ CITE FHGDM FHQMG MEDBO SCHO-
23 18 JUNE 45 ROUTINE

CONTINUATION OF ADDRESSEES : ONER CONTROL NAPLES

RESTRICTED PD

PARA ONE PD PELAGOSA ETA CAGLIARI TWO FIVE JUNE WILL LOAD TO

CAPACITY SEVEN SEVEN ZERO TONS APPROX BAGGED SALT FOR DISCHARGE

GENOA PD

PARAN TO HIGH COMMISSIONER SARDINIA INFO TO AMG LIGURIA REGION

TO AMG FIFTH ARMY TO DISTWO TO ALCOM PLO GENOA TO MOV GENOA TO AFHQ

CITE FHGDM FHQMG TO MEDBO SCHOONER CONTROL NAPLES FROM HQ ALCOM

CITE ACTET PARAN

MAINTENANCE PERIOD TWO FIVE JUNE DASH FOUR JULY PD

COPY TO : PORTS & WHSE DIV - FOOD SC - MINISTRY OF MARINE -
SCHOONER OFFICE .

159

TRANSPORTATION NO

534

NICHOLAS PIOMBINO
CWO U.S.A.
Asst.Adjutant

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

# SECRET

To: P. Rus Dw
(for Retention)

GEN/218/172
JUNE 151803B

E/5189
JUNE 1[illegible]30
PRIORITY

MOV GENOA

FREEDOM CITE FHGDA INFO: ALCOM CITE ACTFT, 8TSTMOVES DISTRO, 5TH ARMY FOR G5, ALCOM NAPLES, ALCOM GENOA, 5TH ARMY FOR MOV ZR INCR.

SECRET.

Ref ALCOM NR 9796 of 14 June not to all addressees.

1. Can accept schooners in harbour immediately but cannot discharge at ALCOM warehouse piers until PORTO VECCHIO cleared mines. Estimate for sweeping 15 days from today.

LIST

ACTION - TN SC 2
INFO - CHIEF COMMISSIONER
FOOD SC 2
FILE 2
FLOAT

158

# SECRET

3248 (Genoa)

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

To POS Dow
for retention

SECRET

GEN/103/171
JUNE 151800Z

S/7191
JUNE 160130Z
PRIORITY

NOV GENOA
ACTION: FLYDOW CITE PRIOR INFO: NORSHOVEN, DIETZE, ATOM, 5 ARMY
FOR G4, 5 ARMY FOR HOV BEF INCH, NAV NAPLES, NOV LEGHORN, SHOUT

SECRET

Ref our GEN/103/164 of 14 June para 5.

1. SHOUT expects to signal acceptance date of Liberties in Nabour PM 16.

2. Can accept new 1 Liberty for discharge over beach cargo to exclude coal or bulk grain.

3. Have requested NOV to call forward vessels as they become available for discharge in harbour.

Distr

Info-Action - To HC 2
Info - Chief Commissioner
Econ Sec
Coal Div
Food 2
Navy CC
File

157661

SECRET

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

SECRET To:- Pres Dis for retention

GEN/103/135 (1987)
JUN 071008

N/4241
JUN 090930B
IMPORTANT

NOV GENOA

(1) ATHL CITY RIVER (2) WESTHAVEN DEVTO (3) 15 ARMY GP (4) 5 ARMY FOR GL (5) NOV ER INCR 5 ARMY (6) ALCOM FOR TT S/C AND COAL SECN (7) DEFDOCKS ROME

SECRET.

1. NOIC GENOA proposes subject FORAN agreement to permit discharge of coasters at berths shewn in para 2 ref 9 June subject to beam and draft restrictions in my GEN/103/135 of 4 June.

2. Berths that will be swept by 9 June are

(a) CARGO total length 750 ft

(b) GIORGIO 2 berths 475 ft and 450 ft first of which only suitable for coal discharge.

3. Suggest shipping be allocated for harbour discharge to include 1 collier to meet urgent demands of railways.

PLT

INFORMATION: Th S/C 2
" Coal Div
INFO: Chief Commissioner
Econ Sec
Navy S/C
File 2
Fleet

SECRET

156

3076 Genoa

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

Translation of Article in the "Globo" No.107 of 7 June 1945, re the Port of Genoa, Present conditions and Future Plans.

Mr. Bruno Minoletti, extraordinary Commissioner of the CLNAI (Comitato Liberazione Nazionale Alta Italia) for the Merchant Marine, made some interesting statements to the "Globo" regarding the present conditions at the Port of Genoa.

Ships Afloat - He pointed out that within the Port there are 71 vessels of various types and sizes, all more or less damaged, but none the less afloat. The largest is the "Alberto Gianfolo" of only 4,000 dw, and next in size is a steamer of 2,100 tons, 91% fitted, owned by Fittalucs. In the above figure are included 20 motor schooners, 15 motor fishing vessels and 29 tugs.

A complete knowledge of the present conditions of the wharves may be obtained only when the underwater mines have been cleared. This will be possible by means of divers, who will make a detailed examination of the walls below water level. At the outer breakwater alone, there were 200 mines. An enormous amount of work will have to be done in order to make it possible to berth ships alongside the wharves. The numerous craft sunk in the port limits such possibility while the mooring places of the western basins of the port may be affected by a breach of about 50 meters opened in the outer breakwater between the piers S. Giorgio and Ethiopia, a breach which has been badly blocked with a sunken vessel. Warehouses built on certain of the wharves were notably damaged.

In regard to the means for loading and unloading, the hydrodynamic power station of Marinetta which serves the hydraulic cranes has recently put again into operation. Furthermore about 10 of the cranes are in working condition between the Cattaneo Wharf and Ponte Spinola. Some electric cranes are ready to work, as are 6 elevators on the Ponte S. Giorgio. There are, however, another two to be reconditioned at the same place, and others on the Canzio wharf.

Hydraulic Cranes - The water plant in certain sectors functions in a reduced way and in others, it does not work at all. The public lighting and telephonic plants are almost entirely destroyed. The large silos are seriously damaged and at least six months are needed to make such repairs as may permit reduced service. It is impossible to receive fuel in the depots of the ACNP; but with about one month's work, they will be able to take a reduced delivery of fuel oil, kerosine, etc., but not petrol (gasoline).

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



The railway plants which are in working conditions are those of the San Giorgio pier and of the Cotimaco-Persena wharf. Less satisfactory is the situation elsewhere, but repairs are being made. Many of the mechanical and repair shops are completely destroyed.

Plans for the Future - Dry docks 1, 3, and 4 are full of water and are damaged and also obstructed by ships which were on dry dock and were blown up on the spot. However, damages to dry dock 4 are less serious. Dry dock 2 will be easier to repair. The pump room was flooded, and does not appear to be damaged extensively. Fortunately the electric motors had been taken away by the Italians to avoid their destruction.

Genoese commercial circles have already formulated plans for work in connection with traffic. The minor repairs of the port are the first to be carried out. Commercial circles ask, among other things, that the government make the port a Free Zone. They ask for wide and total freedom of the port in contrast to the rigid state of self-sufficient economy imposed on the country before the war. Merchants remark that this unfortunate war has cut off all purchases by Germany, Italy and many States of Central Europe from abroad and it has closed immense consuming markets to which the United States alone had shipped in 1938 a conspicuous quota of the exports to Europe. As a free port, Genoa hopes to attract a great amount of overseas goods, especially since Rotterdam, Antwerp, Hamburg and the other German ports have been seriously put out of operation.

Certainly the creation of a free port is not a panacea; but, if it is not a medicine of undoubted efficiency, it is, however, an extra string to the commercial bow. It could certainly help at the present moment. New situations have arisen out of the war. As an example, the temporary inefficiency of the northern ports and the Rhine; Switzerland has not only a merchant navy, but numerous trucks, which, until the complete renewal of the railways, and even afterwards, could carry on traffic with Genoa. "I have been informed," concluded Mr. Minoletti, "that really the Swiss are pointing to Genoa because while the Port equipment of Marseilles is in good condition, communication between that port and Switzerland are very bad."

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

Port + Warehou

SECRET

GEN/102/125
JUNE 041730

E/3617
JUNE 050830
ROUTINE

MOV GENOA

FREEDOM CITE FROM INFO MOVEMOVES, DISTRO, 15 ARMY GROUP, 5 ARMY FOR GL AND MOV FB INCH, ALCOM FOR TN SC AND COAL SEC, ULPDOCKS PORTS

FILE

SECRET.

1. Naval salvage estimates to have passage through blockships into GENOA harbour as follows

(a) 5 June 76 feet broad 20 feet deep

(b) 7 June 76 feet broad 30 feet deep

(c) 15 June 110 feet broad 40 feet deep

(d) Breadth at C increasing quickly to 150 feet.

2. No information available on date of mine clearance.

HEADQUARTERS
5 JUN 1945
A. C.

DIST

INFO-ACTION TN SC (2)
" COAL SEC
INFO CHIEF COMMISSIONER
ECON SEC
NAVY
FILE (2)
FLOAT

153

SECRET

2903

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

# INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: GEN/103/100
Date/Time of Origin: MAY 28/1230B
Message Centre No: F/2775
Date Time Rec'd: MAY 29/1000B
Precedence: ROUTINE

FROM: MOV GENOA

TO : ACTION : FREEDOM CITE FHGDM. INFO: WESTMOVES, DISTWO, 15 ARMY GROUP, 5 ARMY FOR G4 MOV BRIT INCR, ALCOM DEP DOCKS ROME

## SECRET

SECRET.

Ref your FX 85118 of 27.

1. Consider serials 1 to 4 and 6 to 8 can be completed by 15 June over beaches with favourable weather conditions.

2. Local weather experts are of opinion that subject next 48 hours remaining calm prospects will be good.

3. ALRESFORD acceptance unknown until report received from Admiralty on condition mines in harbour

29 MAY 1945

M/C NOTE:

Above quoted reference believed to be FX 83118

DIST

INFO-ACTION : TN SC (2)

INFO : CHIEF COMMISSIONER
ECON SEC
COAL DIV
NAVY
FILE

INFO - ACTION

## SECRET

152

ac/24/fgn6

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

MOV GENOA PENBASE PENSOUTH SOUTHMOVES MOV NAPLES MOV LEGHORN
5TH ARMY GROUP DINTWO WESTMOV AMG LEGHORN AMG LIGURIA REGION
AMG

8588 27 MAY 45 PRIORITY

CONTINUATION OF ADDRESSEES : TOSCANA REGION PENSOUTH FOR AMG
NAPLES ALCOM FIORENTINO AFHQ CITE FHGEN FHOEG FOR INFO REDBO
SCHOONER CONTROL NAPLES
RESTRICTED PD
PARA ONE PD PLEASE CANCEL OUR SIGNAL EIGHT FIVE ZERO ZERO DATED
TWO SIX MAY SUBJECT CIVIL SUPPLIES FOR GENOA PD
FAILM TO MOV GENOA TO PENBASE TO PENSOUTH TO SOUTHMOVES TO MOV NAPLES TO MOV LEGHORN TO FIFTH ARMY GROUP TO DINTWO TO WESTMOV TO AMG LEGHORN TO AMG LIGURIA REGION TO AMG TOSCANA REGION TO PENSOUTH FOR AMG NAPLES TO ALCOM FIORENTINO TO AFHQ CITE FHGEN FHOEG FOR INFO TO REDBO SCHOONER CONTROL NAPLES FROM HQ ALCOM CITE ACTPT PARIEN
PARA TWO PD PROGRAMS TEMPORARILY SUSPENDED PD

COPY TO FOOD SUB COMM
AGRICULTURE SUB COMM
SHIPPING SUB COMM
PORTS & WAREHOUSE DIV
MINISTRY OF MARINE
ECONOMIC SECTION
MOV RAIL
MOV ROAD
SCHOONER OFFICE

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

R&U's Rouse. Div

# INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: GEN/103/93
Date/Time of Origin: MAY 261300B

Message Centre No: E/2479
Date Time Rec'd: MAY 262115B
Precedence: OP PRIORITY

FROM: MOV GENOA

TO: ACTION FREEDOM CITE FHGDM INFO: WESTMOVES DISTWO 15 ARMY GP 5 ARMY FOR G 4 AND MOV BRIT INC, AIGOM FOR ACTPT AND COAL SECTION, DEPDOCKS ROME

SECRET

1. Weather continues unsettled. New beach track completed yesterday now at sea.

2. Resumption of beach operations cannot take place until 24 hours after weather moderates.

3. FONAM has suspended sweeping in harbour pending information being received from Admiralty on treatment of mines.

4. Salvage work in entrance channel delayed awaiting good weather to make heavy lift.

5. Previous harbour acceptance dates must be cancelled. Will advise new dates when position becomes reasonably definite.

Dist

Info-Action - Tn SC 2
Coal Div
Info - Chief Commissioner
Econ Sec
Navy SC
File

27 MAY 1945

150

SECRET

266 r Genoa

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

MINISTERO DELLA MARINA

Direzione Generale Della Marina Mercantile

Prot. No. 23 May 1945

SUBJECT : Payment of Stevedores at Genoa.

TO : Shipping Sub-Commission, Allied Commission, Rome.

1. There still appears to be a certain amount of doubt as to who should pay stevedoring charges ex ships in the Port of Genoa. The Port Commandant has stated that these charges should be met by the Italian Port Authorities.

2. The general practice in all Italian Ports is the "SHIP" shall engage and pay the stevedore, each organization (MWT, NEA and Military) dealing with their respective vessels.

3. The policy that the "SHIP" would be, in the first instance, responsible for payment of stevedores has been agreed to by AFHQ. Adjustments, if any, would be made at a later date through the Allied Commission for a final decision as to whether these charges should be for the account of the Italian Government.

4. In this connection, reference is made to the Minutes of the Campbell Committee and to the "Italian Stevedoring Contract" issued by the Mediterranean Shipping Board.

5. It is therefore suggested, that the particular situation at Genoa be clarified.

CARLO MATTEINI
Lt. General, R.I.N.
Director General Merchant Marine

CC: Movements Division, AC
Ports & Warehouse Division, AC
Ministry of War Transport Rep., Rome

149

"Genoa" file

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

SECRET

GTM/1/11/75
MAY 221030Z

1991
MAY 221840
ROUTINE

MSG GENCA

PRIMUM CITE PRIOR, PETO AND, INFO: WESTMOVES, DIXIE, 15 ARMY GP, 9TH ARMY FOR G(4) SHIP LNO, 9TH ARAP FOR NAV, ALGOS, CINCAFR, TRIDOCKS ROME.

ENCIPHER.

1. Weather worsened during night heavy ground swell causing landing craft to drag moorings with following results.

2. LCTs 7 on beach severely damaged 2 buoyant. 36 craft 1 on beach. All still subject to heavy pounding.

3. Craft in safe anchorage. 1 MT. 1 LST. 3 MTs.

4. Have arranged to sail LIBERTY with 29 tons ne stores rqd. Retaining for discharge when west or abates SAFE and WEATHER.

5. When weather permits essential minimum 4 (20) craft sail from LIBERIA for beach working here suggest MT LST first choice DX 2 second choice.

6. Will advise any further change.

7. Agreed PETO.

DIST

INFO-ACTION - CG 6/G 2
INFO - A/PRESIDENT
CHIEF COMMISSIONER
NAVY 6/G
TAC HQ
FILE

148

SECRET

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

SECRET

NCV/GEN/103/79
MAY 221830Z

P/1943
MAY 230010Z
OP PRIORITY

MOVEMENT STOA

PERSONS CITE STEAM INTO WESTWATER, NIETWO CO, 5 ARMY POW 64, WITH IMOR 5 GREY FOR MOVEMENT, ALSOM YOU TF SO and COAL STOCKING

STORES

Our GEN/103/64 of 19 May.

1. Weather has prevented enlvage vessels working. Dates given will be postponed pending resumption of weather working days.

2. When weather abates it is hoped to be able to clear sufficient beach for discharge of 2 coasters.

List

Info-action - Tn CO 2
" Genl Div
Info - A/President
Chief Commissioner
Econ Sec
File 2
Fleet

SECRET

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

RESTRICTED

LMS/2140
SAT 7/12158

S/191
SAT 10/12158
PRIORITY

FM

AFLNS ROME AREA ALLIED COMMAND

ACTION: DISTRO INFO: AFHQ FOR FEAO, FHQMG, FHQMG, FHPA, FHQMG, FHQMG, FHQMG,
FISCAL DIRECTOR, LABOUR BFHQ; CG FIFTH ARMY, COMZ US 8 FLANK, PSYCO FHQ

RESTRICTED.

Subject is wage rates for stevedores employed at GENOA port. Port commandant GENOA signal GMM/1/2 of 6 May refers. Request you establish local sub committee under terms of AFHQ ADM Memo 25 of 18 April 1945 to investigate as matter of urgency demands of stevedores for wage increase to 450 lire per day. Local sub committee should report earliest its findings and recommendations

HEADQUARTERS
10 MAY 1945

EMS

INFO-ACTION : LABOUR SC

INFO : A/PRESIDENT
CHIEF COMMISSIONER
ECON SEC
TN SC (2)
FIN (2)
FLOAT

RESTRICTED

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

# INCOMING MESSAGE

HEADQUARTERS ALLIED COMMI[illegible]ON

Tor S/C

Originator's Reference: GEN/P/1
Date Time of Origin: MAY 060900B

Message Centre No: D/9860
Date Time Rec'd: MAY 061700B
Precedence: IMMEDIATE

FROM: MOV GENOA

TO: ACTION AFHQ CITE FHGDM INFO MOV DISTWO CP ALCOM

INFO - ACTION

SECRET.

1. Following position agreed port control committee.

2. General cargo berths available

(a) ERITREA 2 liberty

(b) ETIOPIA 2 liberty 1 coaster

(c) GEORGIO 1 liberty

(d) HOLO-VECCHIA 1 coaster

(e) SILOS 2 holding 24 feet forward 27 ft aft estimated tons per day 3900.

3. Coal berths

(a) GEORGIO 2 liberty

(b) CANZIO 1 liberty 1 coaster estimated tons per day 3500.

4. Acceptance in port estimated without allowance for bad weather

(a) Coasters 20th May

(b) Liberty 10th June.

5. Salvage operations alongside quays will improve position and probably provide additional mimimum 1000 tons per dey.

6. Following information agreed DMRS.

7. Present maximum capacity rail GENOA/ALESSANDRIA/TURIN 1500 tons per day. Factors electric power and stock available. Power position not yet clear.

HEADQUARTERS 5 MAY 1945

SECRET

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



(GEN/P/1 cont'd)

8. Coal required urgently for railway and local services. Suggest coal coaster of 2000 tons on coaster acceptance date.

9. Further written report aplifying this signal follows quickest means.

INFO - ACTION

DIST

INFO-ACTION: Tn S/C 2
INFO: A/President
Chief Commissioner
Econ Sec
Commerce (Coal Sec)
File

HEADQUARTERS
MAY 45
A. C.

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SECRET

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SECRET

GEN/1./2

MAT 0614CCB

D/0160

MAY 0618SYB

OF SECRETY

PORT CONSERVANCY GUMMA

AMMO CITE FROM, TWO DISTRICT INSP G Im C MED PERS MED AMMO CITE

LABOUR IN INS AICOM

SECRET

1. Stevedore and shore labour rate of wages.

2. QQ signal 1855/1/Q2 of 24th April para 2 refers. Maximum rate for stevedore 125 lire per man per day 8 hour shift.

3. German rates of pay were 250 lire.

4. Local stevedores demand 450 lire.

5. Port control committee view position with concern. Request district Labour Sub Commission be appointed forthwith or other instructions issued from SACMED.

Mrt

Info-Section - Econ 2 LABOUR 2
Info - A/President
Chief Commissioner
Trans 2
Labour Econ
WATER
WPJ
File 2
Fleet

143

HEADQUARTERS 7 MAY 1945

SECRET

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

INTER OFFICE MEMO RHK/er

Ref : W/16/830/TN6 5 May 1945

SUBJECT : Genoa Grain Silos

TO : Chief, Port and Warehouse Section

1. The grain silo machinery in Genoa is not in working condition, altho the grain silos themselves are in condition to be used at once.

2. Therefore, it is suggested that grain sucking barges used to draw bulk grain from a ship, and to discharge it into an elevator might be useful.

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

Copy to :- Food S/C (Att.Lt.Col.Imrie)

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# INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

IN

Originator's Reference:
Date/Time of Origin: APRIL 29/0930B

Message Centre No: D/9207
Date Time Rec'd: APRIL 30/1040B
Precedence: ROUTINE

FROM: PORT COMMANDANT GENOA

TO : AFHQ FOR G4 MOV TN FONAM LEGHORN 15TH ARMY GROUP (R) HQ 2 DIST FONAM AICOM

## SECRET

SECRET.

1. Sunday in area between GENOA PAPHOS at present impossible to give accurate estimate of opening of port but following best forecast of cargo ? ? ? .

2. Can accept over beach now two coasters, landing craft or ? ? available capacity equal to 12 LCT or Z craft when approaches and anchorages are swept to FONAMS satisfaction.

3. Port entrances completely blocked with exception of possible channel for small M/S estimated time of clearence will be signalled later.

4. Number of quays available for discharge much better than anticipated and should meet plan committments but no alongside berth until position of submerged wrecks are known.

5. Will signal definite date deep sea ships acceptable in (few?) hours.

6. Consider 6 (fathoms?) for Z craft now available.

7. Single rail track connects to port area apparently in order as far as 60/80 kilometers north on east route.

8. Local roads passable for heavy traffic.

9. Road and rail exit bridges intact.

10. Water supply intact.

11. Electric supply available.

ACTION

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1 MAY 1945 141
A. C.

SECRET

ad/11/Tnb

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SECRET



12. Cannot be certain if source is in enemy hands.

13. Local station damaged and no coal available. Petrol storage tanks in apparently good order. Labour supply adequate.

14. Weather protection adequate for shipping but demolition charges not yet removed from breakwaters.

15. AQUILA blocking basin cement ottobre drifted clear during the night.

16. Agreed Port Control Committee. 60 Sub Area pass to Hq 2 District and ALCOM

ACTION

DIST

ACTION : TN SC (2)

INFO : A/PRESIDENT
CHIEF COMMISSIONER
EXEC COMMISSIONER
ECON SEC
PW & U
FILE

HEADQUARTERS
1 MAY 1945
A. C.

SECRET

140

TOP SECRET

Flag Officer,
Northern Area,
Mediterranean

10th February 1945

NO. FONAM, 131-15A

MINUTES OF THE MEETING HELD AT 10:00 O'CLOCK ON 10 FEBRUARY 1945, IN THE ALLIED COMMISSION HEADQUARTERS, ROME, TO AFFORD AN OPPORTUNITY FOR NAVAL, MILITARY COMMANDERS TO DISCUSS THE DETAILS OF THE OPENING OF THE PORT OF GENOA.

PRESENT.

1). The Flag Officer, Northern Area, Mediterranean.
Rear Admiral J.A.V. Morse, C.B., CBE., DSO., - Presiding.

2). No. 2 District.
Colonel D. Logan-Grey, CBE, M.C., General Officer Commanding.
Major C.R. Hartness.

3). Allied Commission.
Brigadier M.S. Lush - Chief of Staff.
Lieut-Colonel Feesey - Regional Commissioner Liguria Region.
Lieut-Colonel Morley-Fletcher - Secretary, North-Western Italy Planning Committee.
Commodore G.L. Warren - Naval Sub-Commission.
Captain H. St.John Butler, U.S.N. - Navy Sub-Commission.
Repr. of Lieut-Colonel L.A. Jenny - Public Works and Utilities Sub-Commission.
Major James - Regional Transportation Officer, Liguria Region.
Major Talbot - Staff Officer, Office of the Chief of Staff.
Major C.P.B. Colleson, R.A., - Port Construction Officer, Liguria Region.
Major F. W. Tooby, R.A., - Economic Section.
Mr. H. Cleveland, Executive Director, Economic Section.
Mr. Crooks - Ports & Warehouses Division, (Transportation Sub-Commission).
Mr. G. Cross - Planning Staff, (Transportation Sub-Commission).

4). Engineers.
Brigadier West - Chief Engineer, No. 2 District.
Lieut-Colonel J.A.B. Cryllis - S.C.R.E. to C.E. 2 District
Lieut-Colonel G. Hancock, OBE. - 10 C.R.E.

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Major C.P.B. Coldson, R.A., - Port Construction Officer, Liguria Region.
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Lieut-Colonel G. Hancock, CBE. - 10 C.E.E.





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5). 57 Area.
Brigadier J.G. Bruner-Randall CBE - Commander.
Lieut-Colonel C.P.W. Orchard, CBE.

6). G-4 Movements & Transportation, AFHQ.
Lieut-Colonel J.A. Balfour, M.B.E., - Port Commandant, Genoa.

7). Ministry of War Transport.
Mr. R.P. Fairley, Deputy M.W.T. Representative (N.W.Italy).

8). ROYAL NAVY.
1). Royal Marine Engineers.
Lieut-Colonel Mahoney, R.M.E.

2). Naval Liaison Office, 15th Army Group.
Captain A.L. Besant, R.N.

3). Salvage.
Captain W. Ripper, OBE, RNVR. - Deputy Principal Salvage Officer, Mediterranean.
Lieut-Commander G.A.J. Gifford-Young, RNVR., Assistant Fleet Salvage Officer, Mediterranean.
Lieut-Commander W.G. Dolmage, RCNVR, Port Salvage Officer, Genoa.

4). Sea Transport.
Commander Flint, R.N.R. - Sea Transport Officer, Genoa.
(Representive also Principal S.T.O. Mediterranean)

5) Works, etc.
Electrical Commander L.E. Hoggan, CBE, R.N.
Principal Base Electrical Officer, Mediterranean.
Commander (SP) D.C. Bell, R.N.V.R. - Officer-in-Charge of Works, Northern Area, Mediterranean.

6). Naval Officer-in-Charge, Genoa.
Commander S.A. Brookes, OBE, R.N. - N.O.I.C.
Lieut-Commander Combe, R.N. - Chief Staff Officer.

7). Advanced Naval Intelligence Unit.
Lieut. Sullivan, R.N.V.R. - Intelligence.
Lieut. Spangler, U.S.N.R. - Intelligence.

8). Staff of Flag Officer, Northern Area, Mediterranean.
Captain R. Hammersley-Johnston, M.V.O., O.B.E. Chief of Staff.
Commander J.S. Sharpe, O.B.E. R.N.R. - Naval Control Service Officer, Northern Area, Mediterreneen. (Staff Officer, Merchant Shipping).

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Lieut-Commander T.A. Hill, DSC, R.D. R.N.R. - Staff Minesweeping Officer.
Lieut-Commander N.K. Caizer, R.N.V.R. - Staff Officer (Plans)
Lieutenant J. H. Page-Wood, R.N.V.R. Staff Office ('Q').
Lieutenant (S) J.T. Hudson, R.N. Assistant Secretary.

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Rear Admiral Morse opening the meeting stated that the discussion was secret and gave the object of the meeting as laid down in the Flag Officer Northern Area Mediterranean No. FONAM 131-15, dated 7 February 1945.

2. Admiral Morse read over Allied Force Headquarters Memorandum No. AG 323/061 GNS-0 dated the 25th of January 1945, which placed the day to day unloading target for the Port of Genoa at 8,000 tons. He stated the meeting would assume that the division of responsibility as regards Genoa would be in accordance with Mediterranean Secret General Order No. 151 and Confidential Admiralty Fleet Order 1944/43. Naval Liaison Officer, 15th Army Group, stated that the target figure of 8,000 tons per day was being queried by 15th Army Group Headquarters, and that in the first instance the unloading figure of essential food stuff and supplies would be in the nature of 1,500 tons per day.

3. Admiral Morse pointed out that Leghorn was capable of expansion and would continue to work while Genoa was being developed.

4. Details of officers, men and vehicles of the Naval party for opening the port were given at the meeting, after which should be added 230 Royal Marine Engineers and equipment and No. 2 MRSU (Mobile Land Repair Unit). Existing Naval plan was on the assumption that the entry to the port would be made by road and the Naval party was completely equipted for this move, being divided into two sections; one, a small advance party which would enter the port as soon after capture as possible, and two, the main party, to be called forward when required. Latest information is that the Royal Marine Engineers mentioned above will not be available in this theatre after the end of March 1945.

5. Colonel Logan-Grey stated that he had attended a meeting last week at 15th Army Group Headquarters, at which plans for future moves were discussed and from which he gathered that the move of the main body of the Army after the capture of Bologna would be to the northward and that any move to the west to capture Genoa would be subsidiary. However, detailed plans are in the course of preparation at 15th Army Group Headquarters and no definite statement as to how Genoa will be approached can be made at this stage. N.O.I., 15th Army Group confirmed this. Colonel Logan-Grey agreed with the naval estimate

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that the coast road from Spezia to Genoa would be impossible and that in the event of no seaward attack, the only other possible entry was by Route 9. There appeared every possibility of Genoa being converted into an isolated fortress by the enemy and that until the main battle around Bologna had been decided, no force would be available to be diverted for the capture of Genoa. It was generally agreed that in this event, it was desirable to switch naval sweeping and salvage forces to open Savona.

6. Entry into Genoa by Brigadier 57th Area/Port Commandant and Naval Officer-in-Charge to be simultaneously. Agreed. In the absense of any direction to plan the entry from seaward, all subsequent discussion was on the assumption that the entry would be over-land.

7. Lieutenant-Commander Hill, Staff Mine-Sweeping Officer, called upon to outline minesweeping plans:-

Mine Sweeping:

(a) Intentions-Mine Sweeping Force, assembles at Leghorn, consisting of 1 Fleet Mine-Sweeping Flotilla and a large number of small mine sweeping craft; this force proceeding to Leghorn and remaining in that area during mine sweeping operations. This entails an additional force of supply and attendant vessels remaining at sea in the Genoa area for some days. The whole operation thus depends upon suitable weather. It is anticipated that defensive mine fields extend approximately 10 miles seaward. Past experience has proved that the general practice of the enemy has been to lay additional concentrated mine fields in a haphazard manner in the immediate vicinity of the port. It is not anticipated that mines will be found outside 10 miles. It will be necessary to carry out sweeping for -

(a) shallow moored mines,
(b) deep moored mines,
(c) ground mines.

The shallow moored mines and all ground mines laid haphazardly in the vicinity of the port are the most difficult to sweep. All these operations have to be done seperately. It is hoped to cut a channel through and to establish an anchorage in approximately 7 days. Minesweeping inside the port will take atleast 1 month, taking into consideration the probability of delays and the impossibility of carring out salvage operations concurrently. The estimated area to be swept inside the port is approximately 3 square miles - a heavy commitment.

(b) Intelligence. All possible local information, with reference to mine laying by the enemy is required from local inhabitants, such as fishermen, pilots, etc., - this point cannot be too strongly stressed.

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

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8. Captain Rippon, RNVR., was called upon to give an estimate of the time required to open the port from the point of view of salvage. Captain Rippon stated he had available to him, all the craft and equipment at present working on the west coast of Italy and in the south coast of France. An estimate of the time required to provide an entrance and berths for Liberty Ships was almost impossible to give because at this stage one was unable to forecast what degree of destruction would have to be dealt with. If the problem was more serious than had been met with in other ports opened to date, such as Leghorn, Marseilles and Toulon, it should be possible to complete clearing an entrance for Liberties from 20 to 30 days after the approaches were swept clear of mines. He stressed that the work inside the port for salvage and minesweeping had to be co-ordinated and that both could not go on together. Faced with the worst possible state of circumstances, it might be anticipated that it would take from two to three months to clear the port.

9. Discussion took place on estimates of time during which Deputy Principal Salvage Officer stated that it should be possible to pass shallow draft landing craft into the port at a much earlier date than the final clearance for Liberty Ships but that he must allow a period of 14 days.

10. In answer to question by N.O.I.C. D.P. S/M.O. stated he had plenty of equipment to open both the Eastern entrance to the harbor and the Western portion of it at the same time. If salvage equipment was diverted from Genoa to Savona, Imperia or any other subsidiary port, the completion of the work at Genoa would be delayed.

11. Agreed that Genoa must be the Number One consideration under the present plan. Minesweeping at Savona could be progressed by sweeping a channel up to the port at the same time as the sweeping inside Genoa was being done.

12. Admiral Morse stated that if Genoa was impossible to approach he was prepared to divert the minesweeping Force and the port port ear-marked for Spezia to open Savona.

13. The Commander, 57 Area stated there was a limit to the number of port working parties available from the Army and the CRE commented that there was also a limit to the supply of bridging material and he had reserved sufficient men and equipment for opening Genoa so that the commitment of opening Savona at the same time presented a new problem unacceptable to the Army.

14. The Staff Officer (1Q') on the staff of FONAW gave the following details of harbor craft ear-marked for Genoa. (1) Berthing tugs are ear-marked for Genoa but as they are purely naval I will not bother the conference with their names except to say that as far as was possible they will be English manned.

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9. Discussion took place on estimates of time during which Deputy Principal Salvage Officer stated that it should be possible to pass shallow draft landing craft into the port at a much earlier date than the final clearance for Liberty Ships but that he must allow a period of 11 days.

10. In answer to question by M.G.I.C. D.P. S/M.O. stated he had plenty of equipment to open both the Eastern entrance to the harbor and the Western portion of it at the same time. If salvage equipment was diverted from Genoa to Savona, Imperia or any other subsidiary port, the completion of the work at Genoa would be delayed.

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(2) At a conference at Caserta (whose decisions are thought still to be in force) on 30th November 1944, it was decided that the following harbor craft would be used in the opening the operation of Genoa:

(a) 6 Tuse tugs, 3 of which are now at Leghorn, 2 of which are now at Civita Vecchia and the last one on passage to Leghorn.
(b) 20 RCLs which are at present at Naples.
(c) 60 barges - 30 of which would be Quansetts which are to be towed to Genoa and 30 of which would be Mincas which would be shifted unassembled in Liberty Ships and assembled in Genoa. (In view of this, Mincas cannot be expected to be available for use for quite a considerable time after the fall of Genoa. The remainder of these harbor craft will be available for entry into Genoa as soon as minesweeping and salvage allows.)

(3) Miscellaneous craft are: -

(a) "Principessa di Piedemonte", a dockyard directing ship and Headquarters for N.O.I.C.
(b) 3 MF's. Survey Unit (HL1242), the "Electric Ark" and 4 motor cutters.

It is hoped that some more small harbor craft will be available in the Eastern Mediterranean.

15. Electric supply by the "Electric Ark" and supplemented by submarines would be most necessary in the opinion of all present. Brigadier Lush, Allied Commission, agreed to supply PONAM with details of electric requirements for lighting for the civilian population over and above that which it is possible for the "Electric Ark" to provide, her capacity being 600 KW's.

16. Rear Admiral Morse stressed the importance of all small boats and available craft being reported to one central authority for registration which should be the Sea Transport Officer. Colonel Balfour asked if salvage of craft could be undertaken by local salvage firms on behalf of different commands. Admiral Morse stated all salvage, whether conducted by Royal Navy or by civilian firms must be co-ordinated by one central committee.

17. N.O.I.C. asked for provision of floating fire fighting equipment (S.O.(Q)- action).

18. Admiral Morse asked the meeting if there were any other lifts by sea to be anticipated other than those of which we were already aware on naval account. After some discussion, it was agreed that all units other than Royal Navy would inform PONAM through 57 Area

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(b) 20 RCLs which are at present at Naples.
(c) 60 barges - 30 of which would be Quansetts which are to be towed to Genoa and 30 of which would be Mincas which would be shifted unassembled in Liberty Ships and assembled in Genoa. (In view of this, Mincas cannot be expected to be available for use for quite a considerable time after the fall of Genoa. The remainder of these harbor craft will be available for entry into Genoa as soon as minesweeping and salvage allows.)

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16. Rear Admiral Morse stressed the importance of all small boats and available craft being reported to one central authority for registration which should be the Sea Transport Officer. Colonel Balfour asked if salvage of craft could be undertaken by local salvage firms on behalf of different commands. Admiral Morse stated all salvage, whether conducted by Royal Navy or by civilian firms must be co-ordinated by one central committee.

17. N.C.I.C. asked for provision of floating fire fighting equipment (S.O.(Q)- action).

18. Admiral Morse asked the meeting if there were any other lifts by sea to be anticipated other than those of which we were already aware on naval account. After some discussion, it was agreed that all units other than Royal Navy would inform FONAM through 57 Area



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an estimate of their requirements of such lifts in men, vehicles and stores together with the time schedule under two sets of conditions; namely, (a) the best, when only reconnaisance would be required to be lifted by sea and, (b) the worst, when everyone had to be lifted by this means.

19. Communications: Royal Navy will be self-contained in the first instance for Communications outside of the port by means of W/T. Stated by Colonel Logan-Grey that the communications plan for telephones had been prepared by No. 2 District and included an allocation of a 100 line switch-board to the Navy. Any further requirements of the N.O.I.C. submitted to his Headquarters would be considered.

20. Defence and Security: Naval Plan was based on the assumption that no coastal defense against sea-borne attack would be required. Admiral Morse asked if the Army plan envisaged the provision of AA Defence by means of both guns and smoke. After discussion it was decided that owing to the quantity of stores to be lifted and their dangerous nature no smoke should be provided for the protection of the port, details of AA Defence to be discussed between Brigadier 66th AA Brigade and N.O.I.C.

21. Accomodation: Agreed that N.O.I.C. would inform the Commander 57 Area and G.O.C. No. 2 District of his requirements to cover all eventualities.

22. Agreed that restoration of light and power and water supply are a military responsibility.

23. Labor: Admiral Morse stressed the importance of preparing notices well in advance of entry into the port to be posted up directing labor of various types to report to specific places where registers would be compiled in order to allocate specialized labor into the right channels. Colonel Logan-Gray stated that all labor registration would be dealt with by the Director of Labor (civil) No. 2 District - further, that the Director of Labor from AFHQ was expected to visit his Headquarters on Monday the 12th, when the policy would be decided upon and the meeting called at an early date to co-ordinate all civilian labor requirements in every branch of the services.

24. Meeting closed.

Copies of these minutes have been distributed to all present at the meeting.

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TnS/b SECRET 4074

SECRET. 51

ALLIED FORCE HEADQUARTERS.

G-4(Mov & Tn)

G-4(Mov & Tn)COL/19/GDM.

24 Nov 44.

SUBJECT: Lighterage.

TO: DQMG(M) AAI.
Allied Commission (for Transportation Sub-Commission).

C - in - C Med.
P.S.T.O.
C.O.T.
DD Tn.
Log Plans.
D.O.H.C.
M.W.T.
W.S.A.

1. A meeting will be held in the G-4 Mov & Tn Conference Room AFHQ at 1545 hrs 28 Nov 44 to discuss future lighterage requirements in the WESTERN MEDITERRANEAN. It is requested that you should be represented.

2. The operation of the port of GENOA will also be discussed.

3. The Agenda for the meeting is attached.

HEADQUARTERS 26 NOV 1944 A. C.

D. A. GREENHILL, Col,
for Brigadier,
D.Q.M.G(Mov & Tn).

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SECRET

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

SECRET

(51)

MEETING TO BE HELD IN G-4 MOV AND TN CONFERENCE ROOM

at 1545 HRS 28 NOV 44.

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AGENDA.

1. LIGHTERAGE REQUIREMENTS

   (a) Present Lighterage situation EAST and WEST COASTS of ITALY.

   (b) Lighterage requirements for VENICE and NORTH ADRIATIC.

   (c) Lighterage requirements for GENOA.

   (d) Movement of harbour craft from ITALY to SOUTH FRANCE.

   (e) Release of lighterage from GREECE.

   (f) Lighterage from MIDDLE EAST.

2. OPERATION OF PORT OF GENOA - facilities for

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# Port of Genoa - Berthing facilities.

## BANCHINE

| N. ordine | DENOMINAZIONE | Lunghezza banchine accostabile m. | Superficie sporgenti mq. | Sviluppi binari ferroviari | Fondali | Numero prese acqua potabile | d. |
|---|---|---|---|---|---|---|---|
| 1 | Calata Grazie | 192 | | Tutte le calate e gli sporgenti, ad eccezione del Ponte dei Mille, sono muniti di binari ferroviari, sia di corsa che di manovra, per uno sviluppo complessivo di ml.117.373 e cioè sviluppo binari senza deviatoi m.19.765 | da m.10 a m.8 all'accosto | 13 | |
| 2 | Calata Boccardo | 395 | | | | 7 | |
| 3 | Calata Gadda | 300 | 141.000 | | | 7 | |
| 4 | Calata interna Molo Vecchio e Mag.Gener. | 320 | | | | 8 | |
| 5 | Calata Marinotta | 248 | | | | 2 | |
| 6 | Calata Cattaneo | 65 | | | | — | |
| 7 | Ponte Embriaco | 212 | 2.700 | | | 7 | |
| 8 | Calata Punto Franco | 90 | — | | | 1 | |
| 9 | Ponte Spinola | 347 | 7.500 | | da m.9 a m.6,50 allo accosto | 6 | |
| 10 | Calata Rotonda | 90 | — | | | 1 | |
| 11 | Ponte Calvi | 217 | 2.700 | | | 5 | |
| 12 | Calata Salumi | 94 | — | | | — | |
| 13 | Ponte Morosini | 67 | 2.800 | | | 2 | |
| 14 | Darsena Municipale | 398 | — | | | 6 | |
| 15 | Calata Darsena | 136 | | | | 5 | |
| 16 | Ponte Parodi | 490 | 20.000 | | | 21 | |
| 17 | Calata S.Limbania(Silos) | 210 | — | | Da 10 a 8 | 14 | |
| 18 | Ponte dei Mille | 484 | 14.000 | | 12 a 9,50 | 29 | |
| 19 | Calata Zingari | 250 | — | | 10 a 8 | 11 | |
| 20 | Ponte Andrea Doria | 540 | 25.000 | | da 10 a 8 12 | 17 | |

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facilitazioni.

BANCHINE

| Fondali | Numero prese acqua potabile | ACCOSTI di fianco n. | ACCOSTI di punta n. |
|---|---|---|---|
| da m.10 a m.8 all'accosto | 13 | 1 | – |
| | 7 | 2 | vel.6 |
| | 7 | 1 | – |
| | 8 | 4 | 1 |
| | 2 | 1 | – |
| | – | | Chiatte |
| | 7 | 1 | – |
| | 1 | | Chiatte |
| da m.9 a m.6,50 allo accosto | 6 | 3 | – |
| | 1 | – | vel.4 |
| | 5 | 2 | – |
| | – | | Chiatte |
| | 2 | 1 | – |
| | 6 | 4 | – |
| | 5 | 1 | e Chiatte |
| | 21 | 4 | – |
| Da 10 a 8 | 14 | 2 | e chiatte |
| 12 a 9,50 | 29 | 4 | – |
| 10 a 8 | 11 | – | 3 |
| da 10 a 8 12 | 17 | 3 | – |

Whatsmall Rissbourt — ditto.

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## B A N C H I N E

| N. di ordine | DENOMINAZIONE | Lunghezza banchine accostabili | Superficie sporgenti mq. | Sviluppo binari ferroviari | Fondali | Numero prese acqua potabile |
|---|---|---|---|---|---|---|
| 21 | Calata S.Lazzaro | 230 | --- | Tutte le calate e gli sporgenti, ad eccezione di Ponte dei Mille sono muniti di binari ferroviari, sia di corsa che di manovra, per uno sviluppo complessivo di m. 117.373 e cioè sviluppo binari senza deviatoi m.97.608, sviluppo deviatoi m.19.765 | da m.9 a m. 6,50 allo accosto | 13 |
| 22 | Ponte Colombo | 490 | 22.000 | | | 25 |
| 23 | Calata Chiappella | 145 | --- | | | 5 |
| 24 | Ponte B. Assereto | 880 | 51.000 | | | 23 |
| 25 | Calata S. Benigno | 126 | --- | | | 4 |
| 26 | Ponte Caracciolo | 840 | 50.000 | | | 14 |
| 27 | Calata Passo Nuovo | 93 | --- | | da m.10 a m. 8 all'accosto | 2 |
| 28 | Calata Sanità | 130 | | | | - |
| 29 | Calata Molo Nuovo | 616 | | | | 5 |
| 30 | Ponte Paleocapa | 70 | | | | 11 |
| 31 | 1°Braccio Molo Galliera | 400 | 58.000 | | | 12 |
| 32 | Calata Canzio | 325 | | | | 5 |
| 33 | Calata Bettolo | 438 | | | | 9 |
| 34 | Ponte Rubattino | 690 | | | da m.12 a m.9,50 allo accosto | - |
| 35 | Calata Giaccone | 150 | --- | | | - |
| 36 | Ponte S.Giorgio | 385 | 47.000 | | | |
| 37 | Sporgenti nel Bacino 28 ottobre (1) | - | --- | | m.11 allo accosto | |
| 38 | Porticciuolo Duca degli Abruzzi | - | --- | | | |

(1) Mancano i relativi dati

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## B A N C H I N E

| Sviluppo binari ferroviari | Fondali | Numero prese acqua potabile | ACCOSTI di fianco n. | ACCOSTI di punta n. |
|---|---|---|---|---|
| Tutte le calate e gli sporgenti, ad eccezione di quella di fronte dei Mille sono munite di binari ferroviari, sia di corsa che di manovra, per uno sviluppo complessivo di m.117.373 e cioè sviluppo binari senza deviatoi m.97.608, sviluppo deviatoi m.19.765 | da m.9 a m. 6,50 allo accosto | 13 | 1 | 3 |
| | | 25 | 4 | 5 |
| | | 5 | 1 | – |
| | | 23 | 6 | 5 |
| | da m.10 a m. 8 all'accosto | 4 | 1 | – |
| | | 14 | 2 | – |
| | | 2 | | Chiatte |
| | | – | 2 | – |
| | | 5 | 1 | 10 |
| | | 11 | 1 | – |
| | | 12 | 1 | 5 |
| | | 5 | 2 | – |
| | | 9 | 3 | – |
| | da m.12 a m.9,50 allo accosto | – | 7 | – |
| | | – | 1 | 3 |
| | m.11 allo accosto | | 5 | – |

Naviglio da diporto

0 7 0 0