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PORTS OF IMPERIA AND
MAY-AUG. 1945 SESTRI LEVANTE

~~LIQUIDATION REPORT~~

96
HEADQUARTERS ALLIED COMMISSION

TRANSPORTATION SUB COMMISSION

PORTS & WAREHOUSE DIVISION

PORT REPORT

PORT OF INDIRIA

{ OPENED : 18 MAY 1945
CLOSED : 27 AUG. 1945 }

OPENED : 18 MAY 1945
CLOSED : 27 AUG. 1945

10000 / 948 / 3434

THIS FOLDER

CONTAINS 2 PERS

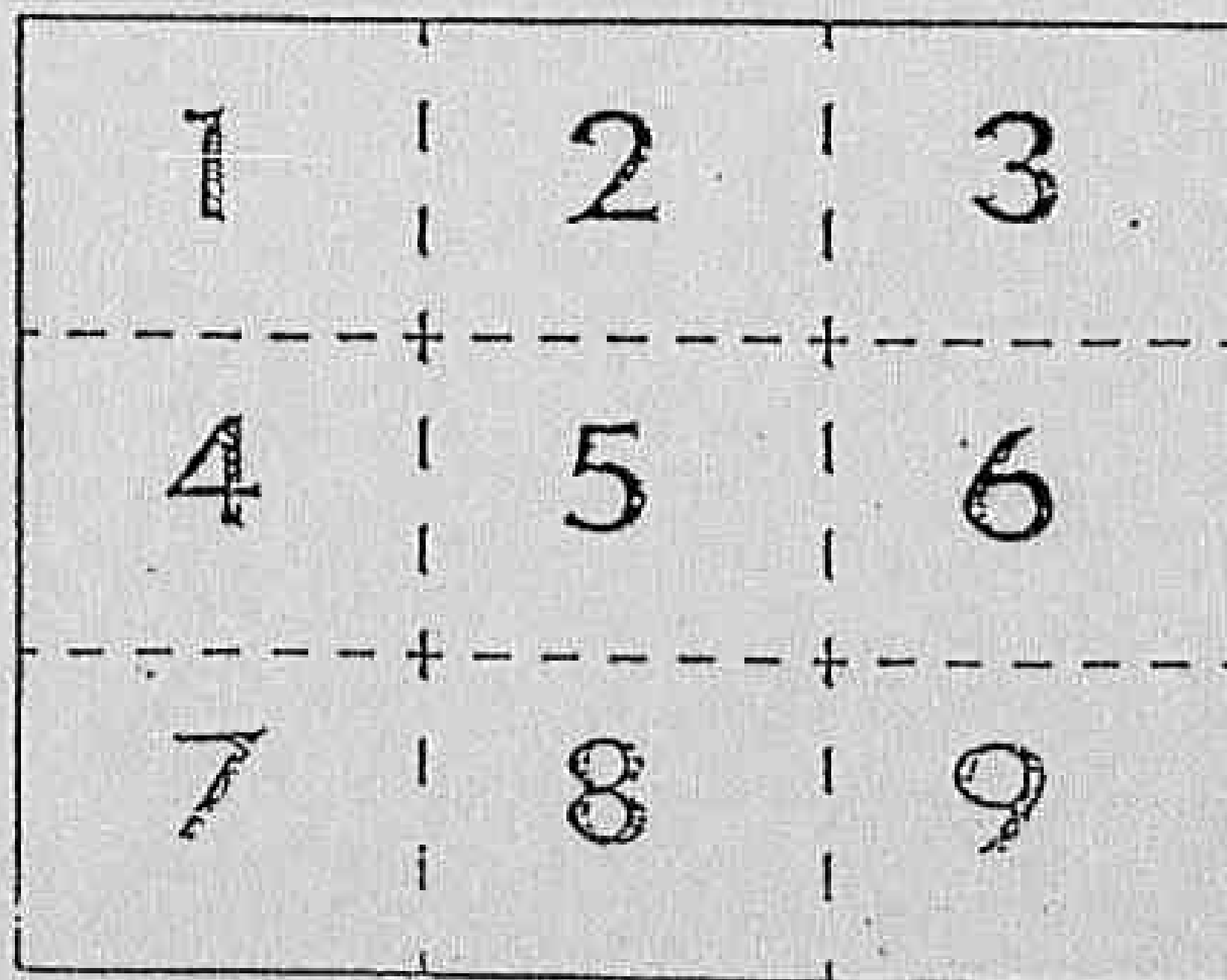
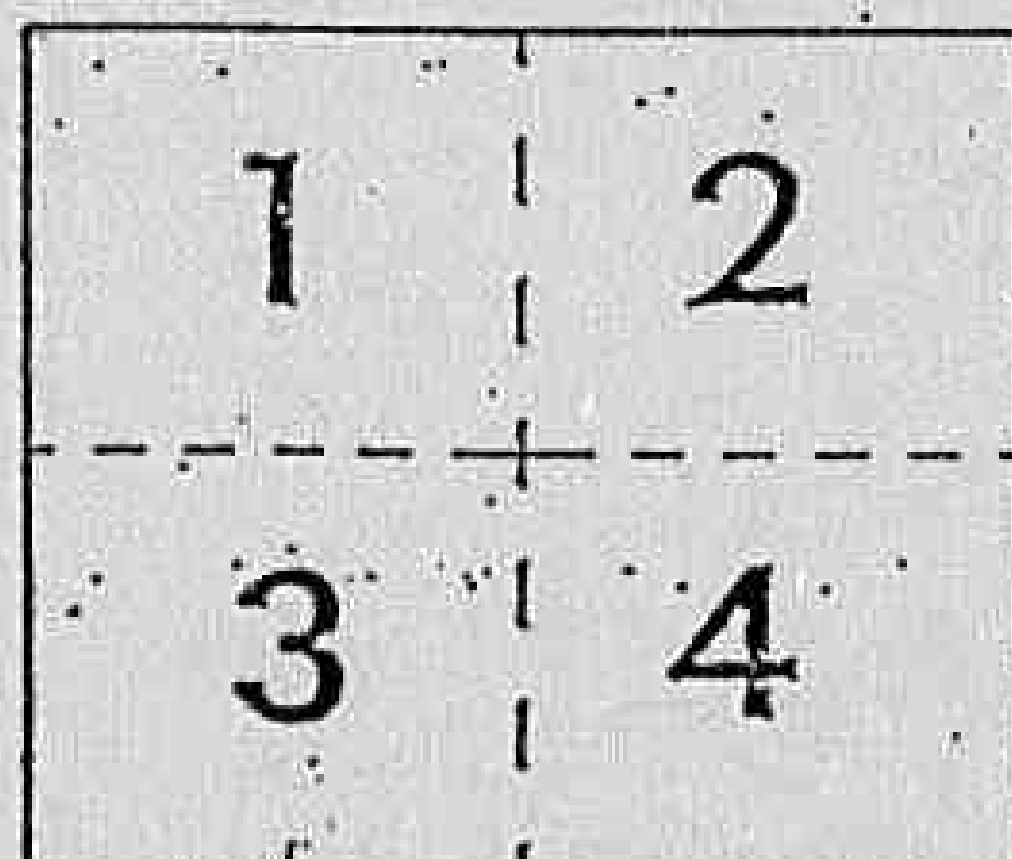
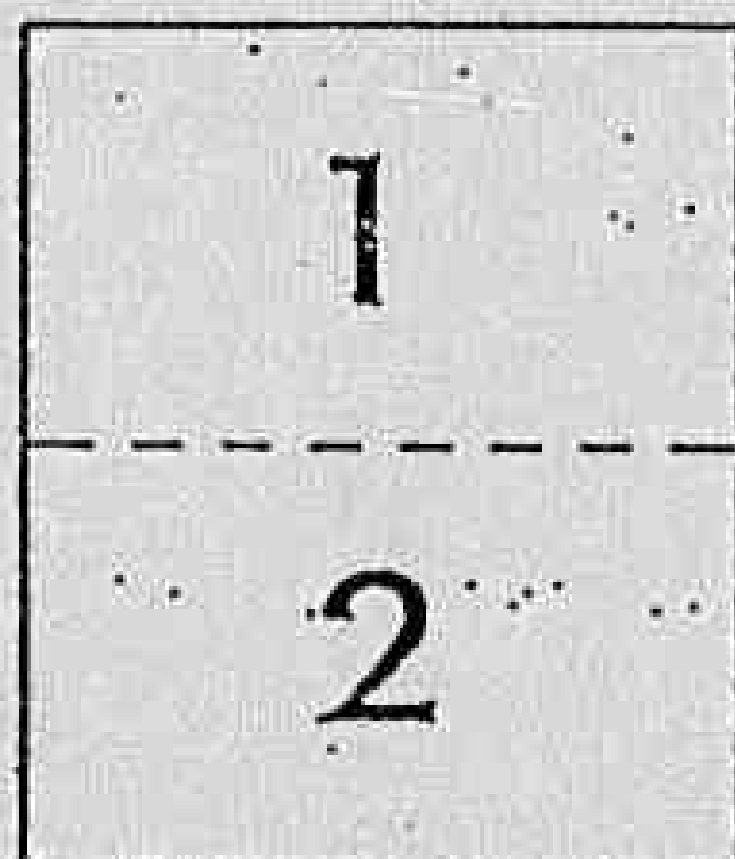
FROM MAY - 1945

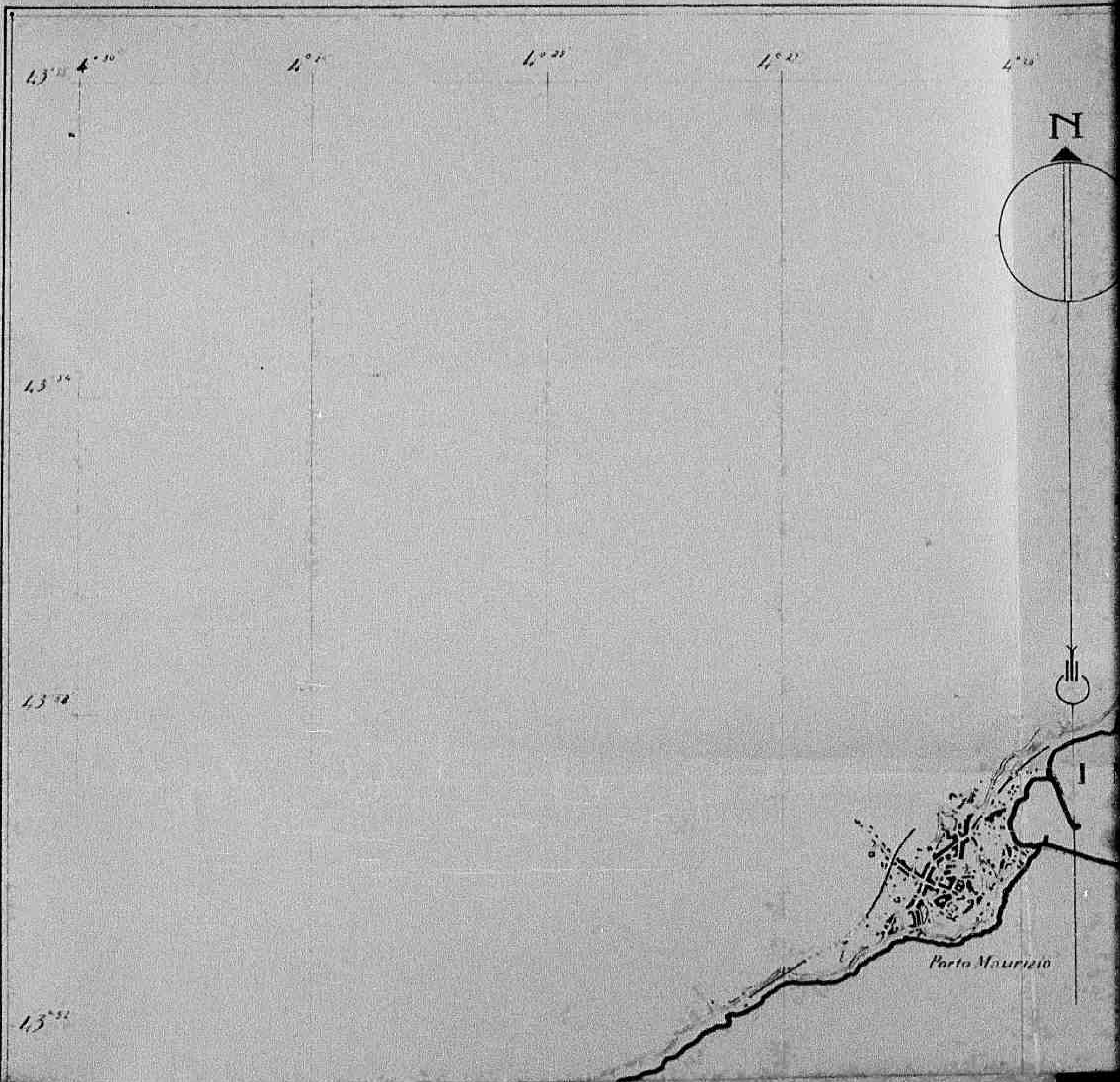
TO AUG. 1945

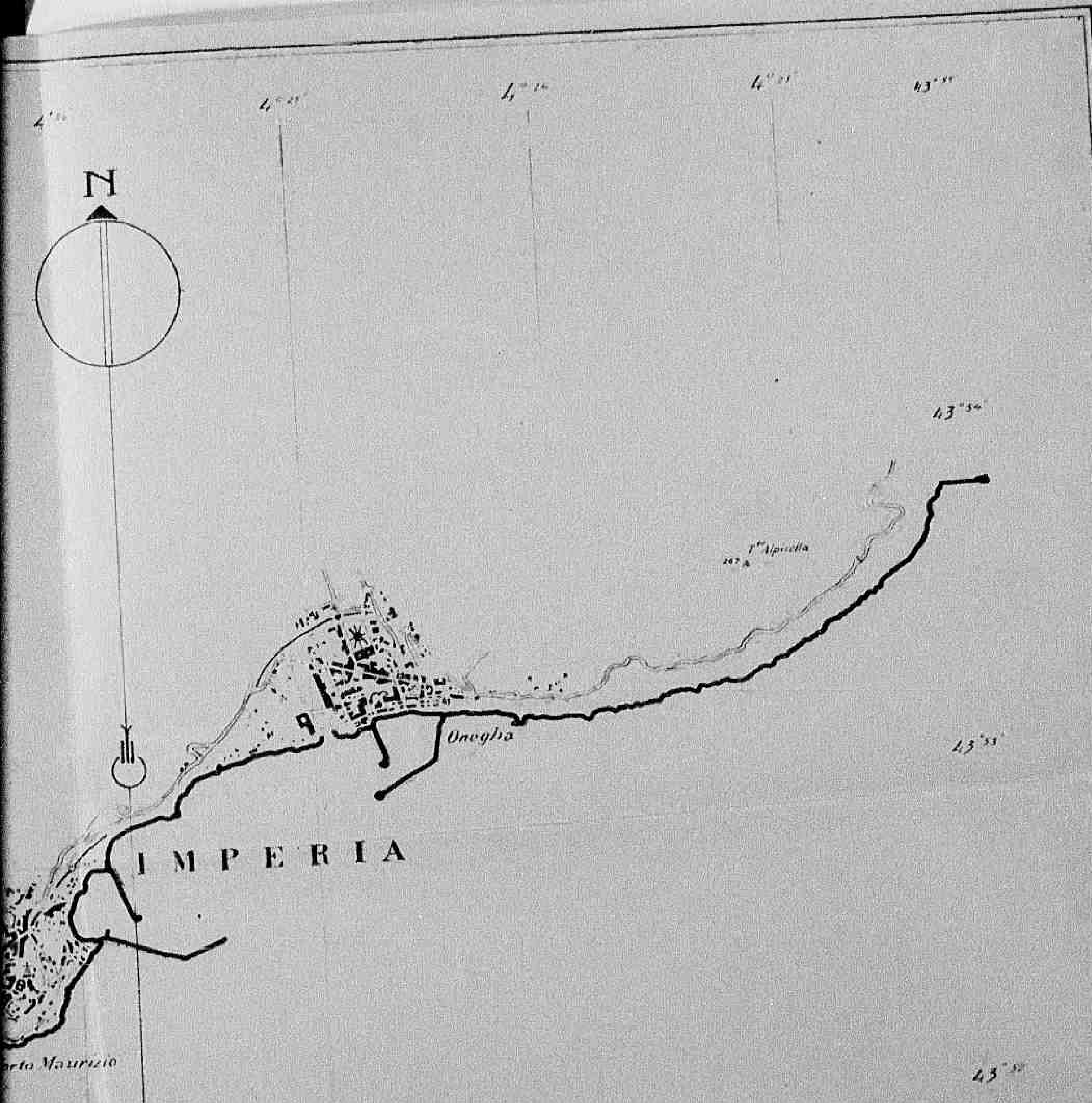
CATALOGUE.

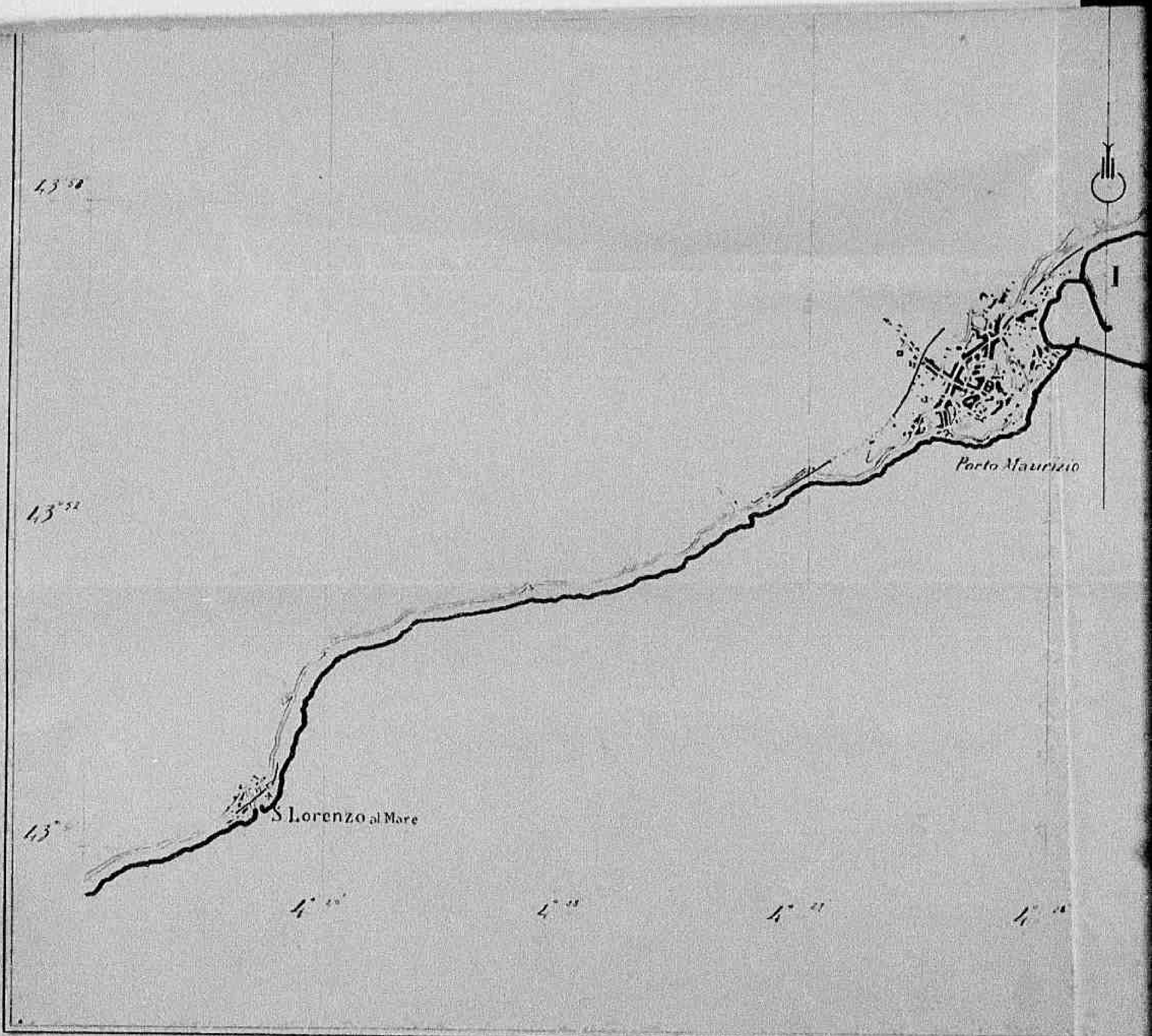
MAPS AND CHARTS TOO LARGE TO FILM
ON ONE EXPOSURE ARE FILMED CLOCKWISE
BEGINNING IN THE UPPER LEFT CORNER,
LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.











43° 30'

43° 30'

43° 30'

44° 00'

44° 00'

44° 00'

44° 00'

27/8/45

PORT OF IMPERIA (Oneglia & Porto Maurizio)

It is said that the work of clearing this port was entrusted last June to the S.O.R.I.M.A., but only a little work was done by this concern because they have not any material suited for the job, and indeed it is said that all work contracted for by the MORINA in North Italian ports, as elsewhere, is sub-contracted to other firms.

The salvage contractors S.I.R.A.M., of via Carlo Alberto, Sanremo, say they could definitely undertake to free the two ports of Imperia in about 60 days, that is to say about 40 days for the first port and about 60 for the second port.

It is added that the Fleet Salvage Office in Genoa has declared such work as "not urgent", probably due to the fact navigation between Savona and Sanremo is not free owing to mines. It is thought that these mine fields will be cleared shortly.

The S.I.R.A.M. state they have the necessary equipment and personnel to clear Imperia.

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

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

RMB/mvm
23 August 1945

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

TO : Movements Division - Shipping Branch
Regional Transportation Officer, Genoa - Major Wickens
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.

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

RMB/mvm

22 August 1945

REPORT OF INSPECTION MADE - 2 AUGUST 1945 - SESTRI LEVANTE

1. Docking Facilities - This port is located about 54 kms. southeast of Genoa and can be used for schooner traffic handling only cargoes for Parma and the Emilia Region. There is one docking pier badly damaged but which could be repaired where coasters were docked. To the west of this pier, there is another pier where one schooner can be docked and cargo can be trucked away. The draft at this pier is approximately 12 feet. To the east of the damaged pier, there is a small pier where a small schooner could dock. The draft at this pier is approximately 7 feet.
2. Port Equipment - There is available for use at the port a 7 ton tractor crane.
3. Labor - All labor required for handling this traffic is available.
4. Schooners - While we were at this port, 6 schooners (1 large and 5 small ones) were found idle. The port authorities had ordered these schooners away but the order was not carried out. Upon return to Genoa, this matter was taken up with Itmare agents who informed us that these schooners had left Genoa with instructions to proceed to Lephorn or Naples. It was requested that Itmare Genoa report this matter to Itmare Rome and also proceed to Sestri Levante to take necessary action. However, we were informed that they had contemplated going to that port before, but were unable to due to lack of transportation caused by the requisitioning of their only car by AMG.
5. Recommendations - This port is clear of mines. However, torpedo heads were placed by the Germans at the foot of the mountain alongside the road to the piers. While there is a certain risk to port operations due to this, it is recommended that a further survey be made of this condition as it would be advisable to use this port.


R. M. BAZZANELLA, Chief
Ports & Warehouse Division

DISTRIBUTION

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

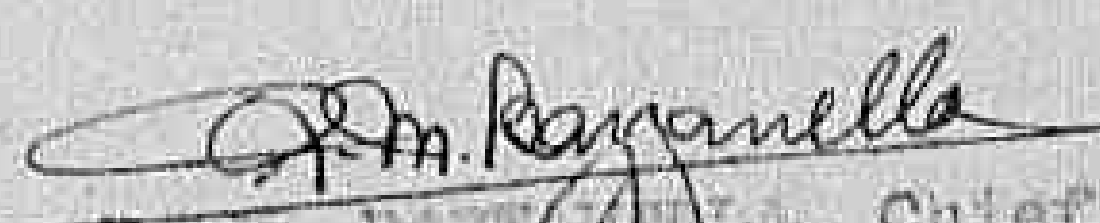
HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

22 August 1945

RMB/DMW

REPORT OF INSPECTION MADE - 1 AUGUST 1945 - IMPERIA and SAN REMO

1. Imperia - Imperia consists of two ports: Oneglia and Porto Maurizio.
 - a. Oneglia - is of no use and should not be given any consideration. The entrance is badly blocked with sunken vessels and docking facilities destroyed, necessitating considerable work to make the port useful. There is no equipment of any sort available at this port.
 - b. Porto Maurizio - where the office of the Port Captain for both ports is located, cannot be used due to mines and sunken obstructions. There is no equipment at all available at this port.
2. San Remo - We were informed that some schooners might be able to work at this port, which incidentally was not used in pre-war days, being used mainly for pleasure craft. In view of this information, we did not consider it advisable to make a survey of the port.


R. M. RAZZANELLA, Chief
Ports & Warehouse Division

DISTRIBUTION

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

COPY

file
Imperia
24.1

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2862
6 July 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine, Rome
Subject: Development of the Ports of Imperia, Porto
Maurizio and Oneglia.

1. Upon receipt of information to the effect that the Ports of Imperia, Porto Maurizio and Oneglia are capable of being made serviceable for coaster or schooner traffic after very little salvage work, the Commander-in-Chief, Mediterranean has stated that there is no naval objection to developing these ports but that it must be understood that no additional resources of any kind can be made available for minesweeping or for purposes of bomb and mine disposal.

2. The above is forwarded for the information of the Ministry of Marine in order that appropriate action may be taken if it is so desired.

(signed) G. L. WARREN

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
Chief Commissioner, AC.
V.P. Civil Affairs Section, AC.
Transportation S/C.
Shipping S/C.
NOIC Leghorn.

(Distribution not shown on original)

Mr. Allman
Capt. Warley
Maj Klein

See report on Survey July 45

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/24/10/Tn6

GWEW:nvm
18 May 1945

SUBJECT: Report on Imperia (Ports of Oneglia and Porto Maurizio)
TO : Mr. R. M. Bazzanella, Chief
Ports & Warehouse Division

1. Pre-war Imperia was used mainly for import of local supplies and export of olive oil, macaroni and timber.
2. The town has two ports about a mile and a half apart with Porto Maurizio in the West and Oneglia in the East.
3. ONEGLIA - Entrance blocked by:
Tanker 8,000 tons "MATERA"
Salvage Ship 300 tons "ARTIGLIO"
Destroyer 600 tons "PAPA"
and sundry craft.
4. A small passage now exists 10 meters wide and 5' deep. (Depth of entrance was previously 27'). Berthing facilities for coasters existed in 4 quays with depth of water between 12 and 21'. Two of these quays are heavily mined and a third is obstructed by sunken craft.
5. A small open transit shed on pier has the roof damaged, but could easily be repaired.
6. The Port has a slip way and is at present filled by a 300 ton motor vessel in course of construction.
7. Quays are served with a small gauge railway which connects with the local flour mills. This railway is slightly damaged and could be repaired in a short time. (The main coast railway is badly damaged with many obstructions due to blasted tunnels).
8. With the entrance cleared, this Port could advantageously receive a coaster or schooners bringing in local supplies and wheat for the mills.

- 2 -

9. PORTO MAURIZIO - Entrance partly blocked by a sunken motor vessel "CARBONELLO". There is a free passage of approximately 35 meters wide with a depth of 21'.

10. There are a number of magnetic mines in the port to be cleared.

11. No rail facilities.

12. At present there is a berth for ships up to a length of 45 meters with a depth of 12'.

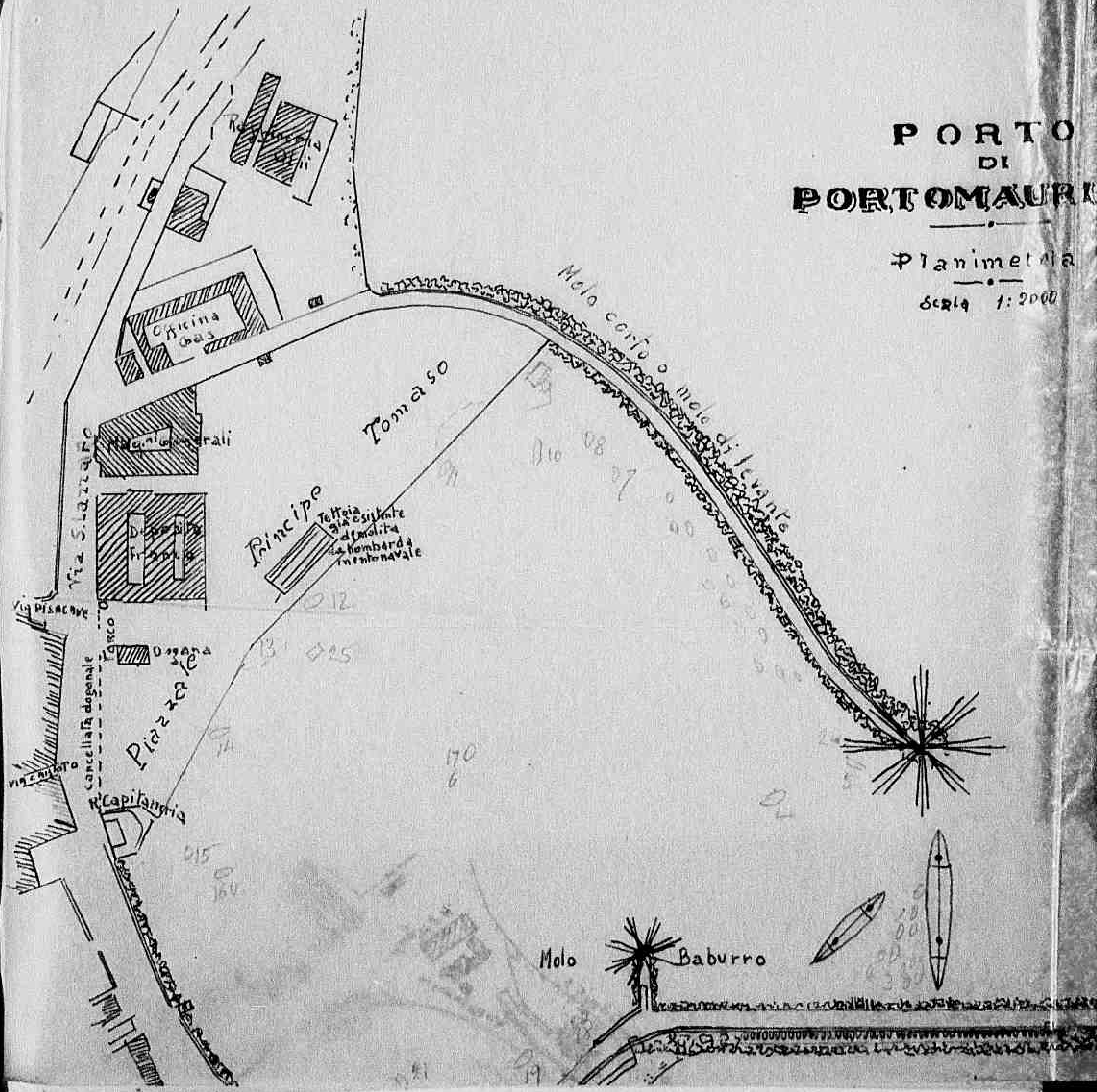
G. T. E. Warley

G. T. E. Warley, Captain
Ports & Warehouse Division

Copy: Col. Sieff
Major Godfrey

PORTO DI PORTOMAURICIA

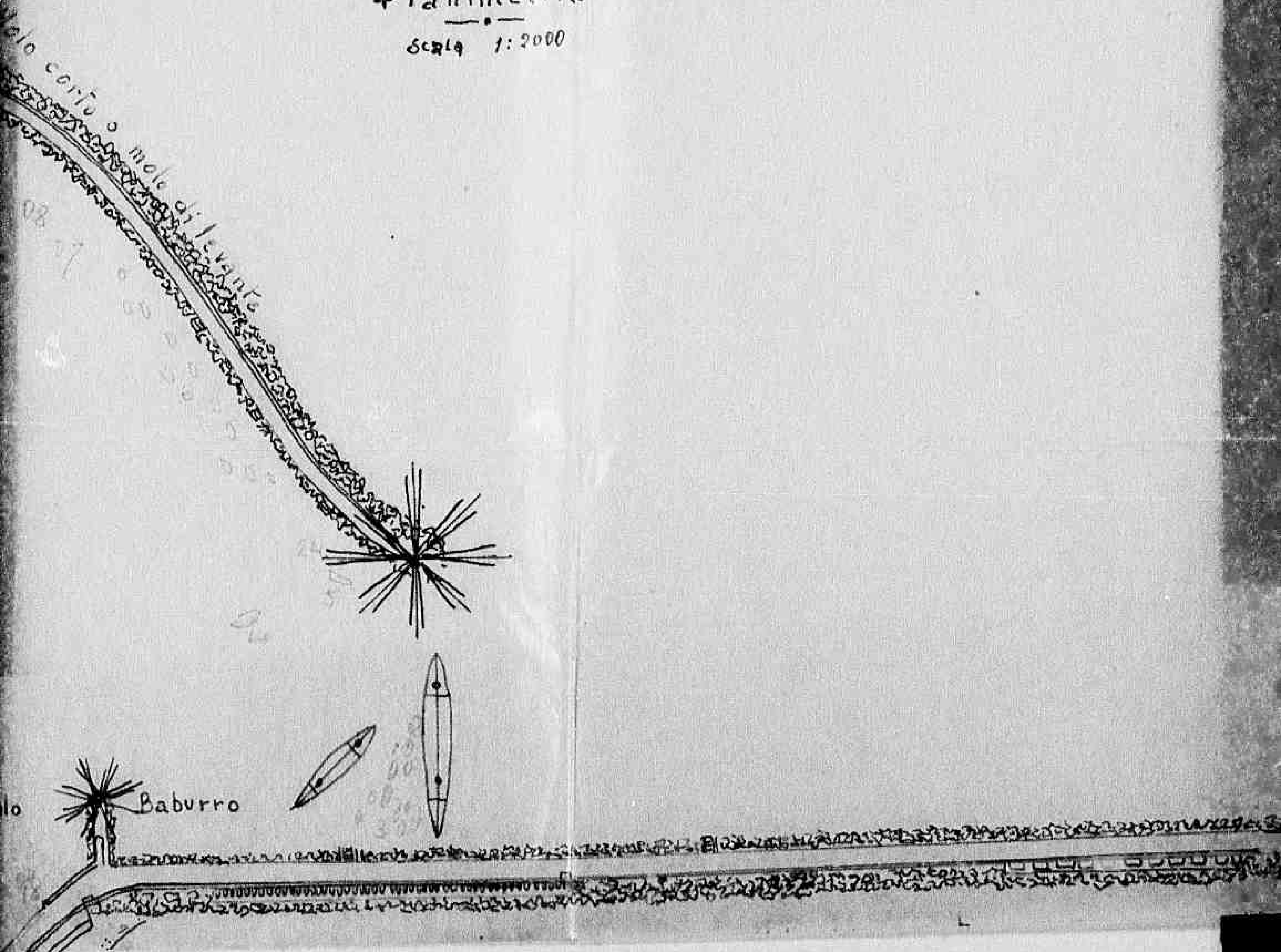
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Scala 1:2000



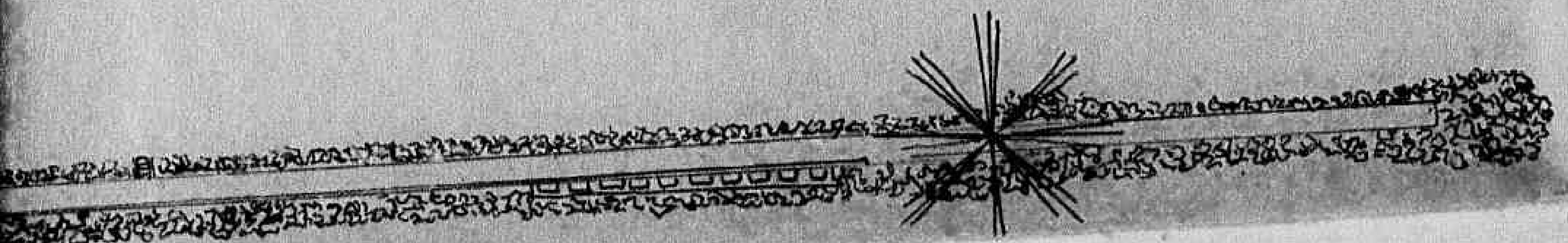
PORTO
DI
PORTOMAURO

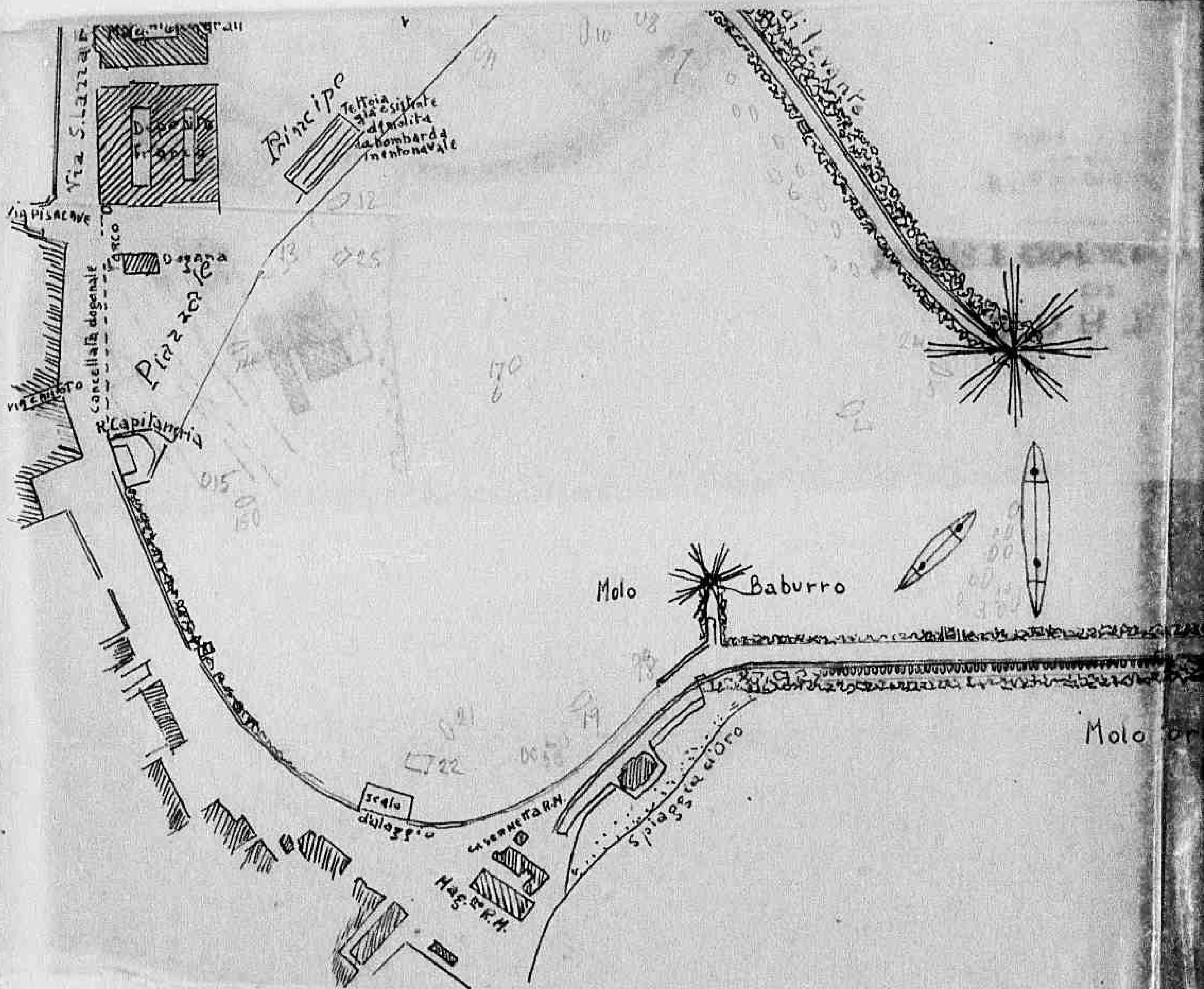
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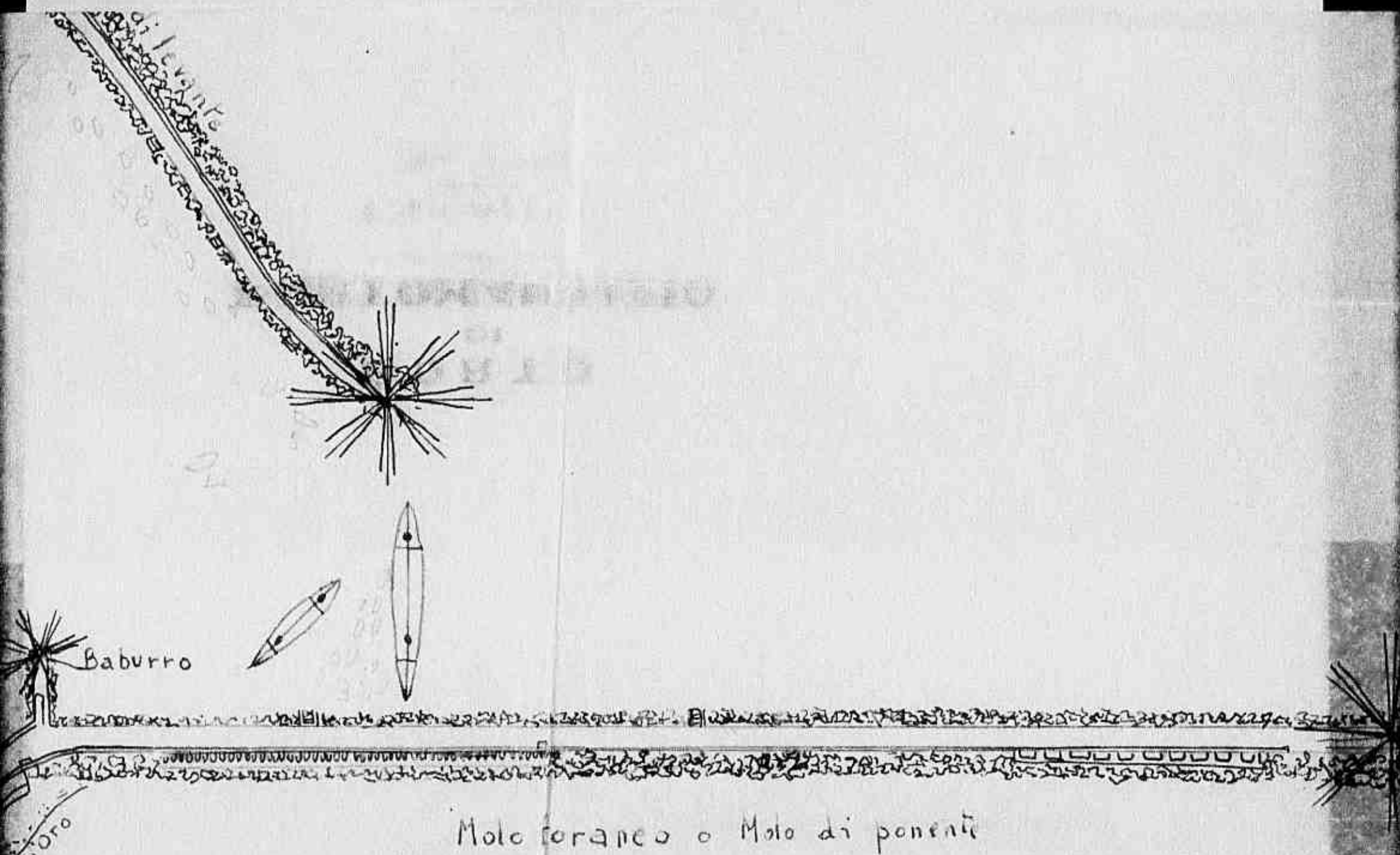
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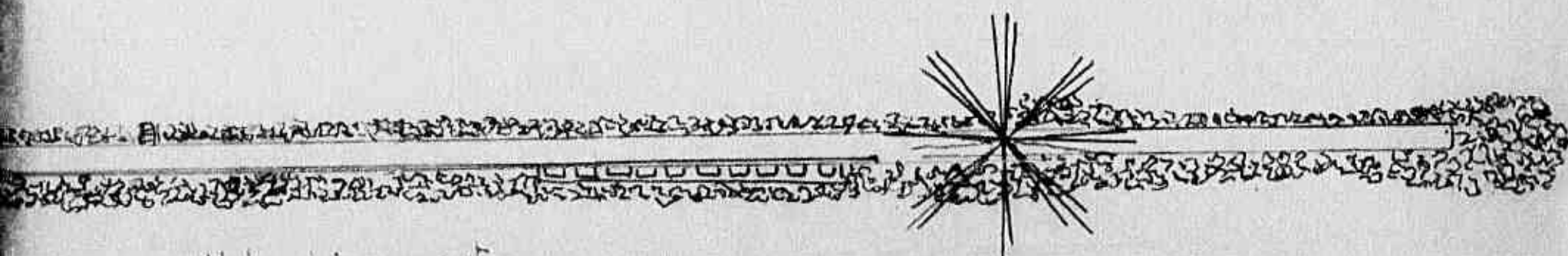


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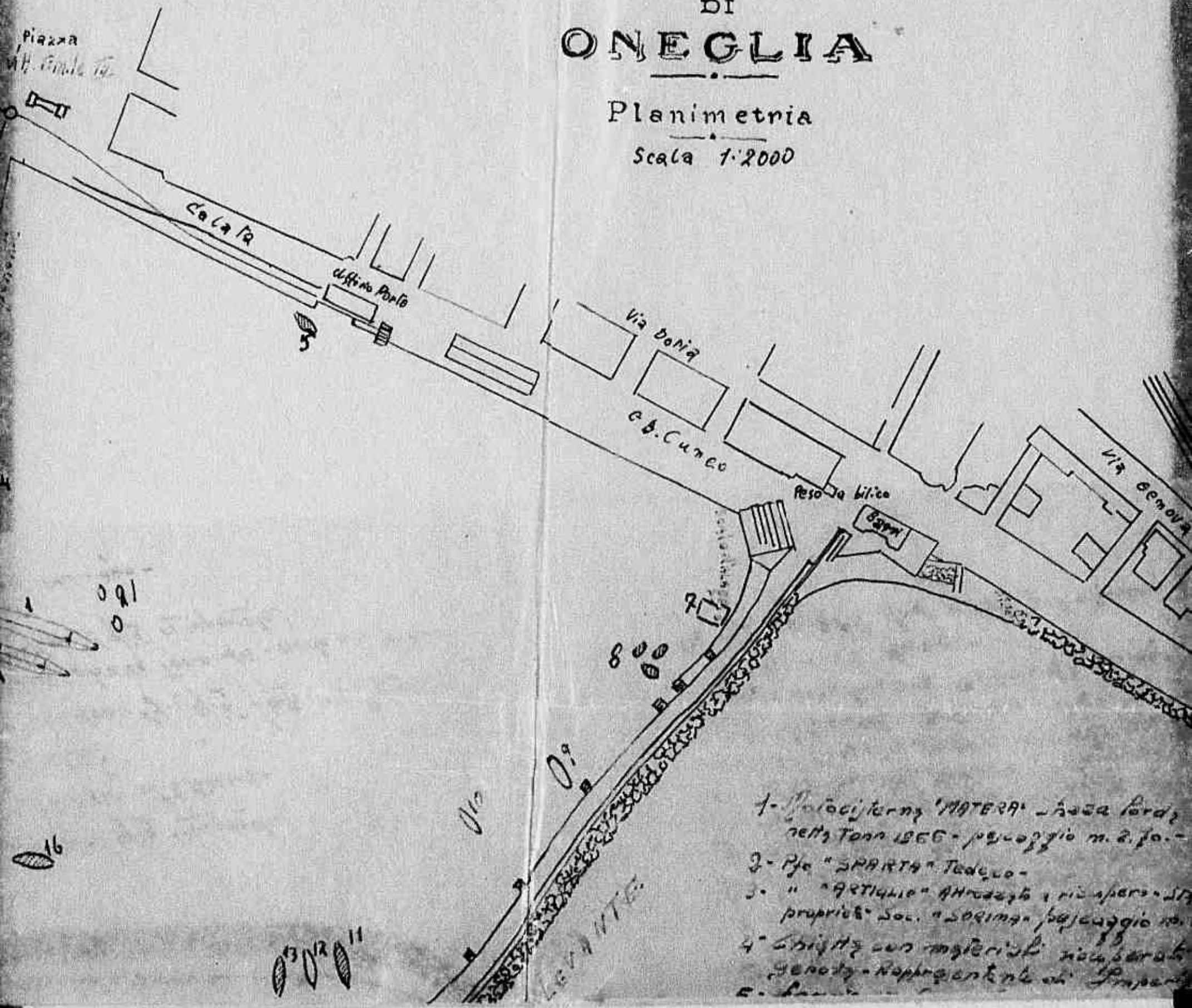




aneo o Molo di ponente

PORTO DI ONEGLIA

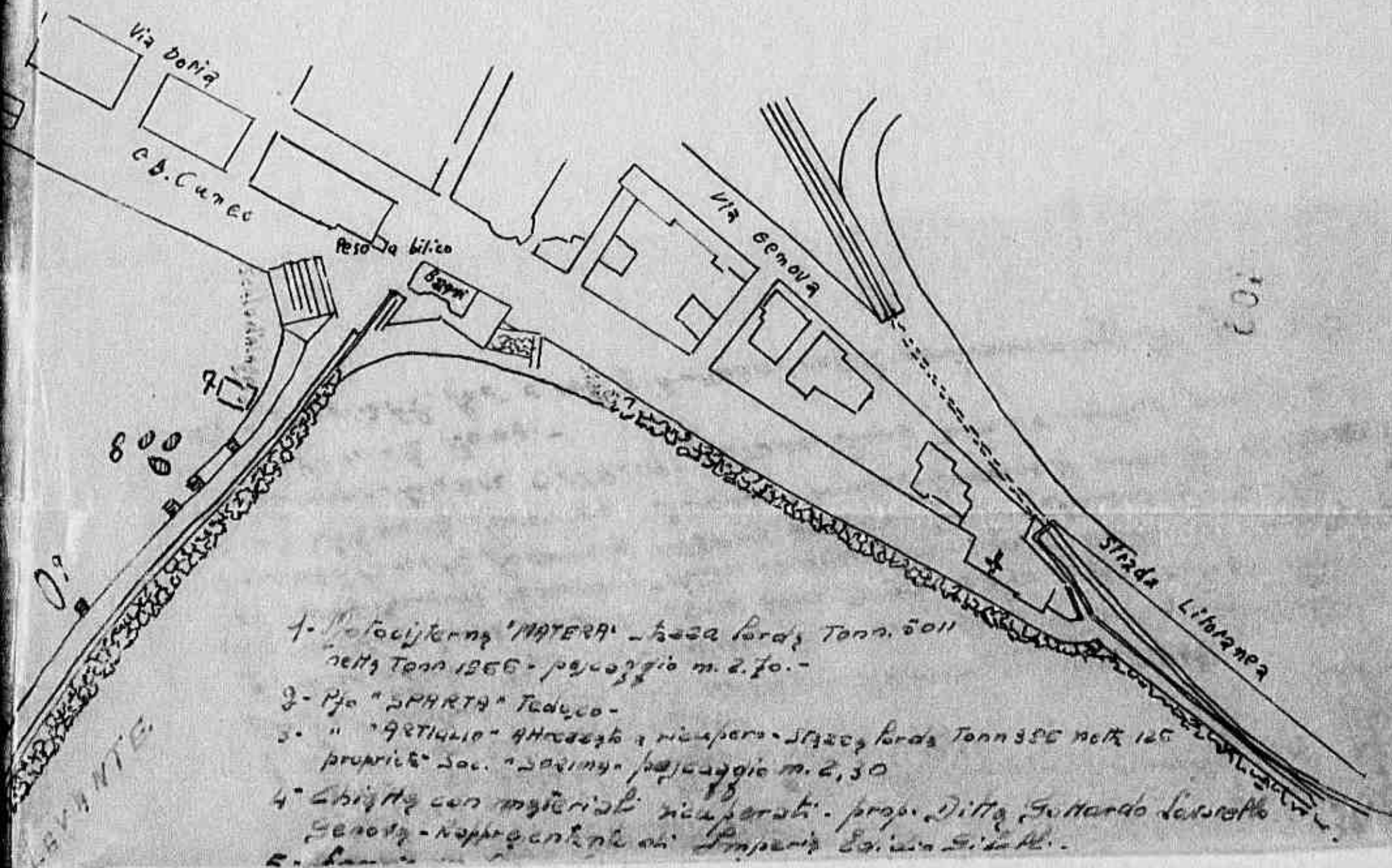
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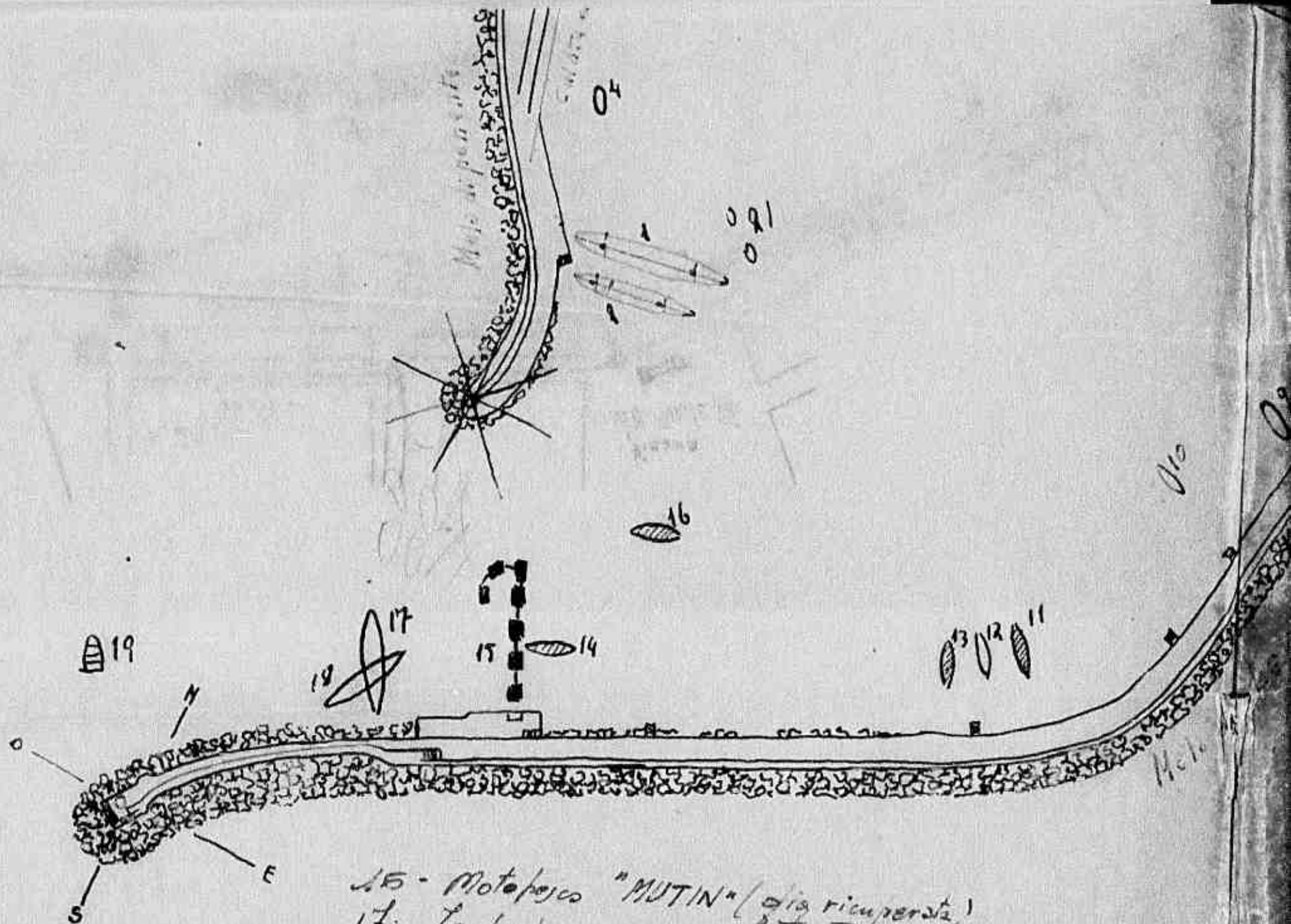


1. Polocijerny "MATERA" - casa bordi
nella Tonn 1866 - passaggio m. 2. fo.
2. Rje "SPARTA" Tedesco -
3. "ARTIGIANI" ANZIANI e ricapers. di
proprietà Soc. "Società" passaggio m.
4. "Società" con maglieria non barata
Genova - Rappresentante di Proprietà
5. "Società" -

Planimetria

Scala 1:2000





- 15 - Motovelca "MUTIN" (già recuperata)
 17 - Corpediniere "PAPA" Italiana
 18 - Pontile "MISCHKA"
 19 - Bomby aerea da 1000 kg. (già fatta esplodere)
 20 - Motovelca "MARIA" - 1200 Tonn. 15 - nella 4. prop.
 Raf. Giovanni Pade (già recuperata)
 21 - Lancia da piroscopo -

