

ACC

AC/24.2/TN6

10000/148/3435

POB
MAP

10000/148/3435

PORT OF SAVONA

MAY-DEC. 1945 LIGURIAN PORTS

HEADQUARTERS ALLIED COMMISSION

TRANSPORTATION SUB COMMISSION

PORTS & WAREHOUSE DIVISION

PORT REPORT

PORT OF SAVONNA

OPENED = 8 MAY 1945
CLOSED = 27 DEC 1945

10000 / 448 / 3435

THOMPSON

CONTAINING PAPERS

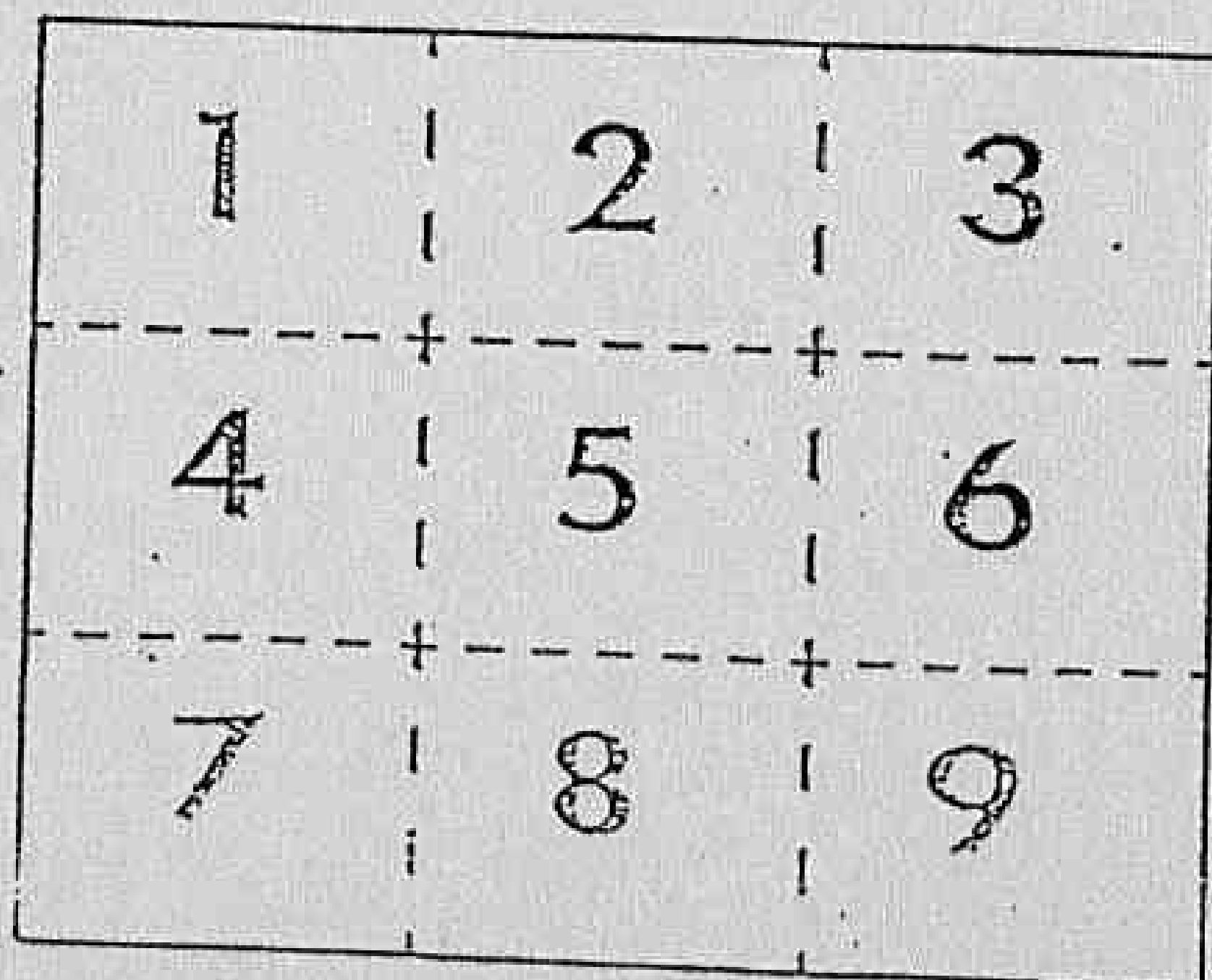
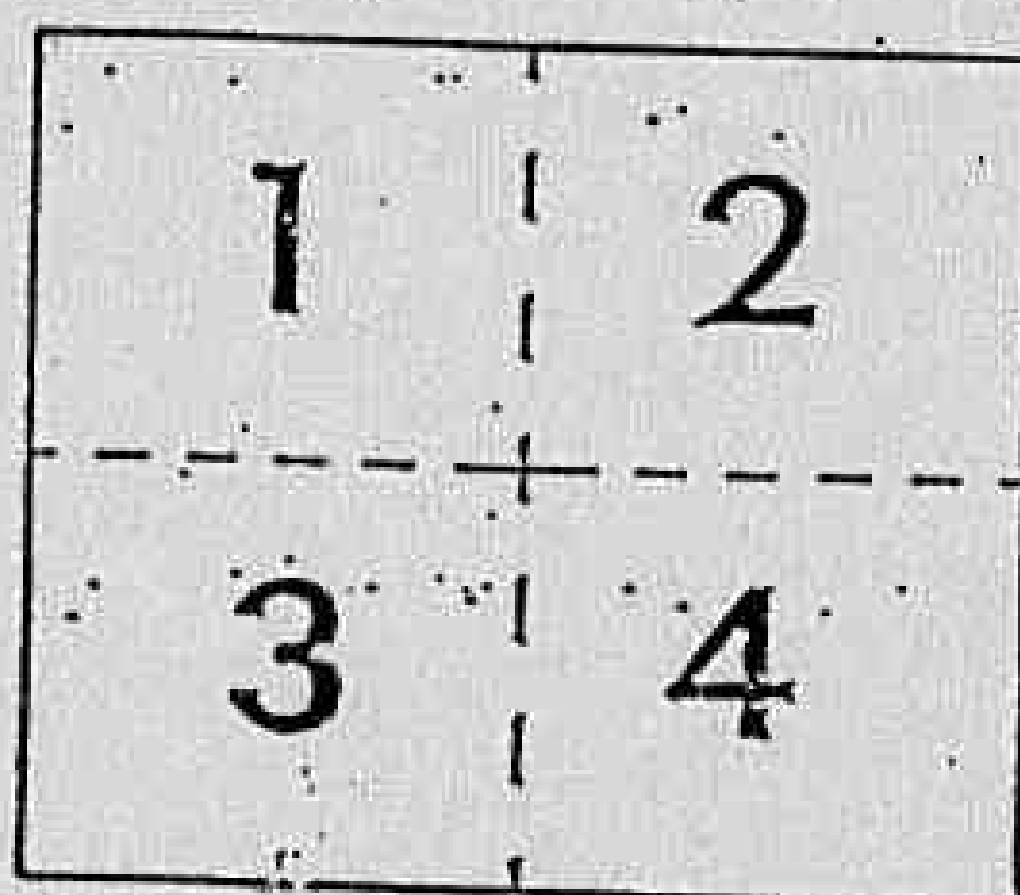
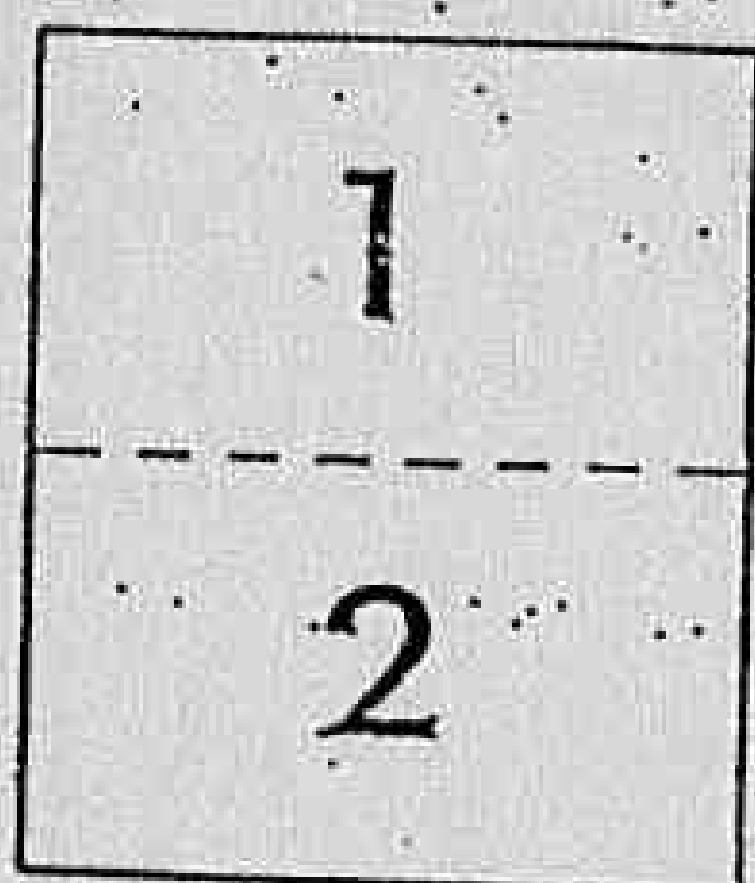
FROM MAY - 1945

TO DEC - 1945

CATALOG

MAPS AND CHARTS TOO LARGE TO FILM
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LEFT TO RIGHT, AND TOP TO BOTTOM.

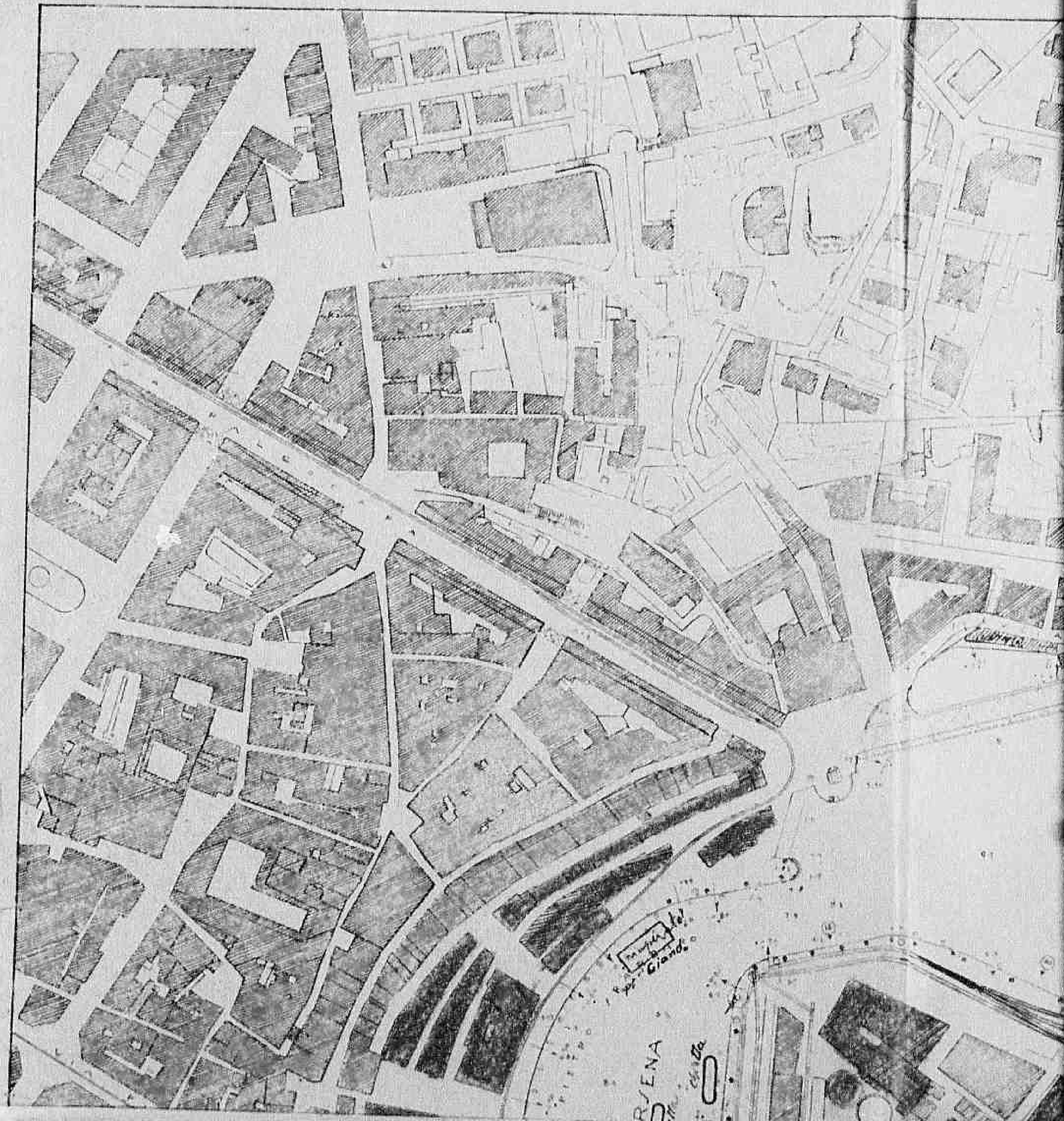
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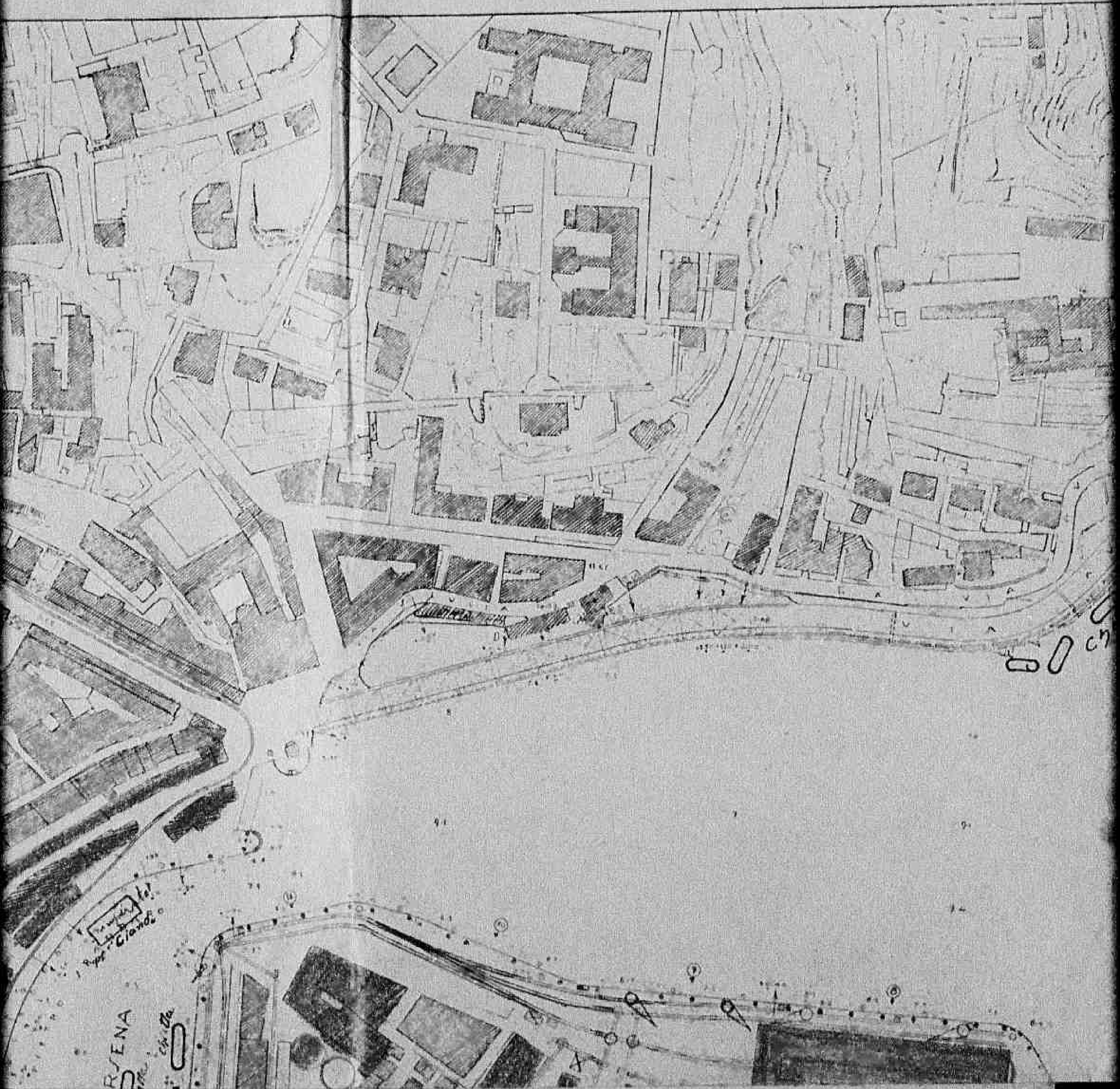
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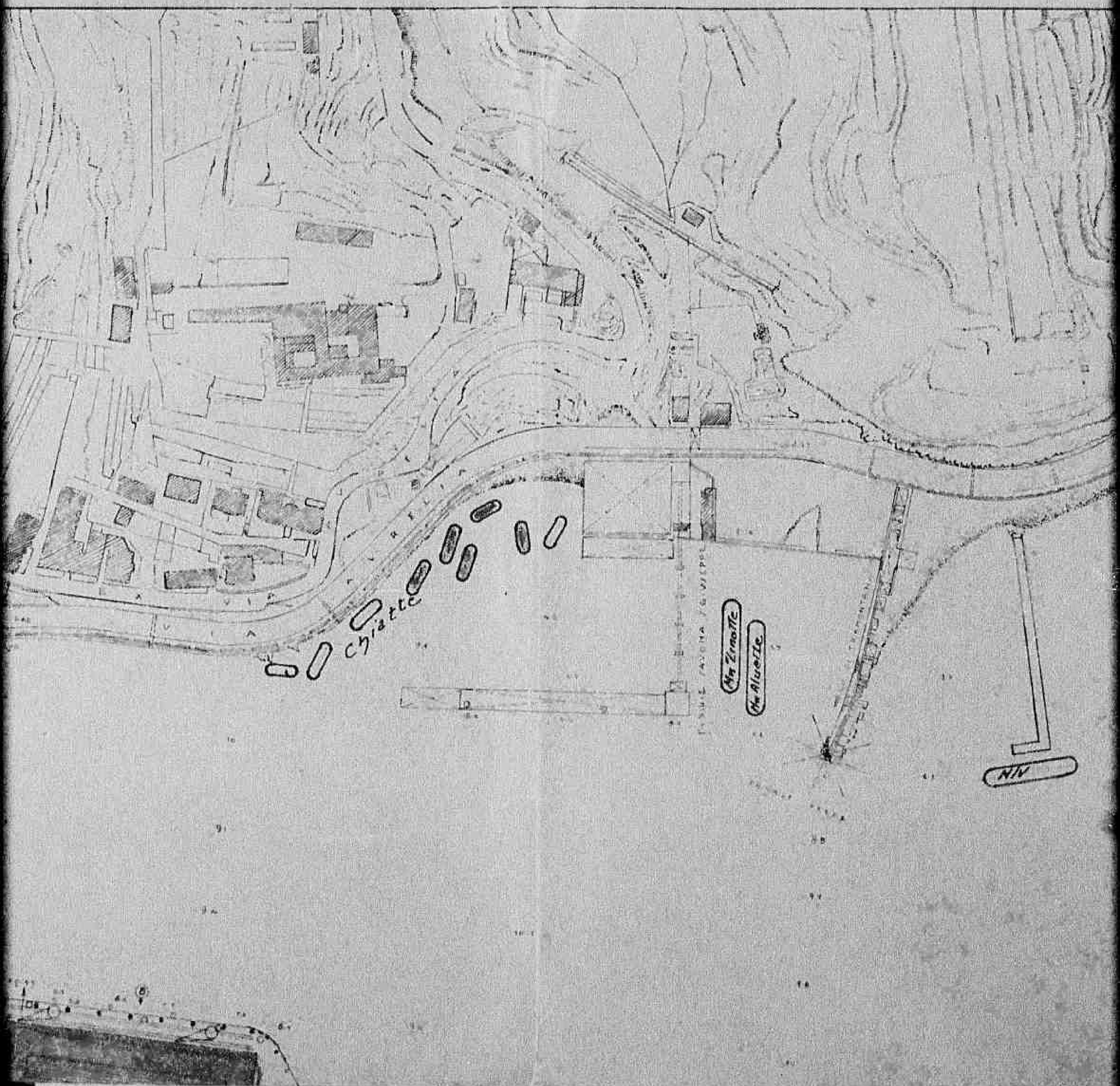
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Declassified E.O. 12356 Section 3.3/NND No. 785021



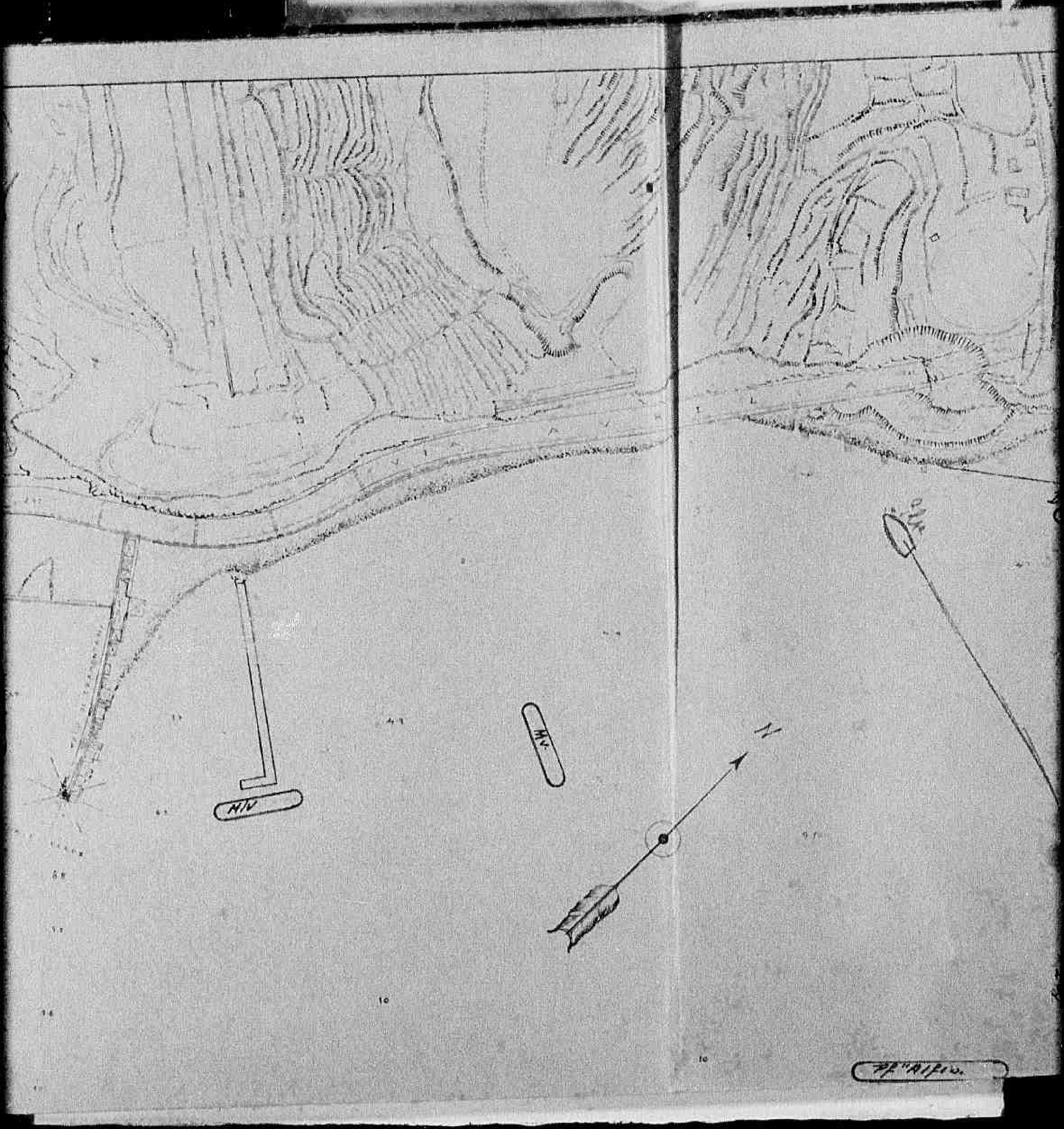
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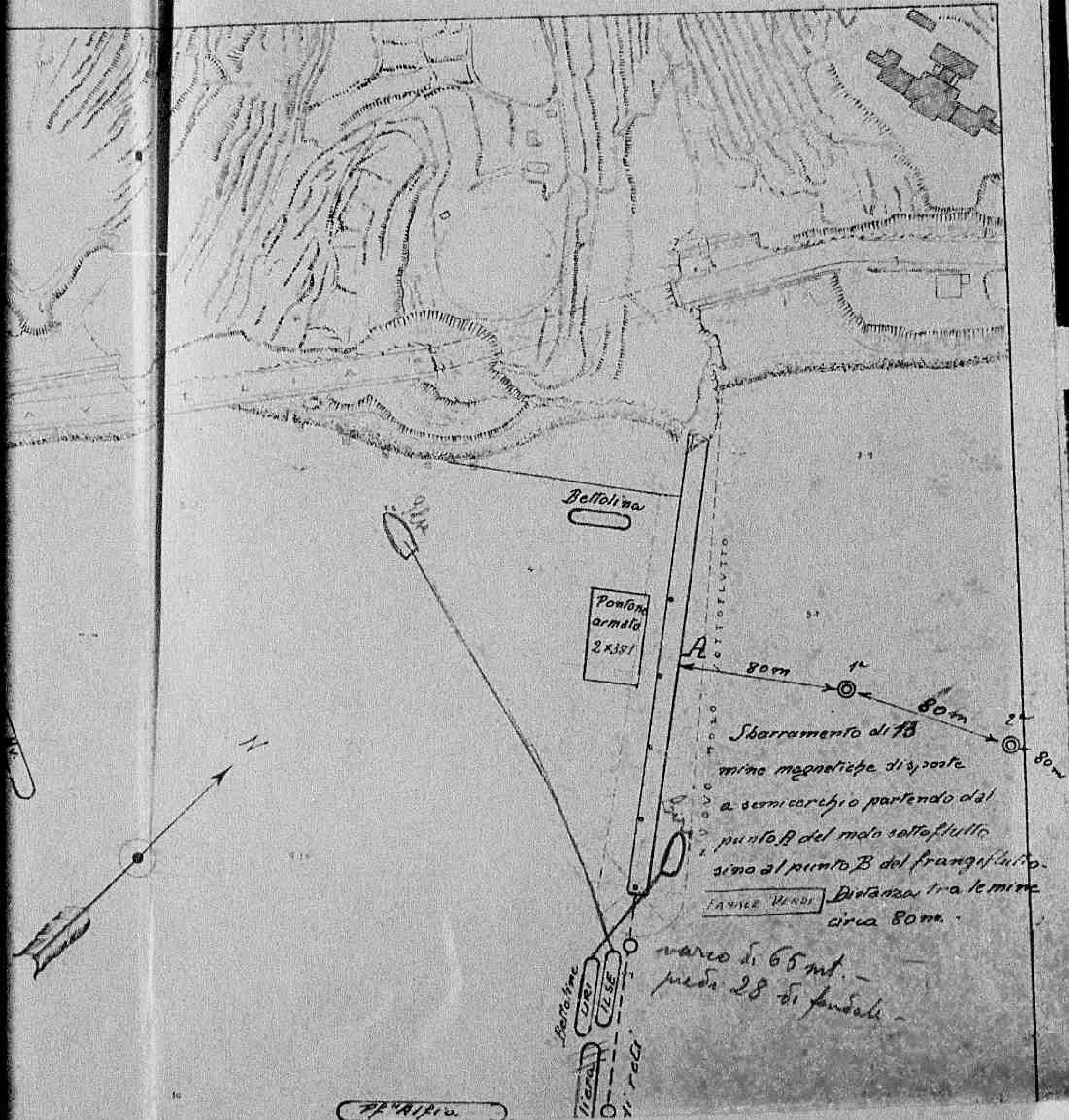
Declassified E.O. 12356 Section 3.3/NND No. 785021



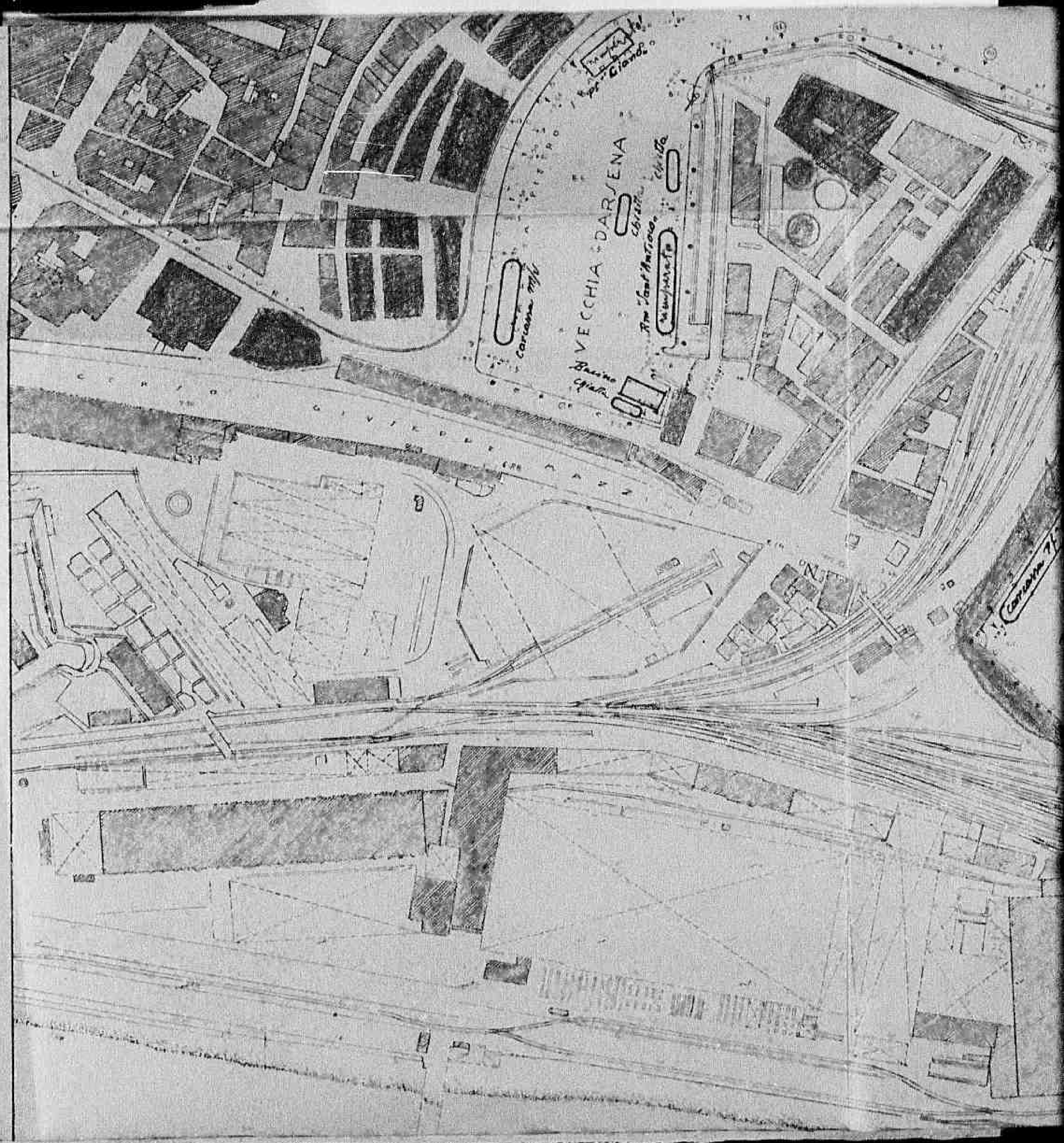
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Declassified E.O. 12356 Section 3.3/NND No. 785021

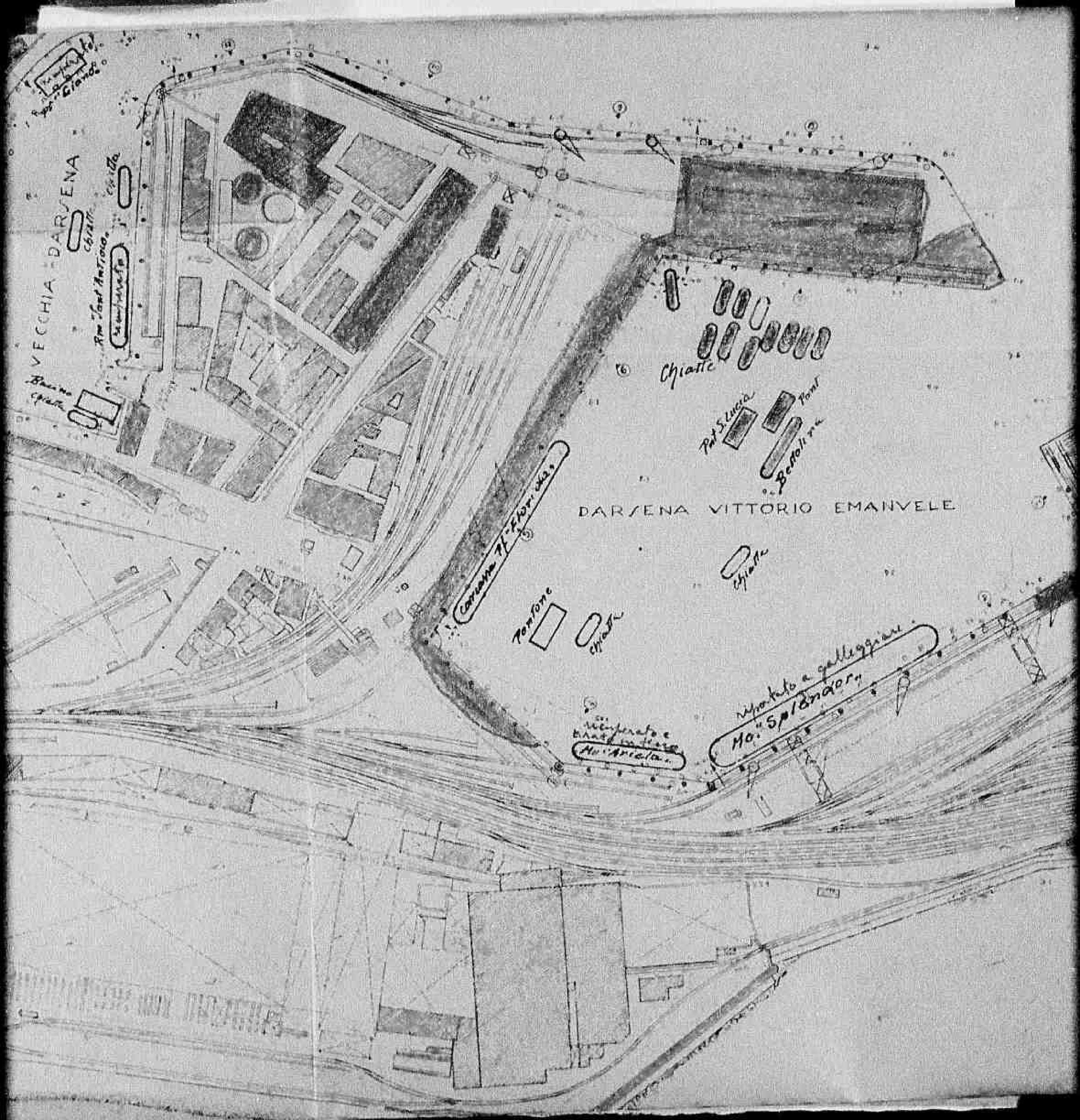




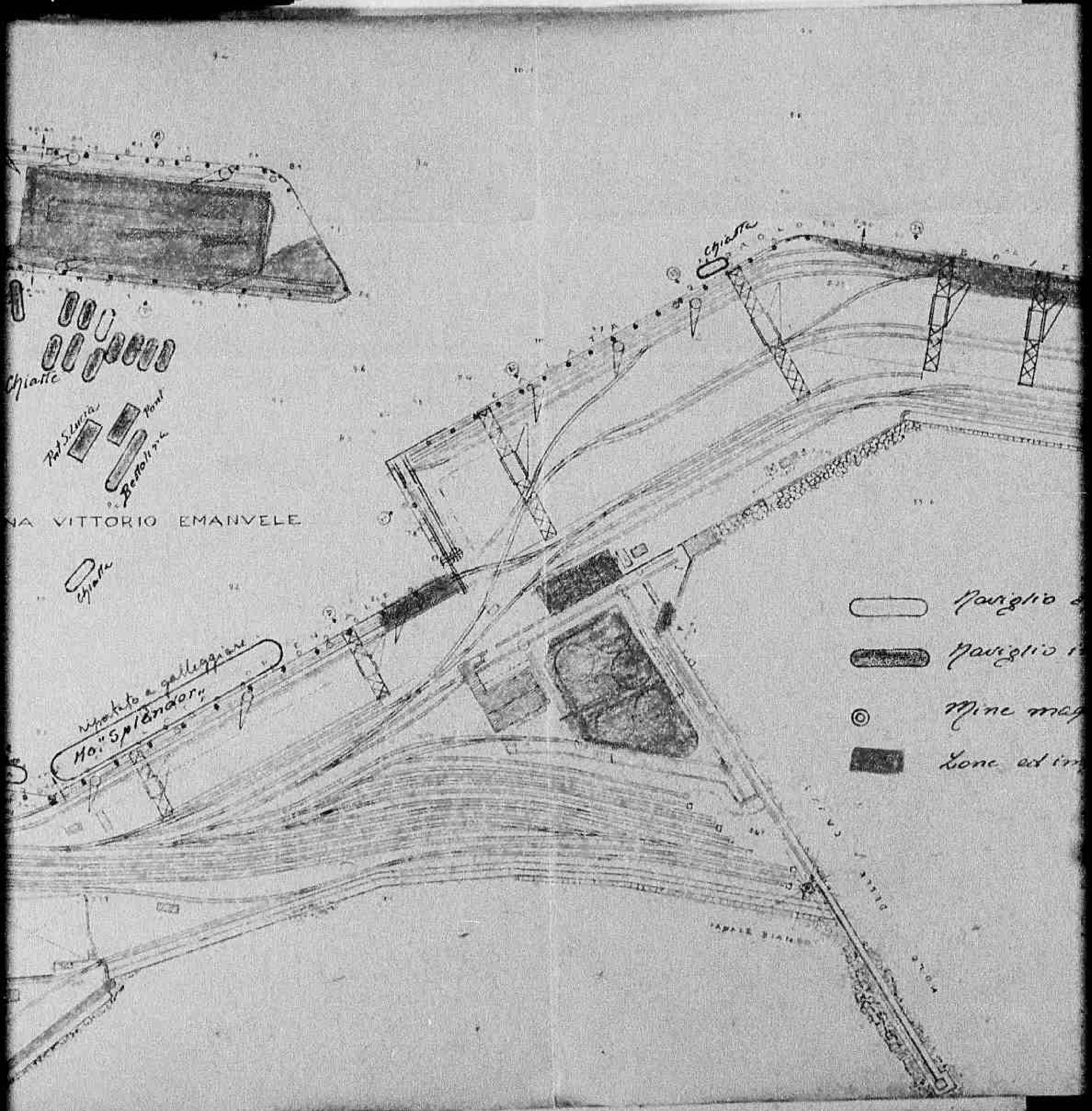
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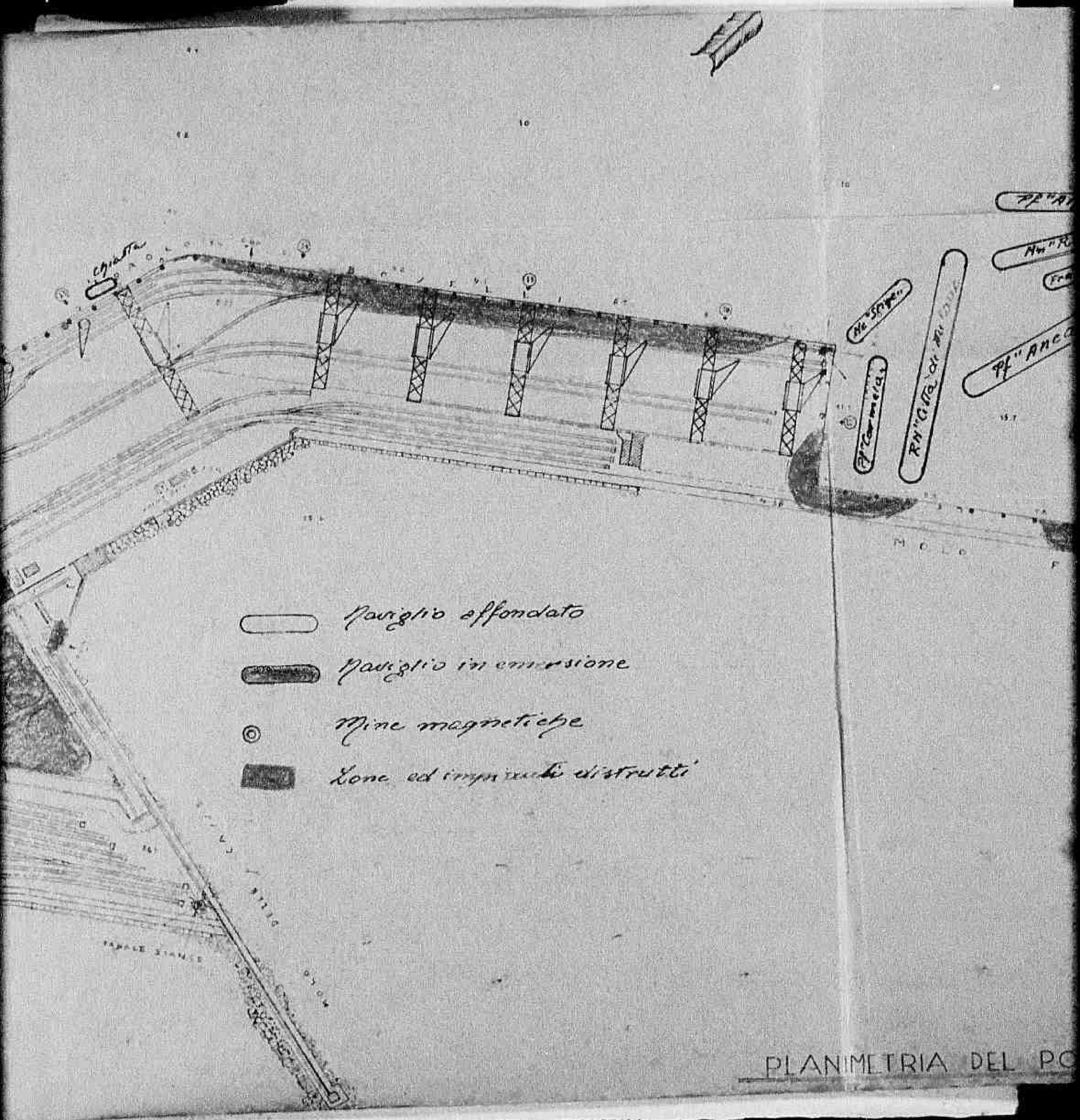


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-  Naviglio a
-  Naviglio r
-  Mine mag
-  Zone ed im

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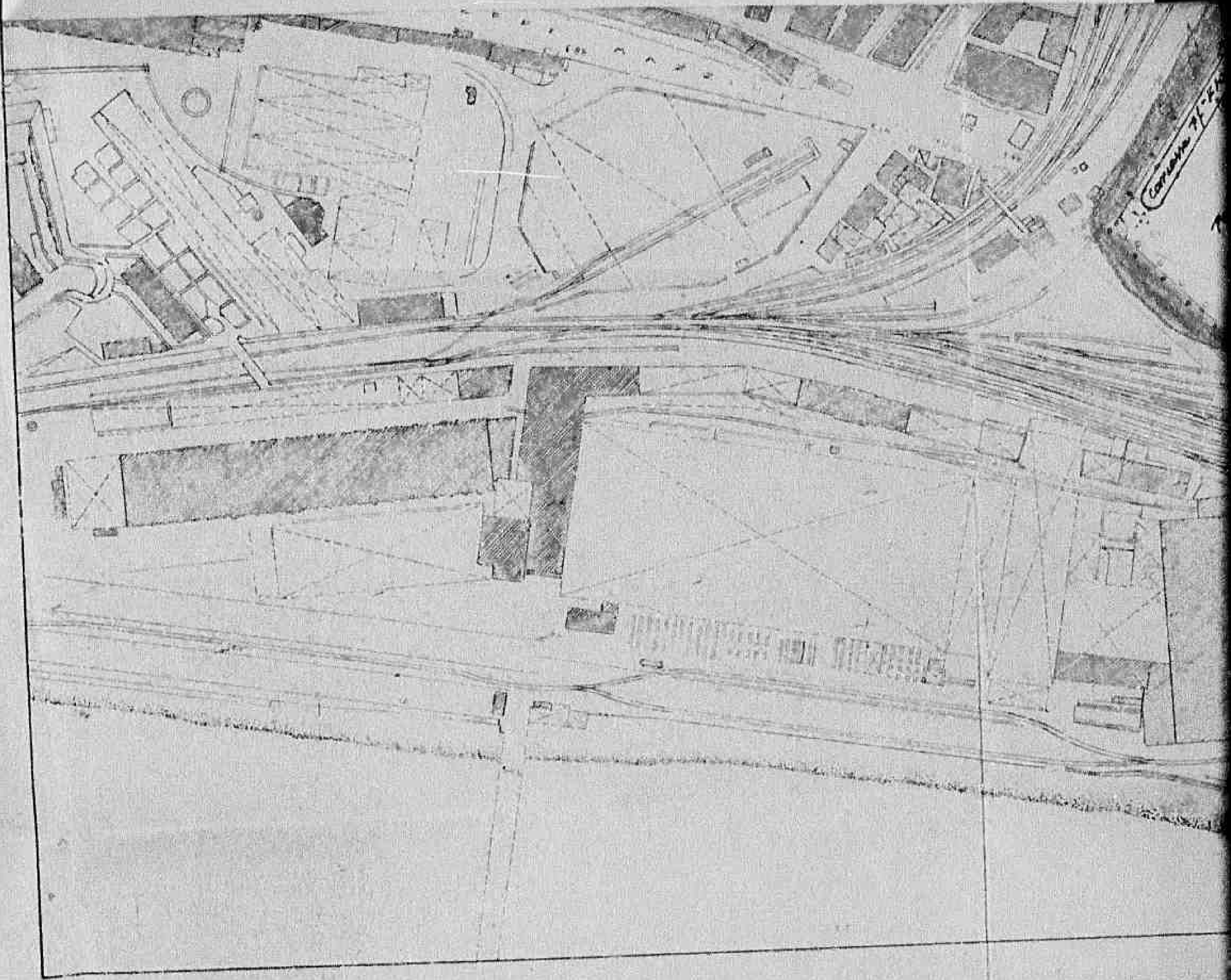


- Naviglio effondato
- Naviglio in immersione
- ◎ Mine magnetiche
- Lone ed impianti distrutti



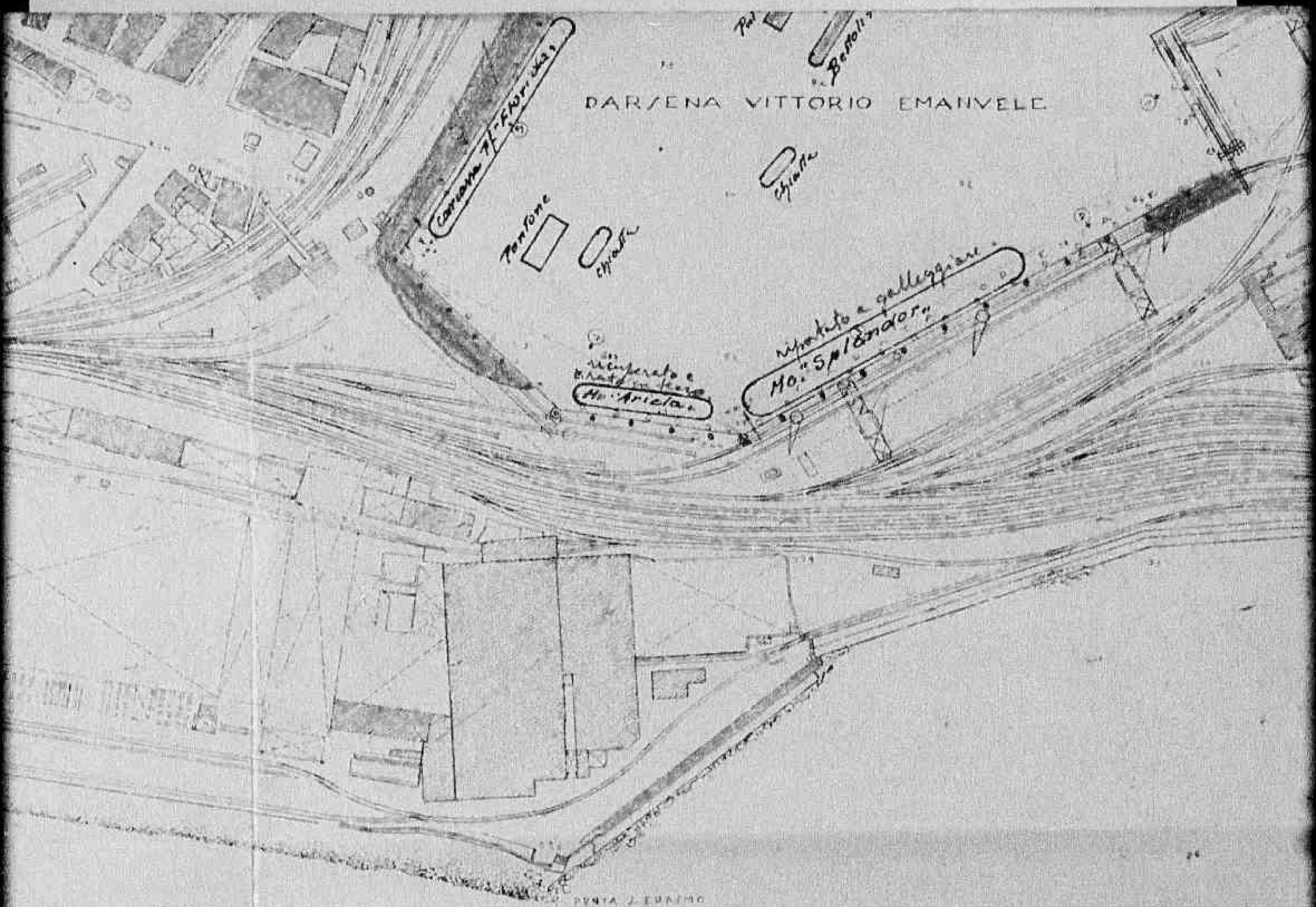
XXI ELEVATORI

PLANIMETRIA DEL PORTO DI

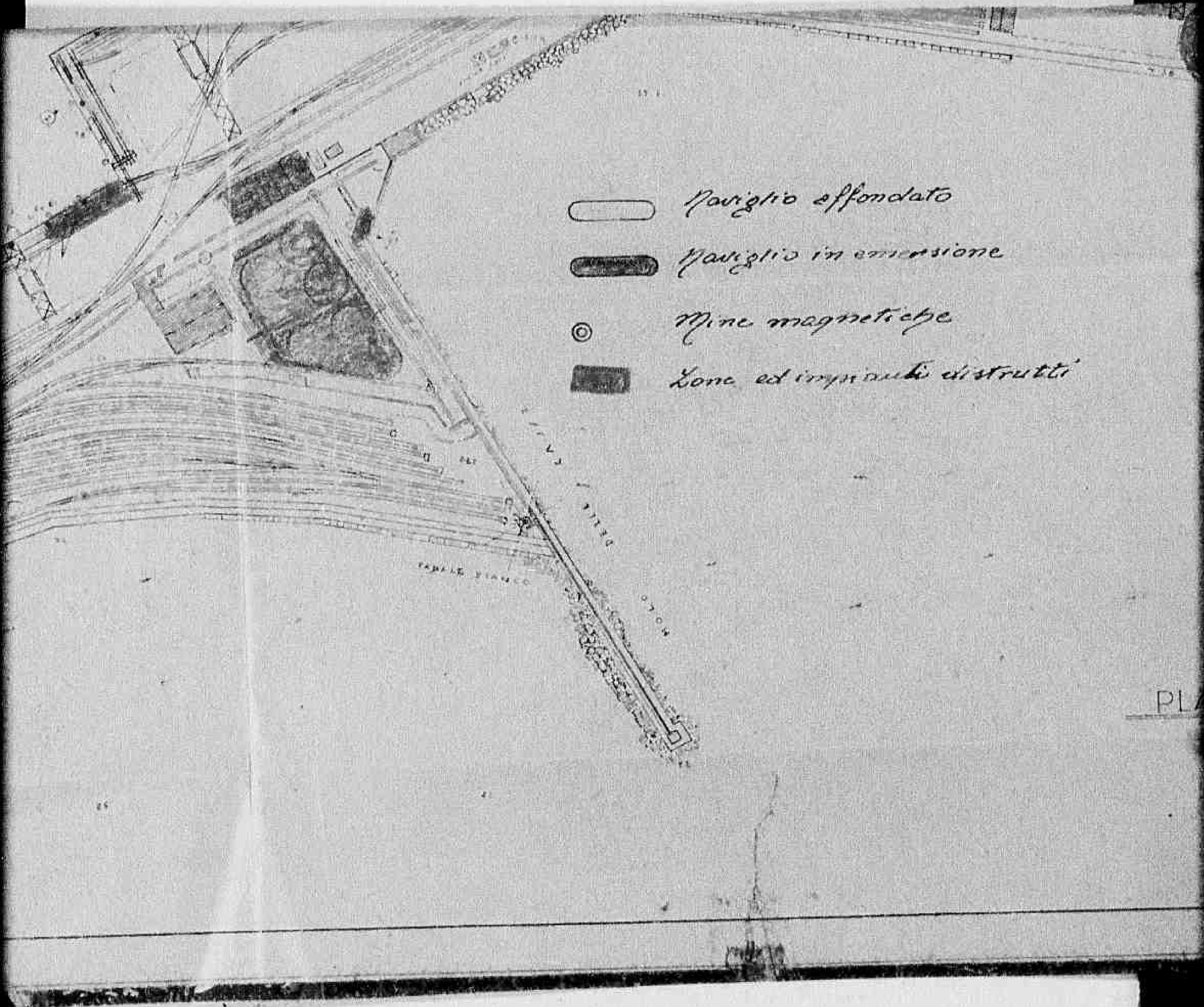


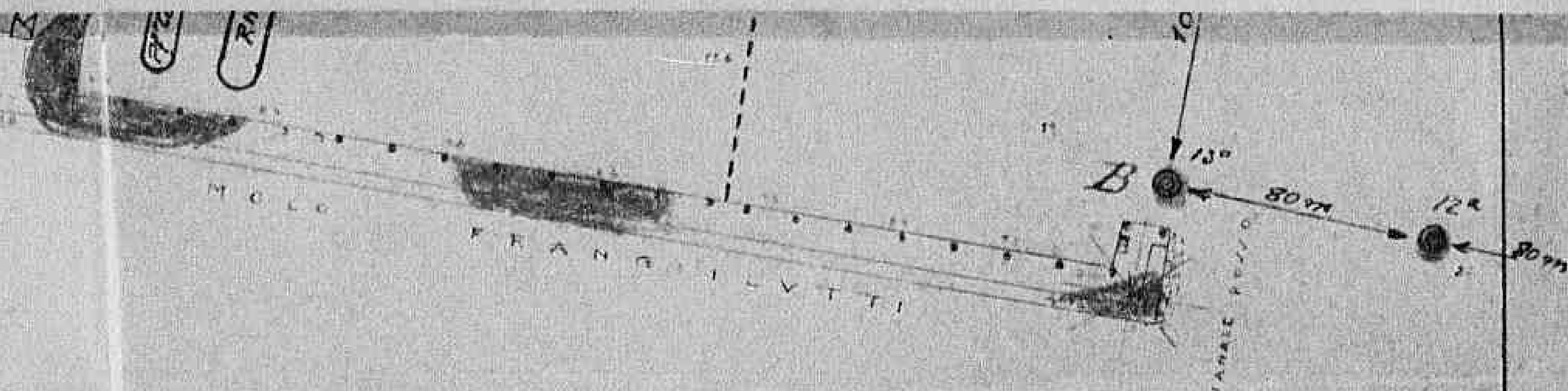
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Declassified E.O. 12356 Section 3.3/NND No. 785021



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LEGGENDA

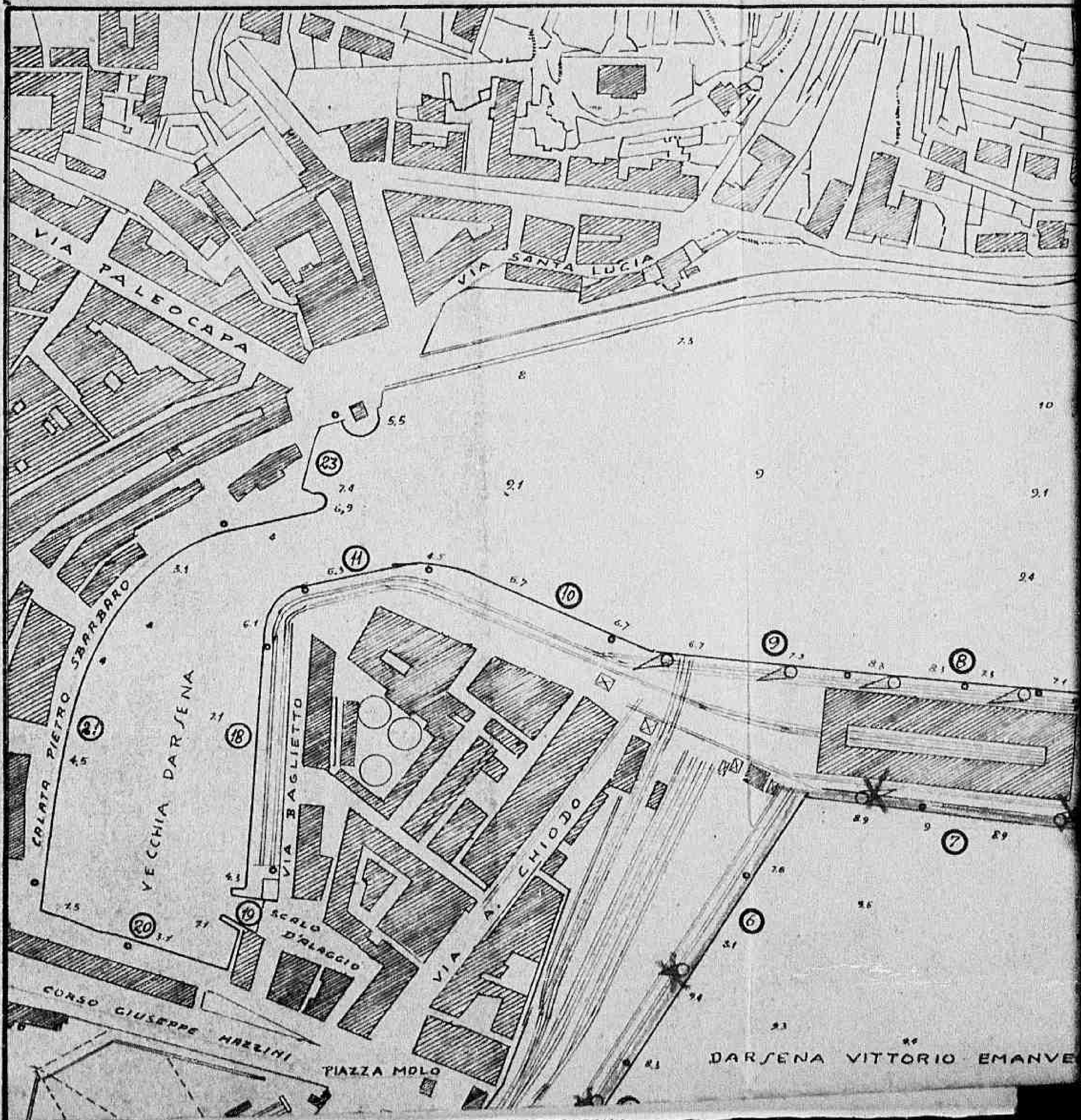
	STAZIONE MARITTIMA
	MAGAZZINO MERCI VARIE
	CAPTANERIA DI PORTO
	STAZIONE SANITARIA
	DOGANA
	ELEVATORI
	GRV
	IDRANTI
	BITTE
	ANELLI
	BUCCHI DI FISSATURA

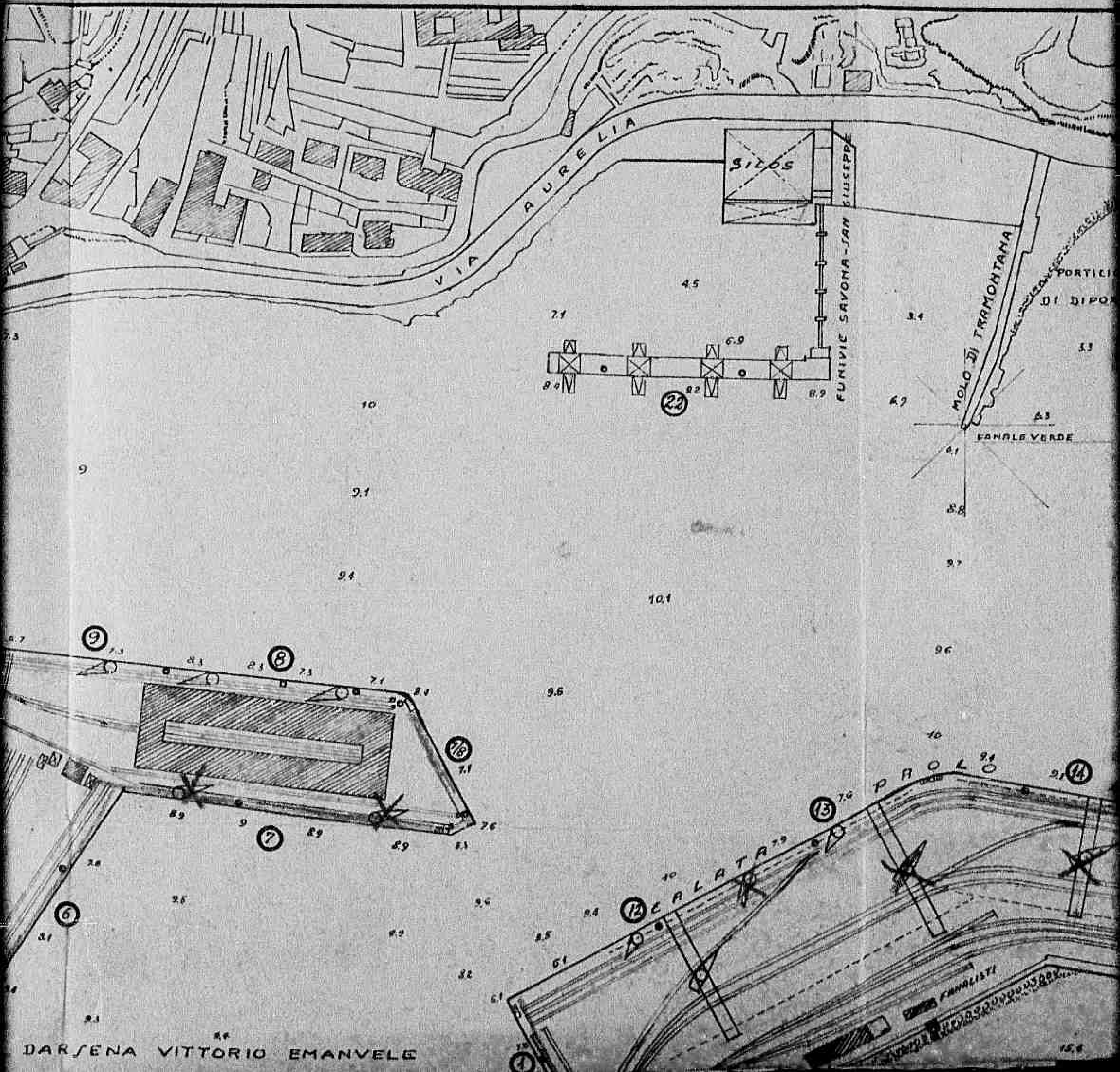
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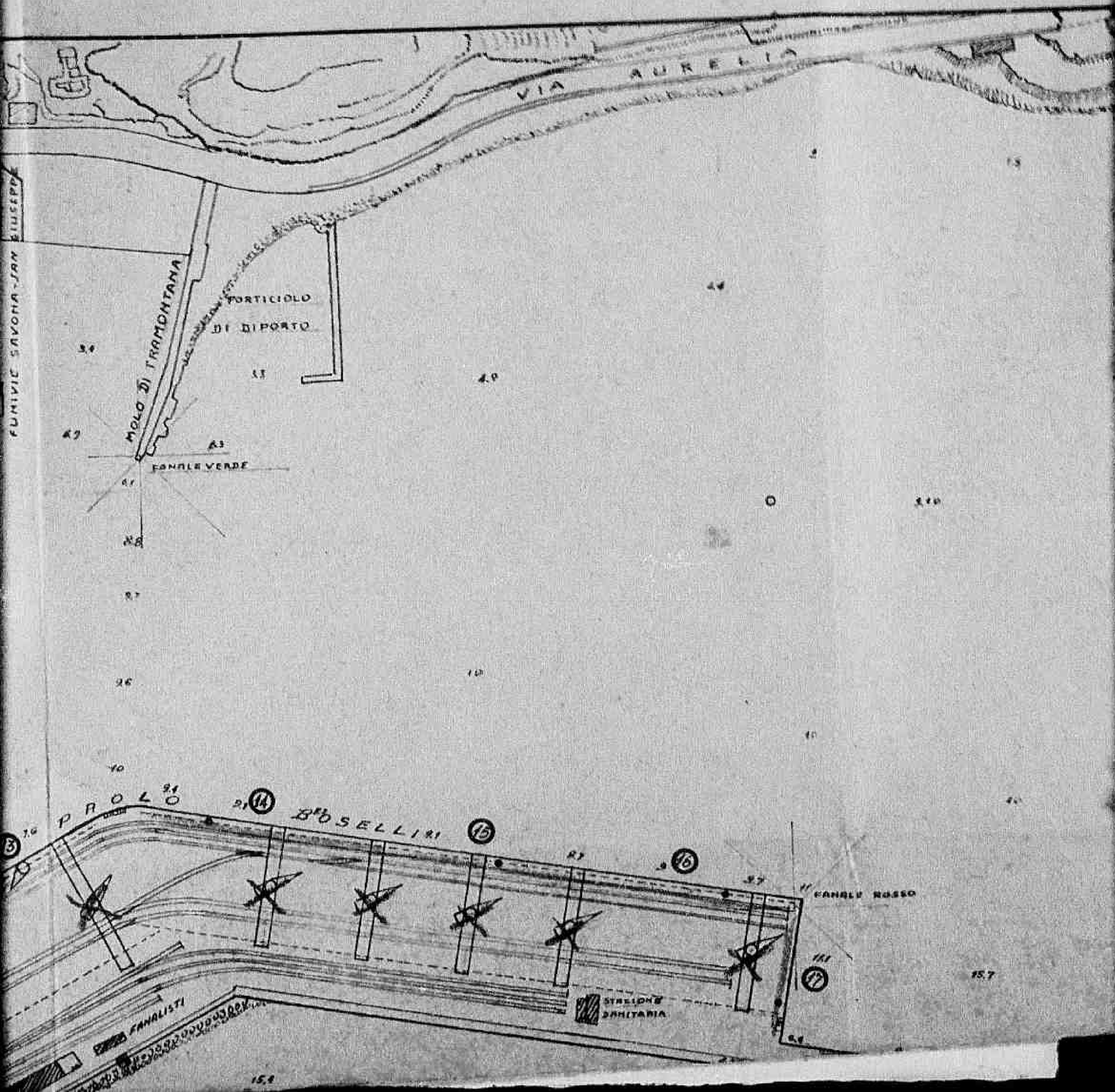
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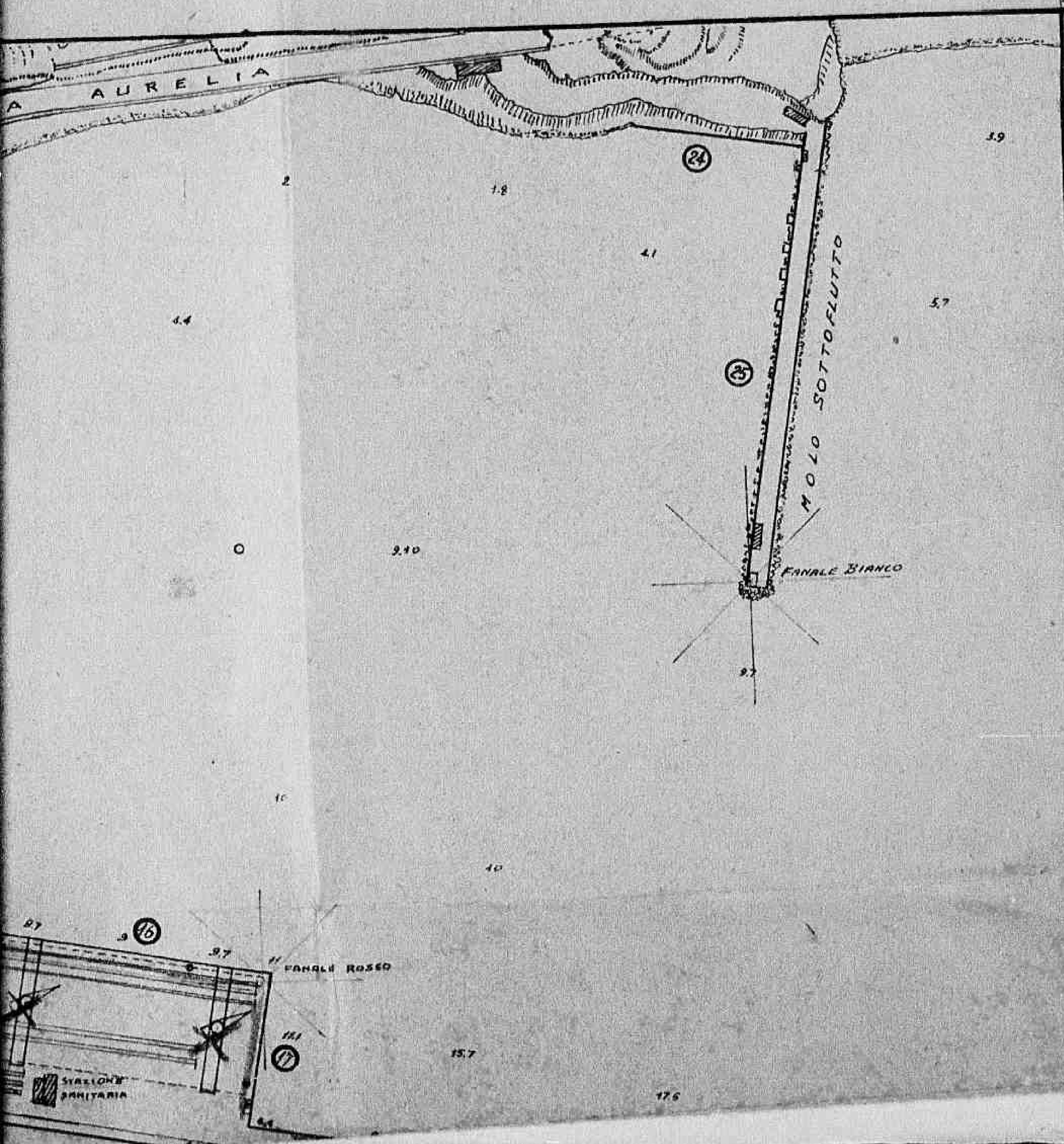
Scala 1:2000

DISEGNO N° 4



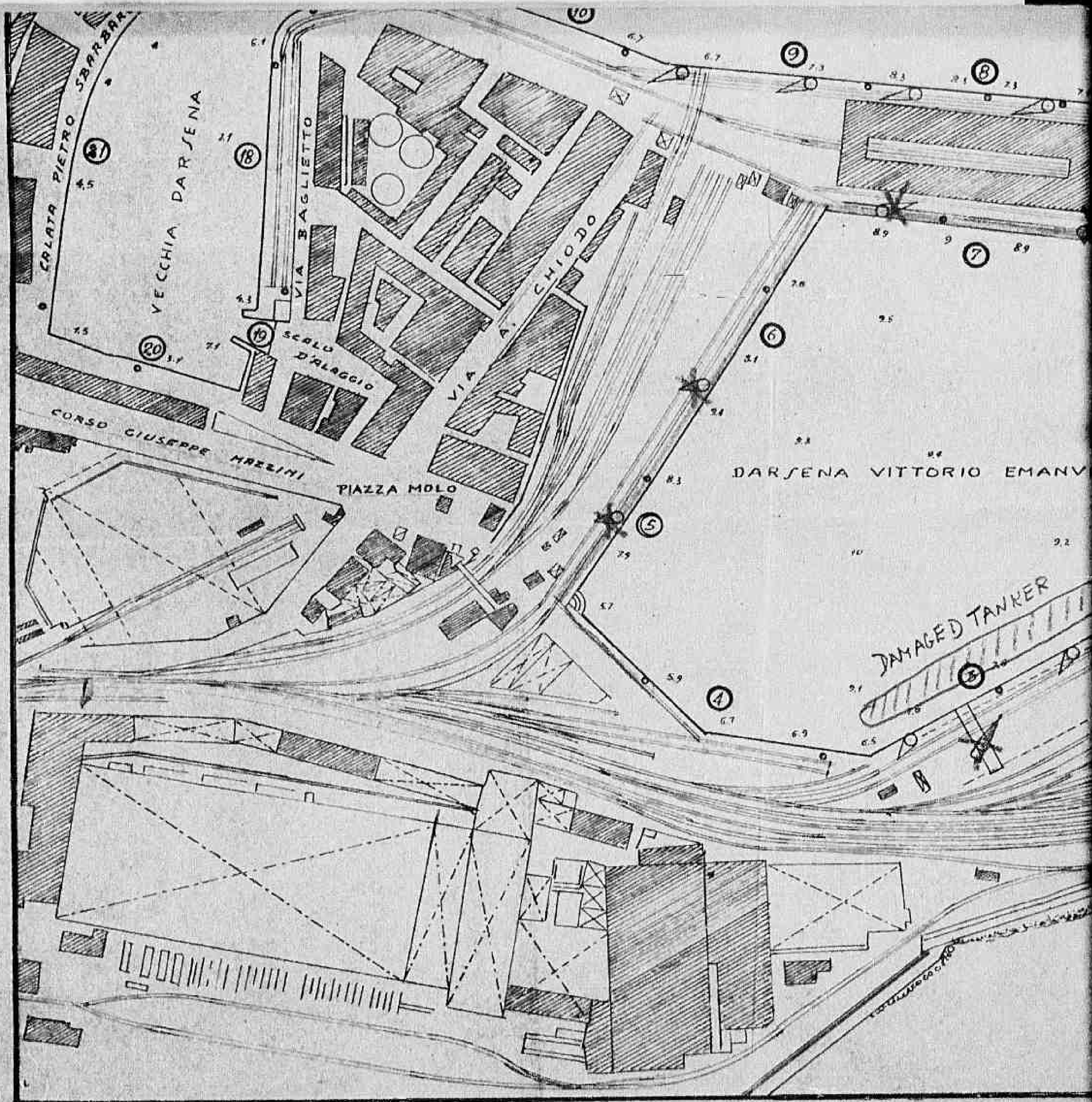


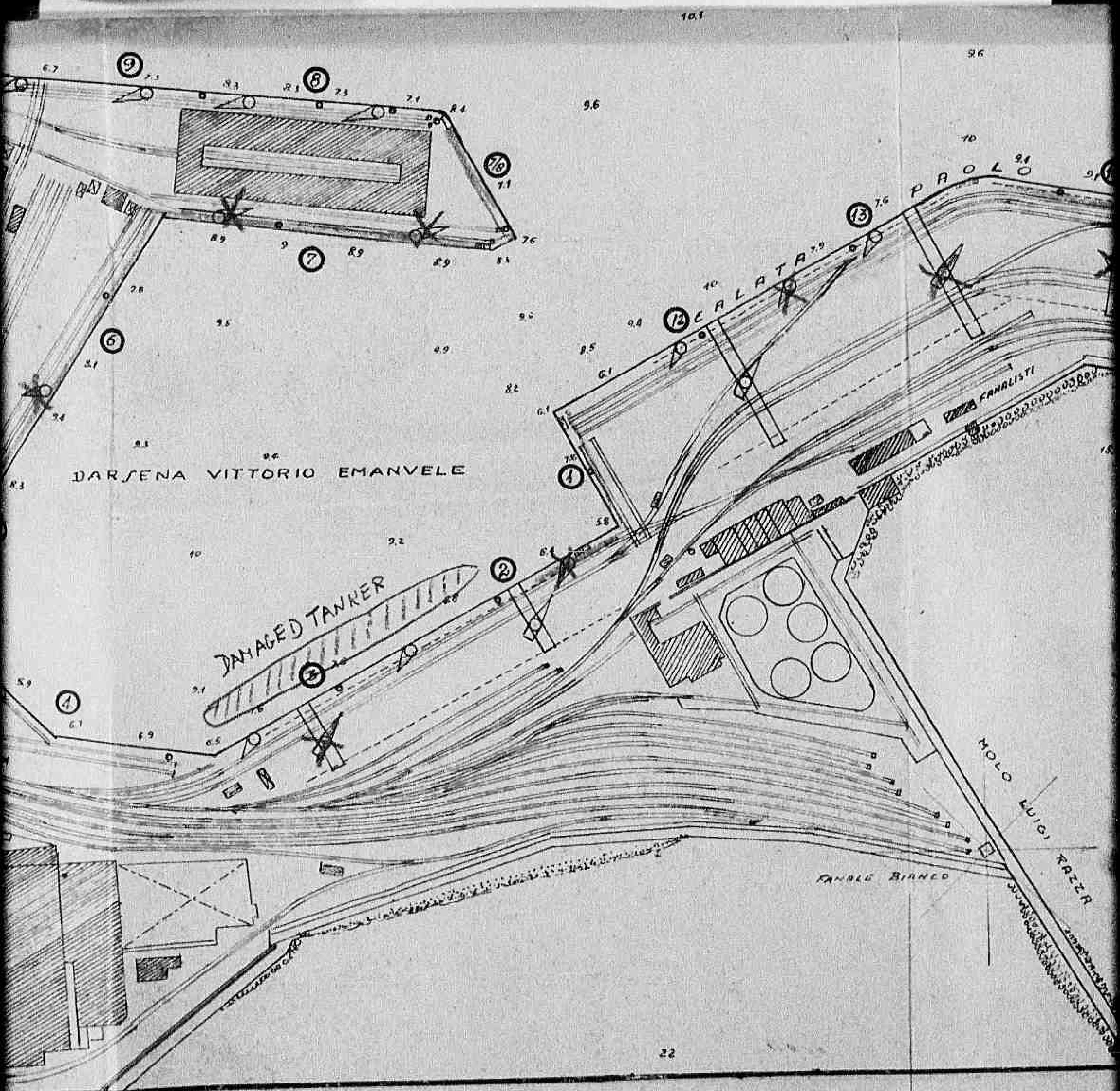


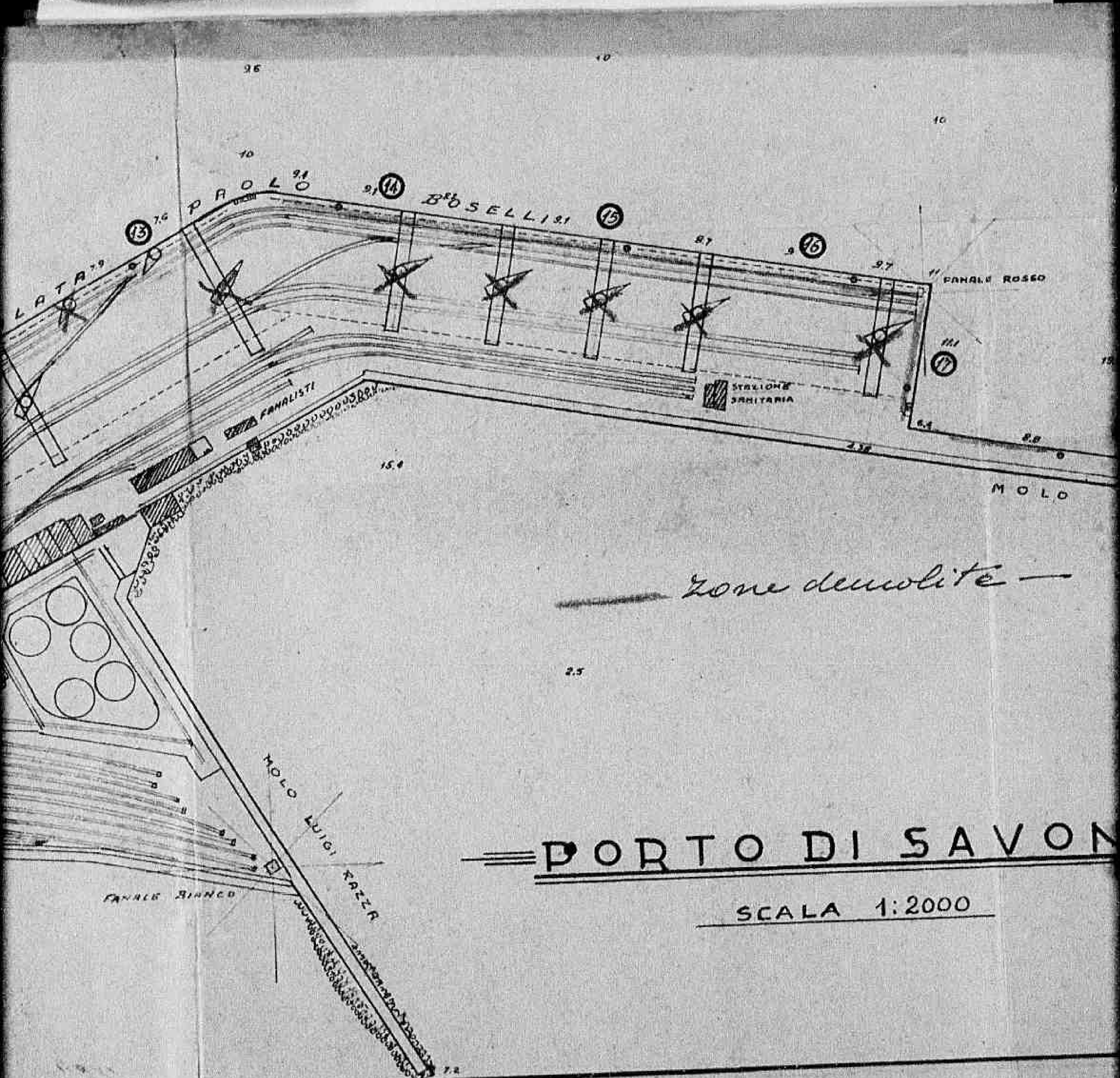


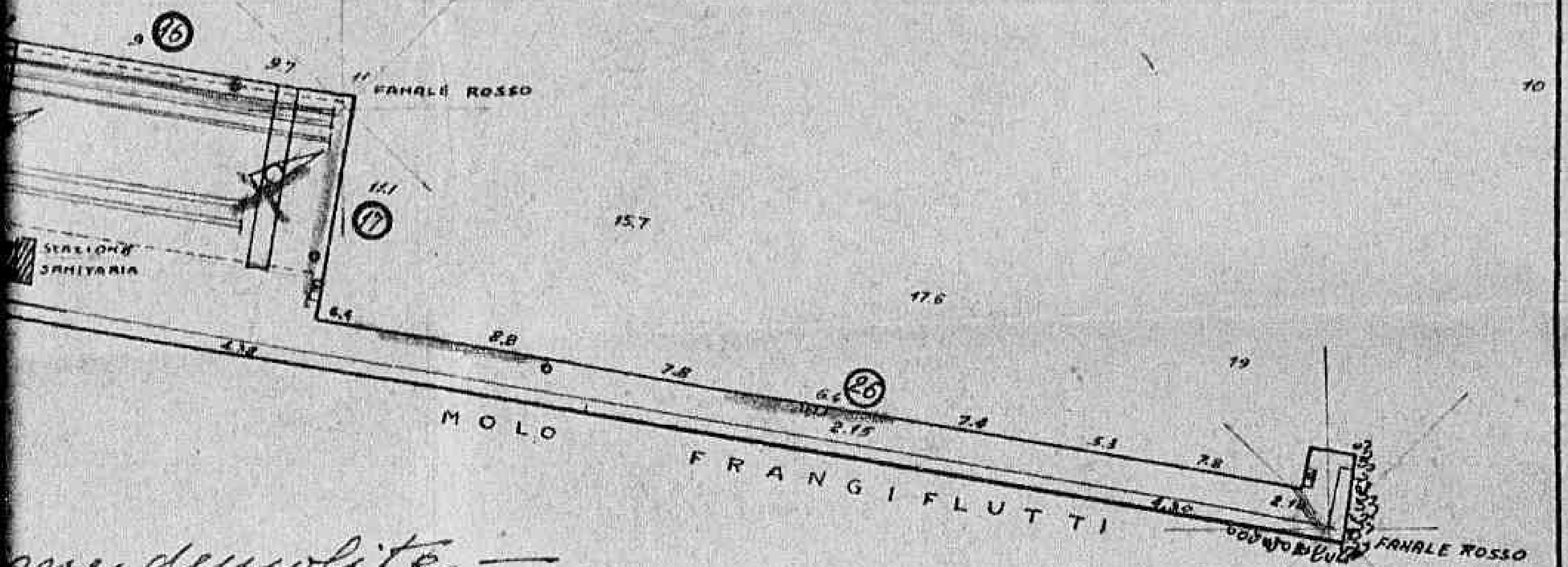
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Declassified E.O. 12356 Section 3.3/NND No. 785021









one demolite —

PORTO DI SAVONA ==

SCALA 1:2000

	IDRANTE
	GRU GIREVOLE SINO 5 T.
	PONTE SCARICATORE PORT. SINO A 5 TONN
	ELEVATORI PER CARBONE PORTATA LORDA 8 TONN
	STAZIONE F.F.S.S.
	DOGANA
	CAPITANERIA PORTO
	MAGAZZINO MERCI VARIE
	OFFICINA E CENTRALI ELETTRICHE AN. ES. APP. NECC.
	COMPAGNIA PORTUALE
	VIGILI DEL FUOCO

Dis. N° 336

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION and SHIPPING SUB COMMISSION

Tel. 290
Ref. AC/24.2/103/Tn6

CCC/mvm
27 December 1945

SUBJECT: Coal Discharge at Savona

TO : USA Mediterranean
Navy House
Naples
(Att: Capt. Smith)

1. The operators of the coal discharging plant at Savona were induced to step up the rate of discharge to the maximum. It was an expensive job and they agreed only because they were promised that coal ships would always be available.
2. One request they made was that one ship be kept on the holding berth while another was discharging. The one on the holding berth to open its hatches and be ready to move anytime between 6:00 AM and 12:00 PM to the discharging berth, as soon as the other vessel had completed.
3. In view of the additional personnel they required, and the fact that the cable way to San Giuseppe was geared to move in 24 hours all the coal discharged in 16 hours, Capt. Groves agreed to shift the ships as soon as necessary, even during the night.
4. Since then, there have been numerous delays because the captains of some ships refuse to move during the night.
5. The Italian Port Captain has asked that you send a port representative to Savona to remain during the period of increased activity.
6. If this is impossible, will you please write a letter to the Capitano di Porto, Savona, giving him your authority to order the ships from holding berth to discharging berth as they may be required.

CHARLES C. CROOKS, Chief ⁶¹
Ports & Warehouse Division

Copy to:
USA, Rome
PIO, Genoa

Tel. 534

HEADQUARTERS ALLIED COMMISSION

MPL/gS

APO 394

Transportation and Shipping Sub-Commission

Our Ref :- AC/568/25/Tn3

27 December 1945

SUBJECT :- Working of colliers in port of Savona.

TO :- Ports & Whse Div.

1. It is requested that you forward a request to the HQ of WSA in Naples asking for special consideration of following points.

(a.) Vessels arriving in port of Savona should arrive with derricks rigged and hatches open, so that ships may commence discharge immediately they berth.

(b.) Unless there are technical reasons against ships being moved immediately upon completion, even during the hours of darkness, it is requested that this should be done. Hatches could also be closed after the vessel has moved.

2. These requests have been made to Ministry of Marine and by the Capitano di Porto at Savona in order to ensure a speedy turn round and also to avoid any loss of time for the funivie. Co-operation from port authorities has been excellent and the funivie has been working to full capacity during last 15 days.

3. A further suggestion has been made by Col Ruffini, Capitano di Porto in Genoa, who coordinates port operations in Genoa and Savona, that the appointment of an American WSA Representative in Savona would assist considerably during the period when frequent sailings to Savona are expected. At present American Shipping interests are represented by Italians.

4. These appear to be reasonable requests and they should, we think, be given sympathetic consideration especially as they show a desire on the part of the local authorities to co-operate to the full.

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4. These appear to be reasonable requests and they should, we think, be given sympathetic consideration especially as they show a desire on the part of the local authorities to co-operate to the full.

For the Chief Movements Division.

M.P. LARAKAN
M.P. LARAKAN
Major R.E.

Copy to :- Industry & Utilities Sub-Commerce (Coal Div).

AC/24.2

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

FE/vm

18 Dec 45

Ref. Sav/82/G

Subject : Coal Discharge at Savona

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

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

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

1. Reference your signal N°.9229 dated 12th. December 1945.

2. Attached herewith please find a report of the daily work at the Funiwie for the month of November.

3. During the first fortnight of December 75,644 tons of Coal have been discharged at the Funiwie, and on the 15th. and 16th. Dec. have been unloaded respectively 7400 tons and 7211 tons.

It is pointed out that on the 2nd December the Port of Savona did not work as all movements were forbidden due to the presence of dis-anchored mine.

H.Q. ALCOM

Shipping Branch

(Att: Maj. Laraman)

Trans. Sub/Com.

H.Q. ALCOM

Ports & Whse Div.

(Att: Mr. Crooks) ✓

Trans. Sub/Com., Milan

(Att: Col. Harris)

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It is pointed out that on the 2nd December the Port of Savona did not work as all movements were forbidden due to the presence of dis-anchored mine.

4. All possible efforts have been made to reach the maximum out-put, chiefly by having the continuity in the turn-round of the vessels and speeding up of the switching of same (attached are copies of letters sent to the War Shipping Administration) in order to have no delay at all.


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

AC/24.2

COAL DISCHARGED BY COAL CONVEYOR HOPPER (FUKIYIA) AT SAVONA FROM ISI
TO 30TH NOVEMBER 1945.

666

Date	Steamer	Tons
1 November	WOODROW WILSON	4474,330
2 "	"	4054,466
3 "	"	91,080
5 "	EDWARD SPATTFORD	6451,500
6 "	"	1822,640
6 "	WYNN SEALE	1407,210
7 "	"	6126,470
8 "	"	801,500
9 "	THOMAS SIM LEE	1439,610
10 "	"	6275,240
12 "	"	687,060
14 "	JELICO SEAN	1763,300
15 "	"	7372,410
16 "	"	207,810
16 "	R.J. REYNOLD	1406,250
17 "	"	6152,680
18 "	"	842,630
18 "	CECIL N. BEAN	2684,470
19 "	"	5907,570
20 "	NATHANIEL ALEXANDER	3980,350
21 "	"	4244,340
22 "	"	76,410
22 "	THORSTEIN VEBLEN	3463,060
23 "	"	4810,530
24 "	F.S. FITZGERALD	4461,120
25 "	"	3907,920
26 "	WILLIAM G. BRYAN	5319,950
27 "	"	2575,630
28 "	BRANDER MATTEWS	4891,980
29 "	"	3375,460
30 "	GLAMORGAN SEAN	4806,490

Total

Tons 105,681,340

6	WYNN SEALS	1407,210
7	"	6126,470
8	"	801,500
9	THOMAS SIM LEE	1439,610
10	"	6275,240
11	"	687,060
12	JELICO SEAM	1763,300
13	"	7372,410
14	"	207,810
15	R.J. REYNOLD	1406,250
16	"	6152,680
17	"	842,630
18	CECIL N. BEAN	2684,470
19	"	5307,570
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21	"	4244,320
22	"	76,410
23	THORSTEIN VEBLEN	3463,060
24	"	4810,530
25	F.S. FITZGERALD	4461,120
26	"	3707,920
27	WILLIAM G. BRYAN	5319,950
28	"	2575,630
29	BRANDER MATTEWS	4891,980
30	"	5375,460
	GLAMORGAN SEAM	4806,490
Total		<u>105,681,340</u>

450

COPY

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

FE/CO

17 Dec 45

Ref.Sav/76/C

Subject : Movement of Steamer
at Savona

To : War Shipping Admin.
Via Fieschi, Genoa
(Att: Capt. Groves)

1. Attached herewith please find copy of letter received from Societa Anonima Funicie Savona-San Giuseppe.
2. All your cooperation is asked in order to ensure the following measures already agreed with you for the colliers unloading at Savona:-
 - a) To have the vessels ready with their hatches open when going into berth.
 - b) To have the vessels moving out from the berth as soon as they are finished discharging, unless no other vessel be waiting for the berth.

487

17 Dec 45

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Via Fieschi, Genoa
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- a) To have the vessels ready with their hatches
open when going into berth.
- b) To have the vessels moving out from the berth
as soon as they are finished discharging,
unless no other vessel be waiting for the berth.

(Signed)

FRANCO FERRARO

Lt. (IRN)

P.L.O., Genoa

TRANSLATION.

From: Società An. Eumivie S. Giuseppe-Savona;
 To: A.M.G. Port Liaison Officer, Genoa.
 Subject: Movement of Steamers.

6. Dec. 1945.

Following the conversation with Capt. Tosi, Lt. Ferraro and Mr. Charles Crooks on the 23rd. Nov. last and in conformity with the desire expressed by them, we have immediately taken steps to equip our plant and to assume the personnel necessary to develop it to the maximum of its potentiality, be it as regards discharge as for transport, and this not without considerable sacrifice on our part.

Up to date, however, notwithstanding all our efforts it has not been possible to realize any advantage.

The principal cause of this is due to the fact for one reason or another the Captains of the steamers systematically refuse to leave the berth when discharge is finished thus making us lose precious time and causing also not indifferent losses in consequence of the forced inactivity of the personnel and plant.

We illustrate briefly what happened, for instance, during the last few days.

" On the 4th. inst whilst the steamer "BASSER SEAM." finished discharging at 1015 hours, she did not leave the berth until 1300 hours and thus the " JOSEPH EMERY " could not commence discharge until 1500 hours. "

In this manner 4 1/2 hours were taken for the change of steamers in the berth-change which could have easily been effected in a much shorter time.

" Yesterday evening the steamer " JOSEPH EMERY " had finished discharging at 2130 hours and had only left the berth at 4456 morning at 0815 hours and then after our personnel had hastened the return on board of the Captain who was staying in a hotel in town.

The steamer " RONALD AMHERST " was only able to berth at our pier at 1100 hours. Therefore altogether almost 14 hours were lost from the finish of one steamer to

Up to date, however, notwithstanding all our efforts it has not been possible to realize any advantage.

The principal cause of this is due to the fact for one reason or another the Captains of the steamers systematically refuse to leave the berth when discharge is finished thus making us lose precious time and causing also not indifferent losses in consequence of the forced inactivity of the personnel and plant.

We illustrate briefly what happened, for instance, during the last few days.

" On the 4th. inst whilst the steamer "RAMNER SEAM." finished discharging at 1015 hours, she did not leave the berth until 1300 hours and thus the " JOSEPH BARRY " could not commence discharge until 1500 hours. "

In this manner 4½ hours were taken for the change of steamers in the berth-change which could have easily been effected in a much shorter time.

" Yesterday evening the steamer " JOSEPH BARRY " had finished discharging at 2130 hours and had only left the berth at 456 morning at 0815 hours and then after our personnel had hastened the return on board of the Captain who was staying in a hotel in town. The steamer " RONALD AMUNDSEN " was only able to berth at our pier at 1100 hours. Therefore altogether almost 14 hours were lost from the finish of one steamer to the commencement of the other. "

Evidently this state of affairs prejudices and compromises all our efforts to increase the volume of discharge according to the engagements assumed by us.

We beg you, therefore, to kindly provide with the maximum urgency to put a stop to the inconveniences in question so that the steamers for discharge at our pier make the necessary movements with the maximum rapidity at any hour of the day or night, otherwise we decline all responsibility of any consequences which may arise therefrom.

Thanking you in anticipation of your prompt and energetic interest in this matter.

Yours truly
sed) Fmivla.

A.M.G./A.O. Port Liaison Office
Port Headquarters
Ponte del Mille
Genoa

Ref. Sav/69/G

FE/CO

Subject : Movement of Steamers
at Savona

7 Dec 45

To : War Shipping Administration
Via Fieschi, Genoa

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

cc :- Trans. Sub/Com.

H.Q. ALCOM

(Att: Mr. Crooks)

J. Miller
for FRANCESCO FERRARO

Lt. (IRN)

P.L.O., Genoa

Ref. Sav/69/G

FF/00

Subject : Movement of Steamers
at Savona

7 Dec 45

To : War Shipping Administration
Via Fieschi, Genoa

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San Giuseppe.

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

V. Miller
for ~~FERRARO~~

Lt. (IRN)

P.L.O., Genoa

AC/24.1

From : Funtale Savona - n Giuseppe.

To : A.M.G. Port Liaison Officer
Genoa

(Translation)

Movement of Steamers

4 Dec 45

With reference to the telephonic conversation which we had to day with your Lt. Ferraro and regarding the necessity that for the change of the steamers at our pier the shortest time possible be taken, we would point out that to day whilst the S/S "Banner Seam" finished discharge at 1045 hrs the steamer "Joseph Mary" could not commence discharging before 1500 hrs.

For the change of the two steamers in full daylight four hours and fifteen minutes were taken with a loss of at least two hours work equal to about 1000 less discharged.

We renew therefore our request to this Command to use all means at their disposal in order to obtain that ships follow each other at our pier as expeditiously as possible.

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION AND SHIPPING SUB COMMISSION

Tel : 347
Ref : AC/24.1/93/Tn6

UAG/1p
4 December 1945

SUBJECT: Formation of port Commission
(Civil) at Savona.

TO : Direzione Generale Marina Mercantile
Ispettorato Funzionamento porti,
R O M E.
(attn: Col E. Lauricella)

1. The enclosed correspondence on the above subject has been received by this Sub Commission from the Regional Transportation Officer, Liguria Region.

2. Your views on this proposal would be greatly appreciated, and, as an urgent directive has been requested of us, your prompt attention to the matter will oblige.

P. A.

P.D.G. BUCHANAN, Colonel
DIRECTOR.

453

AC/24.2 ✓

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION AND SHIPPING SUB COMMISSION

Tel : 347
Ref : AG/24.2/92/Tn6

UAG/lp
4 December 1945

SUBJECT: Formation of Port Commission
(Civil) at Savona.
TO : Regional Transportation Officer,
A.M.G. Liguria Region.

1. Reference your letter Lig/Tran/204 dated
20 November 1945 on the above subject.

2. The matter is now under discussion with
the Directorate General Merchant Marine, Italian Ministry
of Marine.

P. D. G.

P.D.G. BUCHANAN, Colonel
DIRECTOR

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LIGURIA REGION
TRANSPORTATION SECTION

Tel: 28771.

Ref: Lig/Tran/204.

Subject: Formation of Port Commission (Civil) at Savona.

November 20th. 1945.

To Headquarters Allied Commission, Rome.
Transportation Sub-Commission.

*Forwarded to Marina Mercantile
Direzione Gu. di Savona
11/22/45*

1. - Attached please find complete correspondence and statistics relative the formation of the Port Commission at Savona.
2. - It would be appreciated if this matter be treated as urgent as it is felt by this Headquarters that such a Commission is essential for the future control of the Port of Savona.

For Col. J. G. Selby,

J. H. Lloyd Davies
J. H. Lloyd Davies, Captain,
Regional Transportation Officer.

Attached: Various correspondence.
JHLD:EM

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
Savona Province

26 Oct. 1945

SUBJECT: Formation of Port Commission (Civil) at Savona.

TO : The Regional Commissioner, A.M.G. Liguria.

1. From 1918 to 1923 there existed for the development and control of Savona port a body known as the Ente Portuale Savona Torino.
2. This was suppressed by the Fascist regime, but has recently been revived under the auspices of the provincial administration and the C.L.N. of Savona, in close collaboration with the Chambers of Commerce of Turin and Cuneo, for the rehabilitation, development, and control of the port of Savona.
3. In view particularly of the probable completion of the railway linking Savona directly with Piemonte, this headquarters strongly urges sympathy with and support for this movement.
4. A main problem is its financial status. At present it is without revenue. Proposals have been put forward through the Prefettura. Savona, for the charging against shippers of a small port-fee per quantum of cargo.
5. This, however, appears to have been discountenanced by the Finance Sub-Commission of Allied Commission (vide attached correspondence), who advise that the financing of the Ente should be a charge in the Prefettura budget.
6. This Office submits, however, that an organization of such importance and potential magnitude should be a statal or parastatal body, and as such should be financially self-supporting.
7. It would be greatly appreciated by this H.Q. if representations might be made to H.Q. Allied Commission for discussion with the Italian Central Government, with a view to the constitution of such a body.
8. Attached are ("A") a brief outline of the proposed organization ("B") its proposed constitution ("C") copies of relative correspondence
9. It is respectfully urged that this matter, vital affecting the welfare of Savona Province and of Piemonte region, and so of Italy in general, be accorded the highest priority practicable.

E.G. COUSINS
Major Genr. Corps
Provincial Commissioner.

450

revived under the auspices of the Provincial Administration and the C.L.N. of Savona, in close collaboration with the Chambers of Commerce of Turin and Cuneo, for the rehabilitation, development, and control of the port of Savona.

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450

E.G. COULINS
Major Rmr. Corps
Provincial Commissioner.

Copy for information to the Prefect Savona.
" " Consorzio Portuale Savona-Piemonte.
" " Provincial Finance Officer, Savona.

Movements - Shipping
Report Visit

28 Nov 1945

/mr

PART THREE - PORT OF SAVONA

23/11/1945 - A visit has been paid to the port as well as to the Conveyor hoppers (Funiwie)'s terminal in San Giuseppe.

1. PORT ACCEPTANCE - (See details in enclosure No 2)

- 1 Fully loaded Liberty at Pier 22 (Conveyors hoppers)
 - 1 Fully loaded Liberty at Pier No 12
 - 1 Lightened Liberty with general cargo at berths 2 and 3.
 - 2 Coasters (old port).
 - 1 Liberty holding berth (No 13).
- Several schooners.

2. COAL DISCHARGE - 1) - CONVEYOR HOPPERS (Funiwie). From berth

No 22 grab cranes can discharge at an average of 500 T per Hour, that is, 8000 tons every two 8 hour shifts. Coal so discharged is carried away by conveyor hoppers to San Giuseppe at an average of 300 tons per hour, that is, 7000 tons maximum in 24 hours. Coal that cannot be conveyed immediately is deposited into the silos by means of 35 tons barges automatically loaded and discharged. Silos has a capacity of 12.000 tons. During the night, when discharge from the ship is suspended, conveyors move the coal from the silos to San Giuseppe where it is discharged into a silos of 4000 tons capacity. Rail cars are quickly loaded from this silos. When cars are not available and the silos is filled up coal is dumped in a large open space having a capacity of 400.000 tons of coal.

At the date there were in San Giuseppe 22.000 tons of backpiled coal (9.000 for Switzerland and 13.000 for Italy). Rail clearance at San Giuseppe can reach as much as 18 to 20.000 tons per day, if cars are available.

It has been impressed upon the Funiwie's manager that it is imperative that during the month of December 200.000 tons of coal be discharged Savona!

The Funiwie's Manager who has appeared to be very cooperative, has given assurance that the request will be fulfilled for the month of December. As this represents the maximum effort it has been pointed out that during the following months the coal discharge by hoppers will have to be limited around 160.000 per month.

In order that this program could be fulfilled it has

149

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In order that this program could be fulfilled it has been requested that all losses of time be avoided, that means that ships should berth and unberth even during night time and that hatches be opened before berthing.

Furthermore it has been suggested that "SEAM" class ships be sent to Savona rather than to other Ports because they are specially built for bulk cargoes (no tween decks and one piece hatch covers). A Liberty ship can be discharged in 24 to 28 hours whereas a "Seam" would not need more than 22 hours.

Capt. Groves, W.S.A. has assured that proper instruction will be issued to ship's masters as per above.

Agenzia Marittima, Genova has been requested to route to Savona all Seam vessels, whenever possible.

AC/24.2

11) COAL BERTH No 12; There is a possibility to berth a fully loaded collier at berth 12 which is rail served and has three gantry cranes. By using cranes in three holds and hand baskets on the remaining holds, Port Authorities have given assurance that 2000 tons could be discharged in 16 hours.

A 10,000 ton backpiling space is available on the Pier. Various organisation concerned in Port operation have asked that occasionally one collier be sent also on Pier 12 in order to engage port labour (discharge with conveyor hoppers requires very few men in the port). The point is seen also from a political angle.

It must be taken in due consideration that coal discharged at Berth 12 needs to be moved to the North by rail cars via Genoa, the direct line Savona - Cairo M. - Turin being out of order due to war damages.

It would mean in this way an additional movement of rail cars for 50 Kilometers in comparison to coal discharged in Genoa.

It is suggested therefore that berth No 12 be used in case that it is urgent to sail a vessel being Genoa already congested.

While in Milan, awaiting the air passage to Rome I have contacted Lt. Col. Harris, Chief the Officer A.C. Milan and have entertained him on the subject of freight forwarding from Genoa and Savona to the Lombardy area and to Switzerland. He has assured me of his cooperation and told that he does not find any reason why freight North bound could not be delivered also through the route Alessandria - Casale - Novara - Milan. He also agreed to have some cargo for Switzerland routed to Iselle - Domodossola.

He has expressed the wish to have one copy of this complete report.

On November 28th the plane which was grounded for two day has finally succeeded in leaving Milan and reached Rome in the afternoon.

28th November 1945

.....
A. TOSI
Capitano di Porto R.I.N.R.
Liaison Officer - Min. Marine

Copy to PORTS & WHSE DIVISION

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Capitano di Porto R.I.N.R.
Liaison Officer - Min. Marine

Copy to ✓ PORTS & WHSE DIVISION

RAIL DIVISION - Tn Sub-Comm.

COAL DIVISION - Industry Sub-Comm.

MINISTRY OF MARINE - Directorate General Merchant Marine

" " - Inspectorate of Ports operation

A.C. Tn Sub-Commission - Milan - Att. Lt.Col. Harris

Capt. TOSI (2)

Enclosure No. 2

PORT OF SAVONA ACCEPTANCE

/lr

Berth	Length	Draft	Ships	Clearance	Cranes	Cargoes	Remarks
22	420	30'	1-L	Conveyor Hoppers		Coal	
23	600'	25'	1-L.L. or 2 Cs.	Rail serv. double track	4-5T cranes	General	Damaged warehouse now being demolished for rebuilding.
10	300'	24'	1-C	Rail Serv.	No cranes		
11	220'	24'	1-C		No "		
12 } 13 }	700'	29'	1-D or 2 Cs	Rail serv. (four tracks)	1-5T gantry crane 2-3T cranes	One collier	Draft close to the wharf is 25' falling to 29', 10 feet away from the wharf
2)	450'	25'	1-C or 1.L.L.	Rail served double track	1-5 Ton gantry crane 2-3 ton cranes		Bulk cargoes
18		14'	2 schooners	Rail served	no cranes		
21		13'	"		no cranes		
C.	= coaster						
L.	= liberty						
L.L.	= Lightened Liberty						

November 23rd 1945

Nella mia visita del giorno 4 dicembre c.a. al porto canale di Fiumicino ho constatato che lo stato dei lavori già eseguiti o ancora da eseguire è il seguente:

A) - Ricostruzione di circa ml. 1300 di banchina in destra.

Già ultimato un tratto di ml. 250. - In avanzato corso i lavori per il rimanente tratto.

B) - Rivestimento di ml. 118 di banchina in sinistra.

In corso i lavori di demolizione delle sovrastrutture in beton armato della banchina distrutta. Tale banchina verrà ricostruita in muratura analogamente a come fatto per quella in destra. -

C) - Ricostruzione della Torre dei Piloti.

Ultimata nelle parti murarie. In avanzato corso i lavori di rifinitura (intonachi, messa in opera degli infissi, tinteggiature ecc.)

D) - Ricostruzione dell'alloggio del Panalista.

Ultimata nelle parti murarie. - In avanzato corso i lavori di rifinitura.

E) - Ricostruzione del Ponte girevole in ferro.

attende scelta da

Da informazioni del Genio Civile ha già indetto una gara (appalto-concorso) tra varie ditte specializzate, per la relativa ricostruzione. -

L'inizio dei lavori si presume possa avvenire nei primi giorni del nuovo anno. -

F) - Riparazioni rotture molo nord e sud.

Già praticamente ultimata mediante il varimento di massi artificiali in beton, da mc. 1,00. - In corso i lavori di ricostruzione del piano praticabile dei moli. -

G) - Ripristino di una gru da ton. 1,5. -

In corso di costruzione nelle officine della ⁴Offretti e Tanfani in Milano, una gru di tipo simile a quella distrutta. La gru, del tipo mobile su rotaie, verrà sistemata nel tratto di banchina in destra

In corso i lavori di demolizione delle sovrastrutture in beton armato della banchina distrutta. Tale banchina verrà ricostruita in muratura analogamente a come fatto per quella in destra. -

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L'inizio dei lavori si presume possa avvenire nei primi giorni del nuovo anno. -

F) - Riparazioni rotture molo nord e sud.

Già praticamente ultimata mediante il versamento di massi artificiali in beton, da mc. 1,00. - In corso i lavori di ricostruzione del piano praticabile *dei moli.* -

G) - Ripristino di una gru da tonnell. 1,5. -

In corso di costruzione nelle officine della *Officine* Galletti e Tanfani in Milano, una gru di tipo simile a quella distrutta. La gru, del tipo mobile su rotaie e che verrà sistemata nel tratto di banchina in destra già ultimato, si presume potrà essere pronta per l'uso tra 4 $\frac{1}{2}$ 5 mesi. -

Sgombero del canale.
F) - A cura della Compagnia Marittima è stato fatto affluire a Fiumicino *compente* il pontone-biga "Trieste" della portata di tonn. 150. - Con l'ausilio di tale mezzo si spera, in breve tempo, di poter provvedere al completamento dei lavori di sgombero, da parte dei natanti ancora affondati. -
Nel programma dei lavori rientrano il recupero di n°2 petroliere di nazionalità francese (Heide, Rostoff), N°2 barchi in legname della Soc.

1. Stemar, No 2 burchi in legname della Soc. Flumar, 2 bottolindportafango
in ferro ed un burchio in legname, di proprietà del Genio Civile Italiano,
ed altri natanti di minore importanza. -

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TRANSLATION

COAL BERTHS AT SAVONA

17 Oct.

Work at present by two shifts, possibility of arranging a third shift.

Discharging capacity : 3500/4000 tons per shift.

Monthly potentiality : 180000 tons by two shifts
240000 tons by three shifts

Transportation capacity to San Giuseppe : 2400 tons per shift.

There are 24 silos at Savona, capacity tons 12000.

Copy to :

Maj. Laraman
Mr. Allman

Noted
[Signature]

444

AC/24.2

Colliers' berth
Savona

17 Oct 1945

Lavoro attuale su due turni, probabilmente
dispone 32 turni.

Capacità di sbarco 3500/4000 per turno

Potenzialità mensile:

Turn. 180.000 a due turni

" 240.000 a tre turni

Capacità di trasporto a S. Giuseppe
Turn. 2400 per turno

24 Sbo a Savona capacità Turn. 12,000

Mr Ghilardi:

Will you please translate
this, have it typed, copy to Maj
Saraman & copy to Mr. Altman

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

Tel. 270
Ref. AC/24.2/59/Tn6

.RMB/avm
1 September 1945

SUBJECT: Italian Port Parties

TO : Office of the Chief Commissioner

1. Reference your letter of 24 August 1945 on the above subject.

2. Upon investigating this matter with the Italian Ministry of Marine, the Chief of the Ports Division of said Ministry reported that on 20 July 1945, a copy of the Campbell Committee Report and other circulars containing port operations instructions were sent to the Port Captain at Savona. Receipt of this material was acknowledged by the Port Captain on 21 July 1945.

3. During survey made of the port of Savona by the Chief of the Ports and Warehouse Division of the Transportation Sub Commission on 1 August 1945, the Port Captain of that port was interviewed and found to be well informed in connection with port operations. When asked if there was any information or advice he needed in connection with his duties, he replied that he had been fully instructed by his Ministry.

E. B. McKINLEY
Brigadier General, U.S.A.
Acting Vice President

To the Italian Port Authority (Capitaneria) of Savona the following instructions were sent:

Telegram No. 2139 and No. 2188 of 26 and 30 June 1945 regarding the renewal, as from 1st. July 1945, of the legislation on port labor and on the port Companies.

Circular No. 2285 of 3 July 1945 with which were transmitted the instructions No. 14 of 21 June last, of the Allied Commission on port labour.

XXXXXXXXXXXXXXXXXXXX2285XXXXXXXXXXXXXXXXXXXX2292XXXXXXXXXXXXXXXXXXXX

Circular No. 2327 of 20 July 1945 relative to the Campbell report.

Circular No. 2641 of 25 July 1945 relating to the classification of ports.

The Capitaneria acknowledged receipt of the Campbell report by letter No. 2135 of 31 July last.

of the circular No. 2285 of 3 July, by letter 13 July 1945 N° 118

of the circular relating to the classification of ports by letter No. 2292 of 7 August last.

AC/24.2 *Port Savona file*

Alla Capitaneria di Savona furono inviate le seguenti disposizioni:

zioni:

Telegramma n.2139 e n.2188 del 26 e 30 giugno 1945 relativo al ripristino, dal 1° luglio 1945, della legislazione sul lavoro portuale e sulle Compagnie portuali.

Circolare n.2285 del 3 luglio 1945 con cui venivano trasmesse le istruzioni n.14 in data 21 giugno u.s., della Commissione Alleata sul lavoro portuale.

Circolare n.2397 del 20 luglio 1945 relativa al rapporto Campbell.

Circolare n.2641 del 25 luglio 1945 relativa alla classificazione dei porti.

La Capitaneria ha accusato ricevuta della relazione Campbell con foglio n.2135 del 31 luglio u.s.

della circolare n.2285 del 3 luglio u.s., con foglio 13 luglio 1945, n.118

della circolare relativa alla classificazione dei porti con foglio n.2292 del 7 agosto u.s.

P.A.P.A.

31/8/45

2664

ITALMAR

GENOVA

SIAMO INFORMATI CHE ASSEGNAZIONE MENSILE 150 TONS CARBURANTE
PER CODRATA REGIONE EST CONFERMATO ESCLUSIVAMENTE GENOVA MENTRE
SAVONA NE RIMANE SPROVVISTA PUNTO CONSTATARE ANCHE CHE MOTOVELA
SIAMO OBBLIGATI RIENTRARE AT GENOVA DA SAVONA SCOPO RIFORNIRSI
CARBURANTE PUNTO PREGHIAMO PROVVEDERE IN MERITO ASSEGNANDO
CONGRUO QUANTITATIVO CARBURANTE AT SAVONA PUNTO

PRESIDENZA COGENA

file Savona

439

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/24.2/55/Tn6

RMB/avm
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 anticipated 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 Giuseppe 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 Giuseppe.

3. A report on this subject is requested as early as possible.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

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

RHB/rvm
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

XIB/avm

21 August 1945

REPORT OF INSPECTION MADE 1 August 1945 - SAVONA

1. Docking Facilities

- a. Piers 8 and 9 - 25' draft - 200 meters long - 2 rail tracks
4 cranes of 5 tons each. 1 Liberty or 2 Coasters can be
berthed.
- b. Piers 12 and 13 - 25' draft - 220 meters long - 1 crane
bridge of 5 tons - 2 cranes of 3 tons each. 1 Liberty or 2
Coasters can be berthed. However, Liberty would have to tie
up from 2 to 3 meters away from pier.
- c. Piers 2 and 3 - 25' draft - 120 meters long - 2 cranes
being repaired and nearly ready for service - 1 bridge crane
suitable for work with 1 Coaster.
- d. Pier 10 - 24' draft - 100 meters long - no crane. 1 Coaster
can be berthed.
- e. Pier 11 - 24' draft - 70 meters long - no crane. 1 Coaster.
can be berthed.
- f. Pier 18 - 14' draft - rail served. Two schooners can be
berthed.
- g. Pier 21 - 13' draft - no rail service. Four schooners can
be berthed.

2. Tugs - There are at present 3 tugs: "Santo Antiocho" - 400 h.p.,
"Giovanni Calleri" - 70 h.p., and "Vespa" - 30 h.p. The "Santo
Antiocho" belongs to the Italian Navy who have informed the Port
Captain that it will be taken away from Savona and sent to La
Spezia on 1 September. This should be prevented as this tug is
badly needed at Savona to dock Liberties and other large ships
since the other two tugs do not have enough h. p. to do this work.
As a matter of fact, the Savona Port Captain has asked for another
tug similar to the "Santo Antiocho" to assist in the docking of
ships. There are no other tugs in Savona which could be salvaged
and repaired.

3. Barges - There are in service at Savona 10 - 150 ton wooden
barges which are meeting the needs of the port inspite of being
somewhat in a leaking condition. Some 20 barges of 436 rent
tonnage are now under repairs.

* 2 -

4. Coal Discharge - Savona can handle discharge of coal rapidly with an average of 4,000 tons per day in two 8 hour shifts. Before the war, this port discharged from specially built colliers an average of 7,000 tons per day, 24 hours work. This, however, cannot be done now because Liberties are not built for coal carrying and there is not enough experienced labor to work more than 16 hours per day. If necessary, an attempt could be made to work 24 hours discharging coal. However, there is no assurance that the dispatch could be greatly improved accordingly. Coal is carried by electric cable conveyors to San Giuseppe which is located 18 kms. inland from Savona. Part of this coal is for use by the railroad and is brought back to Savona by trucks which is due to an apparent lack of facilities at present to store this coal at Savona without delaying steamers. Some coal is discharged into barges for use by Ilva plant located near Savona.

5. Labor - Since the main commodity discharged at Savona is coal, the only information available refers to coal discharge. Laborers working in the shipholds are paid 15½ Lira per ton at present. However, it is contemplated that the Genoa stevedoring labor basis less 10% be adopted. Laborers employed by the Funiwie/San Giuseppe electric cable conveyors are paid between 6,000 and 7,000 Lire per month whether they work or not. This became effective on 25 July 1945. However, this is a temporary arrangement since wages are now under study.

6. Pilferage - There has been a large percentage of this, but recently some improvement has been noted. Policing at this port is done by partisan police under the supervision of Customs guards (Guardia di Finanza). The commander of these guards could easily increase his force. However, this is not possible because of the lack of lodgings since the city has been badly affected by the war.

7. P.O.L. - The suggestion made in Genoa regarding delivery of Savona fuel allocation direct to the port in order to have it available when needed was discussed with the Port Captain who fully agreed with same.

8. Incidentally, Lt. Col. Enrico Roni is very capable and was most helpful in our port survey.

9. It is recommended that only coal ships, schooners and coasters be sent to this port.

R. M. Bazzani
R. M. BAZZANI, Chief
Ports & Warehouse Division

DISTRIBUTION

Movements Division - Shipping Branch
Regional Transportation Officer, Genoa - Major 435
Ministry of Marine, Rome
Captain Tosi

Savona

HEADQUARTERS ALLIED COMMISSION
APO 234
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. IS/24.2/41/726

VAG/SCM
13 August 1945

SUBJECT: Cost of Discharge of Coal at Genoa and Savona

TO : Allied Port Liaison Officer, Genoa
(Att. Mr. G. 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. That 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 overseas 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 MORT and MSA at Genoa

b. Port of Genoa authorities

c. The Funivia Company of Savona

d. The Genoa Coal Importers Organisation

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- 2 -

e. Coal Section AFH (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. M. BAZZARILLA, Chief
Ports & Warehouse Division

Copy to:
Industry S/C, Coal Division (2)
Movements Division, Att. Major Laparra (2)

433

COPY

To: *Press Div.*
Retention

Subject:- COLLIERS GENOA/SAVONA

H.Q. MOVEMENTS
GENOA

To :- G.4 Mov. & Tn.
A.F.H.Q.

Tel. 62080

Copies to:- Coal Section A.F.H.Q.

Ref:- Gen/1/106
23 July 45

Allied Commission, Rome
(Tn. S/Comm.)

Allied Commission, Rome
(Coal Section)

H.Q. Movements N.W. Italy.

1. As a result of further salvage work, soundings taken this morning in the entrance to the Port of Savona reveal that ships drawing 28' can enter the harbour.

2. As the depths of water at the FUNIVIE berth deepens from 26' to 30' inside reach of shore tackle and the bottom of this berth is of soft mud, Colliers can now be routed direct to SAVONA on 28' draft.

3. It is proposed therefore to keep the FUNIVIE berth occupied as a first priority and berth 12 at GENOA as second priority, utilising berth 12 at SAVONA and berth 11 and/or 14 at GENOA as third priority, subject to availability of shipping and wagon supply.

4. This programme will permit the handling of 7000 tons. of coal per day between the two Ports. The only real difficulty foreseen is the supply of open highside wagons, but with the storage facilities available at SAN GIUSEPPE this problem need not be treated urgently, except at GENOA.

(J.A. BALFOUR)
Lt. Col.
A.Q.M.C.

JAB/DI

32 Allman
1/8/46
Savona port file

4/440

ALCOM PORT COMMANDANT GENOA

1826

14 JULY 45

OPERATIONAL PRIORITY

RESTRICTED PD

PARA ONE PD INSTRUCT MAJOR WICKENS AT SAVONA TO RETURN TO GENOA
IMMEDIATELY TO REASSUME HIS DUTIES AS PORT LIAISON OFFICER SUPERVISING
SAVONA OPERATIONS AS NECESSARY PD
FAREN TO ALCOM PORT ~~XXXXXXXXXXXX~~ ^{COMMANDANT} GENOA EN FROM HQ ALCOM CITE AGPT
PAREN

TRANSPORTATION SC

290

431

NICHOLAS FIORBINO
CWO U.S.A.
Asst. Adjutant

EJWW/

A.M.G. PORT ~~CONFIDENTIAL~~
HQ. PORT OF GENOA SAVONA
PONTE DEL MILLE
~~CONFIDENTIAL~~

10th July, 1945.

Reference PO/ SAV/PC/1/3

Subject: Port of Savona.

To : H.Q. Allied Commission,
Transportation Sub Commission.

1. Conforming to the instructions contained in your signals 811 and 885 of 29th June 1945 I proceeded to Savona on 1st July in order to set up a suitable Italian organisation for the discharge and clearance of cargoes through the port. Prior to my arrival 2 Liberty colliers had discharged at the Funivie berth. Four further colliers of this type have since arrived for discharge at this berth. On 5th July the coaster "Uliasse" arrived ex Naples and commenced discharge of Civil Supplies at berth No. 8. This vessel finished on 9th July. The small coaster "Pelagosa" arrived on 8th July and is discharging at berth 13.

2. On 6th July I signalled you as follows:-

"Restricted. Ref SAV/PC/1. Message begins; Entrance 27 feet. Following berths immediately available exclusive of Funivie coal berth. One lightened Liberty alternatively two coasters 600 feet Draft 25 feet. One crane five tons two cranes three tons. Rail served Road transport difficult. Three coasters draft 23 feet. Two cranes 5 tons two cranes 3 tons. Rail served road transport clearance satisfactory. Additional six schooner berths available. Further berth 450 feet 25 feet draft available when damaged floating tanker removed. Signal agreed Port Commandant Genoa."

I enclose chart of Savona Harbour from which you will be able to trace the following. All berths marked in RED are entirely demolished or unavailable owing to the need of major repairs. Confirming my signal details of the available berths

---2---

are as follows:-

No. 8 and 9. Length 600 ft. Draft 23ft. Accommodation for two coasters. This berth is served by a double rail track throughout its length and road clearance facilities are sufficient to meet all requirements. Discharge and clearance figures for the s.s.

"Ulisse" are given for this berth:- (In tons)

Date.	Supps.	Road.	Rail.	Total.
5/7	571	209	362	571
6/7	726	293	433	726
7/7	591	121	470	591
8/7	539	28	511	539
9/7	373	-	373	373 (Finished)

This vessel discharged 4 hatches using 3 cranes and ship's derrick.

Berth No. 10. Length 300 ft. draft 23 ft. Single rail track and ample Road facilities. No Cranes.

Berths No. 12 & 13. 700 ft. Long and 25ft. draft. This berth is suitable for a lightened Liberty ship or two coasters. Two Liberty colliers have already been berthed here for holding and soundings have been confirmed. A 5 ton Gantry crane & two 3 ton cranes are in working order. The berth is served by 4 rail tracks throughout its length and road facilities are under repair, road clearance is however possible now.

Berths 2 & 3. Length 450 ft; 25 ft. draft. This berth is at present occupied by a damaged floating tanker which it is proposed to move in the near future. When clear this berth will accommodate a further coaster, and if the soundings are confirmed possibly a lightened Liberty vessel: One 5ton gantry crane & two 3 ton cranes are under repair. The berth is served by a double rail track ⁴³⁰road clearance presents no difficulties.

-----3-----

3. As the only cargoes for road clearance are those destined for Savona and Imperia the main problem will be rail clearance facilities. So far rail working has been entirely satisfactory there has been no shortage of wagons and a shunting engine is available.
4. The arrangements made by the local Consorzio Agrari for checking at ships rail and Convoy note office have now proved satisfactory after a somewhat slow start due to delays in receiving breakdowns. However no serious delay occurred and ships have not been held up.
5. Security of the port is not yet adequate owing to the lack of gates. This is being attended to. Ships guards supplied by the local Public Safety Officer have been working well.
6. The Italian Port Authorities appear fairly well organised but have perhaps become a little rusty owing to the port being at a standstill for so long.
A Port Control Meeting is held daily the following attending :
CAPITANO DI PORTO; Rep of CONSORZIO AGRARI; Reps of Port Reconstruction committee. Rep of MOWT. PORT LABOUR rep.
I have only one O.R. from MOV & TN Genoa with me who is training one of the Italian staff in the preparation of SITREPS which are at present incorporated in the SITREPS signalled from Port Commandant Genoa for both Genoa and Savona. You xxxx receive a copy of this daily.
7. I received a visit on 9th July from Col. Ackerley of MOV & TN AFHQ. and I gathered that the policy for the port of Savona had not been finally decided.

429

4

8. In conjunction with the Port Engineer Liguria Region a short and long term policy for repairs to the port has been agreed and subsequent developments will be advised you. Will you please let me know if you require any further information.

E.J.W. Wickens
E.J.W. Wickens, Major.
ALCOM PORT COMMANDANT;
SAVONA.

Enc. Chart.

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: 453
 Date/Time of Origin: JUL

Message Centre No: E/8388
 Date Time Rec'd: JUL 061645B
 Precedence: ROUTINE

FROM: HQ AMG LIGURIA REGION FOR HQ PORT CMD SAVONA
 TO: HQ ALCON CITE ACTPT INFO AFHQ CITE FHQDM

RESTRICTED

RESTRICTED.

Reference SAV/PC/1.

Message begins entrance 27 feet draft. Following berths immediately available exclusive of UFUNIVIA coal berth. 1 lightened LIBERTY alternatively 2 coasters 600 feet draft 25 feet. 1 crane 5 ton 2 cranes 3 tons. Rail served road transport clearance difficult. 3 coasters draft 23 feet. 2 cranes 5 tons 2 cranes 3 tons. Rail served road transport clearance satisfactory. Additional 6 schooners berths available. Further berth 450 feet 25 feet draft available when AMAGED (damaged ?) floating tanker removed. Signal agreed port commandant GENOA. End signed WICKERS.

DIST

ACTION: Th S/C 2
 INFO: Chief Commissioner
 Econ Sec
 Coal Div
 File

RESTRICTED

*Post. Whse
Ship TW 3*

*Savona Port File
abd*

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: GEN/206/253

Date/Time of Origin: JULY 03 1240Z

Message Centre No: E/7956

Date Time Rec'd: JULY 04 0303Z

Precedence: ROUTINE

FROM: NOV GENOA

TO : AFHQ CITE FNGDM INFO 15 ARMY OF 5 ARMY FOR 34 5 ARMY FOR NOV BRIT
INCR WESTMOVES ALCOM

SECRET

Port working summary.

A 3 July

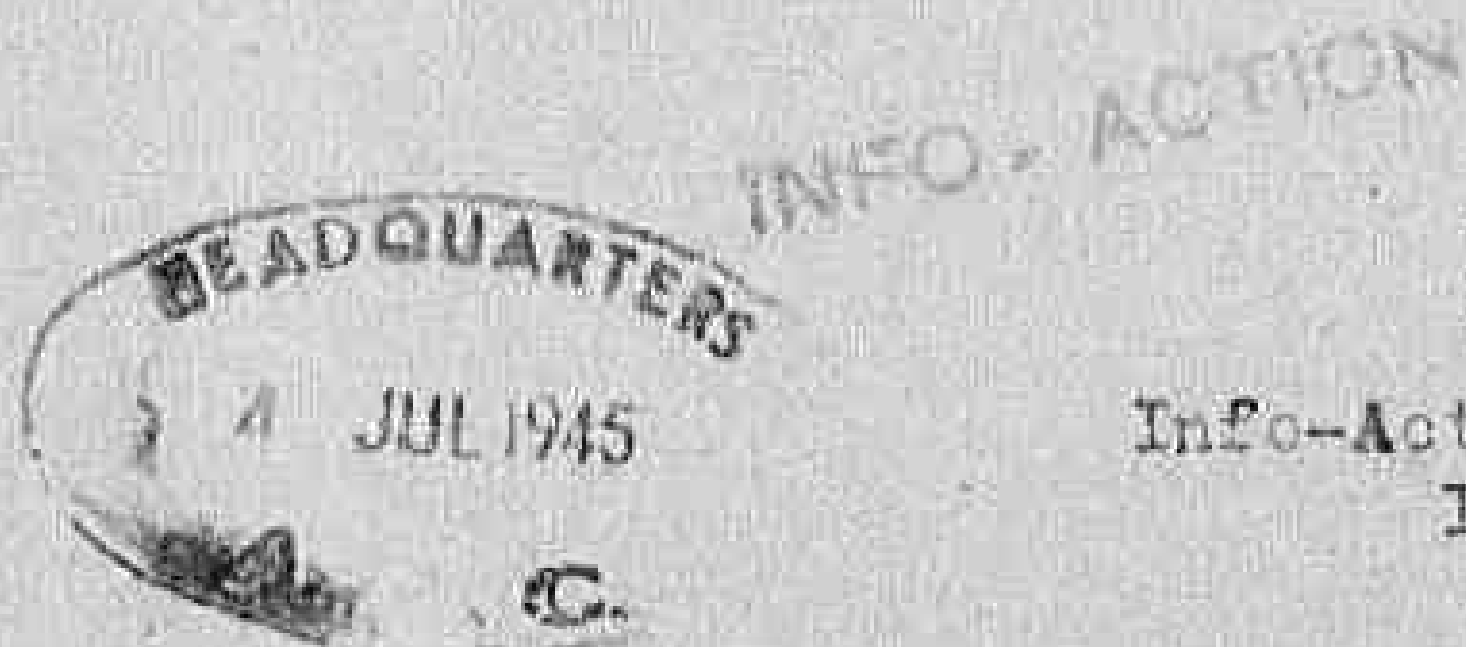
B (1) 509 4343 coal at SAVONA. (2) 441 (3) 3204 coal.

C to E nil.

F (1) 4 5 at SAVONA.

G 75. 2339 coal.

Remaining on craft ? 220 (240)



Dist

Info-Action - Tn SC 2

Info - Chief Commissioner

Econ Sec

Navy SC

File

426

SECRET

ac/24 (Genoa)

Tel. 489081 Ext. 534

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

CONF

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 4 July	4500	Salt in bags Misc. Foodstuffs Caustic Soda Flour	750 2000 1600 150 4500	Pelagosa Capo Mele " " Schooner	Sailed Cagliari 30 June Naples Now Loading " " Ex Naples	Alcom signal " " " " " "
5-14 July	15000	(This figure is subject to reduction on account of delay in clearing port). No allocation for Intra Med. sailings.				
15-24 July	21000	Salt in bulk Misc. Foodstuffs Flour Gd. Sulphur	2000 1400 600 1000 5000	Pertusola Capo Mele Schooners Rimicci Balance will be made up of extra Mediterranean sailings.	Cagliari Now loading Naples " " Ex Naples Catania 10 July	Alcom signal " " " " " "
25 July 3 August	14050	Phosphates Bulk Salt Misc. Foodstuffs Gd Sulphur	7750 2000 3000 1300 14050	Ships to be nominated -do- -do- Arate	Ex Sfax Ex Cagliari Ex Naples or Civitavecchia Terminal Imbrese 15 July	For delivery final confir Alcom signal
<u>ADDITIONAL</u>	Schooners nominated to load Rationed Foodstuffs at Naples for discharge Alcom Pier Genoa. Assur Vittoria 172 tons, Roberto 63 tons, Giacomo S. 136 tons, Cielo Destino 71 tons, S. Giuseppe 102 Ceccotto 42 tons, Buena Madre 63 tons, S. Francesco di Paola 79 tons. Total D.W. lift 890 tons.					

For the Director

(Distribution see over)

G.B. GODFREY
Major I.E.

HEADQUARTERS ALLIED COMMISSION

CONFIDENTIAL

HFI/mb

APO 394

Transportation Sub-Commission

3 July 1945

through GENOA and/or SAVONA (Intra Mediterranean Ships only)

LOADING BY COMMODITIES	TONS	SHIP	E.T.A. PORT OF LOADING	REMARKS
in bags	750	Felagosa	Sailed Cagliari 30 June	Alcom signal 23 of 18 June refers
Foodstuffs	2000	Capo Mele	Naples Now Loading	" " 322 " 22 " "
ic Soda	1600	" "	" " "	" " 322 " 22 " "
	150	Schooner	Ex Naples	" " 700 " 27 " "
	4500			

figure is subject to reduction on account of delay in clearing port).
Allocation for Intra Med. sailings.

in bulk	2000	Pertusola	Cagliari Now loading	Alcom signal 321 of 22 June refers
Foodstuffs	1400	Capo Mele	Naples " "	" " 322 " 22 " "
	600	Schooners	Ex Naples	" " 700 " 27 " "
Sulphur	1000	Rimoco	Catania 10 July	" " 757 " 23 " "
	5000			Balance will be made up of extra Mediterranean sailings.

Phates	7750	Ships to be nominated	Ex Sfax	For delivery to 31 August and subject final confirmation Italian Government
Salt	2000	-do-	Ex Cagliari	
Foodstuffs	3000	-do-	Ex Naples or Civitavecchia	
Sulphur	1300	Arsic	Termini Imerese 15 July	Alcom signal 993 of 2 July refers
	14050			

ated to load Rationed Foodstuffs at Naples for discharge Alcom Pier Genoa. Assunta F. 57 tons,
ons, Roberto 63 tons, Giacomo S. 136 tons, Cielo Destino 71 tons, S.Giuseppe 102 tons, Maria Luisa 105 tons
s, Buona Madre 63 tons, S.Francesco di Paola 79 tons.
890 tons.

For the Director

G.B. GODFREY
Major I.E.

ALCOM PORTLIAISON OFFICER GENOA (INFO) MOV GENOA DEP DOCKS
ROME WESTMOVES DISTWO FIVE ARMY
885 29/6/45 OP PRIORITY

RESTRICTED PD

PARA ONE PD PLEASE SIGHT IMMEDIATELY PARA FOUR FREEDOM SIGNAL FOX

XRAY ONE FOUR TWO TWO ^{TWO} OF TWO EIGHT JUNE TO MOV GENOA PD

PAREN TO ALCOM PORT LIAISON OFFICER GENOA INFO MOV GENOA DEP DOCKS

ROME WESTMOVES DISTWO FIVE ARMY FROM HQ ALCOM CITE ACTPT PAREN

PARA TWO PD ARRANGE FORTNWITH SET UP SUITABLE ITALIAN ORGANISATION
WITH YOURSELF AS PORT COMMANDANT FOR THE DISCHARGE AND CLEARANCE OF
CARGOES THROUGH SAVONA PD

PARA THREE PD ADVISE EARLIEST DATE YOU ARE PREPARED TO ACCEPT FIRST
COASTERS PD

COPY TO : MOV RAIL
PORTS AND WAREHOUSE DIVISION
SHIPPING SUB COMMISSION

TRANSPORTATION SC
534

NICHOLAS PIOMBINO
CWO U.S.A.
Asst. Adjutant

Savona

ALONE FLO GUNDA AND LIGURIA REGION INFO AND LOMBARDIA REGION

537

25 JUNE 45

PRIORITY

CONFIDENTIAL PD

PARA ONE PD BEN OSBORN WITH COAL LIGHTENED TO TWO SIX FORT IN SAN
SAVONA TWO SEVEN JUNE APPROX FOR DISCHARGE AT THE COAL TRANSPORTER PD
PARISH TO ALONE FLO GUNDA TO AND LIGURIA REGION FOR AN OFFICER INFO TO
AND LOMBARDIA REGION FOR TARGET FROM NO ALONE CITY AGENT TANNER
PARA TWO PD REQUEST EVERY FACILITY AND HELP GIVEN FOR QUICK DISCHARGE
PD

COPY TO : PORTS & WARE DIVISION
INDUSTRY SG (COAL DIV)
W.S.A. ROME

R. L. C. 14

TRANSPORTATION SG

534

Herr (Davona)

423
NICHOLAS P. J. 1940
U.S.A.
Asst. Adjutant

SECRET

GEN/216/221

JUNE 25/1500B

R/6736

JUNE 26/0830B

IMPORTANT

MOV GENOA

ALONG COAST TRIP

SECRET.

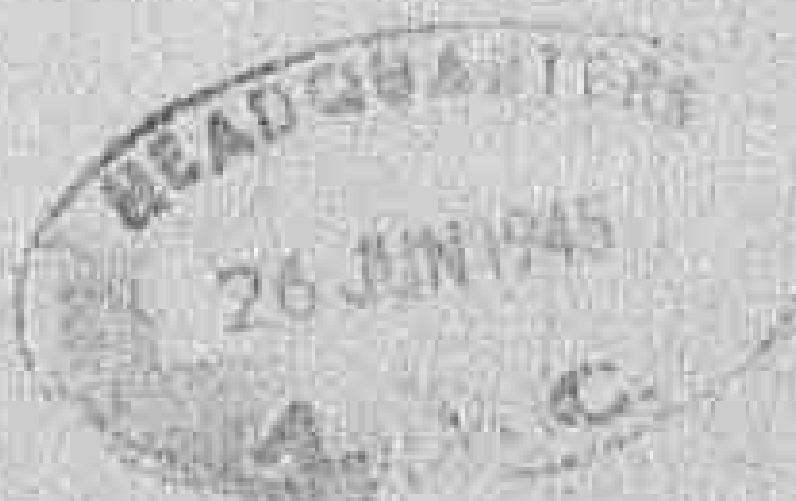
Reference your 165 dated 23 June 1945.

1. Can accept schooners at SAVONA 20 feet draft but movement SPERIA prohibited.
2. PORTO VENERE can accept 1 schooner draft unknown but loaded LCT berthed there safely.
3. Can clear by rail only from SAVONA to GENOA therefore consider cargo for rail clearance should be handled SAVONA only until GENOA port reopened.
4. Require indication of probable destination before road clearance query can be answered

DIST

ACTION : TM SC (2)

INFO : CHIEF COMMISSIONER
HON SEC
FILE



SECRET

Port & Warham

422 Dir

Savona file

3682

To: *Forw. Div.*
Relinquish
SECRET

FX 98183
JUN 231805B

E/6473
JUN 240945B
ROUTINE

AFHQ SIGNED SACMED

ACTION WSA GENOA INFO ALLIED COMMISSION HOME WSA CIVITAVECCHIA WSA ROME MOV
GENOA COAL SEC

SECRET.

We have nominated BEN OSBORN about June 27 to discharge coal cargo SAVONA after lightening at CIVITAVECCHIA to 26 feet draft. It will be necessary for you to arrange with American export lines agents for the discharge of this ship at the coal transporter. Military authorities although not physically interested in the port of SAVONA will give you assistance and facilities to organize discharging which we are anxious to develop to full capacity. Advise immediately arrangements concluded.

DIST

INFO-ACTION: Tn S/C 2
INFO: Chief Commissioner
Econ Sec
Coal Div
MWTR
WSA
File

SECRET

421

3529 (Savona)

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 347
Ref. AC/21/18/Tn6

JHM/lml
11 June 1945

SUBJECT : Port of Savona.

TO : Inspector of Port Operations
Ministry of Marine

1. We have been notified by the Commerce Sub-Commission that 3,500 Cu. Ft. of oxygen has been made available for use at the Port of Savona, through Release Order No. AC 3151 dated 7 June 1945. The oxygen is at present located at 94 CDD SARG (De) Florence.

2. Since this oxygen is urgently needed at the Port of Savona for the repair of cranes and barges, it is necessary that you make containers available during June 1945, so that we can comply with the Release Order.

3. Will you kindly notify this Office when these containers are made available.

FOR THE DIRECTOR:

R. M. BAZZANELLA
Chief, Port & Warehouse Division

CC: Major Wickens,
Port Liaison Officer, Genoa

C
O
P
Y! PortfileREPORT ON THE PORT OF SAVONA(The Naval Officer-in-Charge, Savona's No. 657/1 dated 7th June, 1945)

III

No. SNOWIT 1087-48.
 THE COMMANDER-IN-CHIEF,
 MEDITERRANEAN.
 THE FLAG OFFICER LIAISON ITALY
 ROME.

(Copy to: The Flag Officer, Taranto, Adriatic and
 Liaison Italy
 Headquarters, Allied Commission, Rome.
 The Naval Officer-in-Charge, Leghorn).

Forwarded in continuation of my No. SNOWIT, 1087-48
 dated 9th June, 1945.

2. As the Royal Naval Party will be withdrawn from Savona on or about the 1st July, 1945, by which time the port will be open for a limited amount of shipping and for ships with draught suitable for the depth of water in the entrance, it is considered that the further development of the port and the release of materials for its reconstruction is a matter of policy which is one for the Italian Government and the Allied Commission to decide upon.

3. It is desired to state, however, that the Italian Captain of the Port - Capitano G. Marabotto - and the Italian Officer-in-Charge of Salvage Work - Major Elia - have displayed energy and initiative in getting work started, have been most helpful to and co-operative with the British Naval Party, and deserve all the assistance and encouragement that can be given them.

(signed) B. HAMMERSLEY JOHNSTON

CAPTAIN, ROYAL NAVY.

Western Italy
 29th June, 1945.

Capt. Harley *[Signature]* Mr. Hurley *[Signature]* May. Klein *[Signature]*
 Mr. Allman *[Signature]* Mr. Ghisardi *[Signature]*

C
O
P
Y

FROM: NAVAL OFFICER IN CHARGE, H.M. NAVAL PARTY ITEM, SAVONA
DATE: 7th June, 1945 No. 657/1
TO : FLAG OFFICER NORTHERN AREA, MEDITERRANEAN

SUBJECT: REPORT ON THE PORT OF SAVONA.

The enclosed report, in triplicate, from the Port Commissioner, Savona is forwarded for information.

(signed) C. STEWART LOCKHART.

COMMANDER, ROYAL NAVY.
NAVAL OFFICER IN CHARGE.

II
N. T. A. 755/12

SENIOR NAVAL OFFICER,
WESTERN ITALY.

IL COMMISSARIO DEL PORTO
SAVONA

5th June, 1945.

PORT OF SAVONA

(a) War Damage

The war damage to the port area has been caused by air bombardment and demolition of mines.

It consists of:

- 2 craters of about 50 metres diameter in the breakwater.
- the destruction of the red light on the port entrance.
- the demolition of the quay "Boselli" (berths 14-15-16-17), with the destruction of 4 bridge cranes of 5 tons each.
- the destruction of the oil plant "SLAP" of a capacity for 20,000 tons.
- the destruction of a large part of the quays in the Darsena V. Emanuele (berths 2-4-5-6-7), with 3 jib cranes and all other facilities.
- the destruction of storehouses, mills and electric plants of the AZIENDA ESERCIZIO APPARECCHI MECCANICI on berths 5 and 12.
- the destruction of the warehouse with 5 cranes.
- the destruction of the salt depot.
- the destruction of the maritime station.

Severely damaged are the buildings of the Port-workers Company and its shops, the quay on berths 8-9-11, the marshalling yards and the roads, which have been bombed several times, in addition to the port which lost its 3 bridge cranes of 5 tons, 5 cranes of 5 tons have been taken away to Germany, while other 3 completely new cranes have been moved to BARI.

(b) Material and Machines necessary for Reconstruction.

The companies interested in the reconstruction of the port have already provided the necessary resources for the restoration of those services most important and easiest to repair. Now, in order of precedence, the following must be repaired:

- the mill and the electric power station.
- the quay on berth 2.
- the salt depot.
- the quay on berth 7 and its warehouse.
- the breakwater.
- the quay "Boselli" (berths 14-15-16-17)
- the quay for berths 4-5-6.

- 2 -

For this reconstruction, cement, iron, three strand underground electric cable, oxygen, limewash, coal, tin and oil will be necessary. The necessary quantities of these materials can be given if it is accepted that this work should be done as quickly as possible.

(c) The Three Stages of Reconstruction.

First Stage

At the present time the port has about 500 metres of quays ready for berthing ships of about 6000 tons and 1 jetty of the FUNIVIE at which 9000 ton ships can berth.

The quays in the berth have the following facilities; one 5 ton bridge crane, two 3 ton jib cranes for bulk stores and three 5 ton cranes for general goods. There is storage space for about 9000 tons of coal and it is possible to find about 2000 square metres of covered space for perishable stores.

The Port Company has at its disposal about 400 skilled workers who can guarantee to unload by hand, those ships which cannot use mechanical means.

The Funivie jetty has 4 cranes, with automatic grabs for bulk stores, of 8 tons capacity each. In 24 hours the Funivie can transport 7000 tons of goods. There is also a silo in the port and storage space of 500,000 square metres at SAN GIUSEPPE DI CAIRO.

Second Stage

In a short time there will be available the following facilities:

after the salvage of the tanker "SPLENDOR" and the repair of berths 2-3 and which includes a bridge crane and 2 jib cranes.

in about 20 days a fourth crane of 3 ton capacity on berth 9 can be available.

Third Stage

The restoration of normal conditions in the harbor should allow the use of all the quays for the berthing of ships and the use of two 5 ton bridge cranes on Boselli quay, which will be constructed from the four which were destroyed.

It is possible to build some other cranes with salvaged and new material, so that berths without facilities can be supplied.

(signed) G. MARABOTTO
PORT COMMISSIONER.

JHE/ndp

HRAJ JANTHS ALLIED COMMISSION

APO 354

Transportation Sub-Commission

Ref. : AC/563/H/Th 3 7 June 1948

SUBJECT : Port of Savona.

TO : Economic Section (E)

1. In view of the conflicting reports received from various sources on the port of Savona, the following resume of the present port position is given. This information has been extracted from the official report made by an A.P.H.Q. Rescue Party and any plans or proposals for the use of the port should be based on this information.

2. ACCEPTANCE OF VESSELS

Salvage operations are at present in progress and N.O.I.C. is of the opinion that vessels drawing 25 feet will shortly be able to enter through a channel of 150 feet in breadth. He has hopes of adding 2 feet to this draft at an early date. The time of entrance cannot be given until the harbour and entrance channel have been swept for magnetic mines, and it is extremely unlikely that mine clearance will be completed before the Port of Genoa has 3 liberty berths in working order.

3. BERTHS

Berths 2 and 3 Length 500' depth 20'.
 Hall and Head served. One gantry crane 5 tons.
 Sunken tanker requires moving before berths can be used.

Berths 8 and 9 Length 510' depth 20'.
 Hall and Head served, single 6453 electric
 5 tons cranes and a fourth shortly available.

Berth 10 Length 515' depth 20'.
 No cranes.

1. In view of the conflicting reports received from various sources on the port of Genoa, the following resume of the present port position is given. This information has been extracted from the official report made by an A.P.H.A. Recce Party and any plans or proposals for the use of the port should be based on this information.

2. ACCURACY OF VESSELS

Salvage operations are at present in progress and N.O.I.C. is of the opinion that vessels drawing 25 feet will shortly be able to enter through a channel of 150 feet in breadth. He has hopes of adding 2 feet to this draft at an early date. The time of entrance cannot be given until the harbour and entrance channels have been swept for magnetic mines, and it is extremely unlikely that mine clearance will be completed before the Port of Genoa has 2 Liberty berths in working order.

3. BERTHS

Berths 2 and 3 Length 200' depth 20'.
Rail and Road served. One gantry crane 5 tons.
Sunken tanker requires moving before berths can be used.

Berth 8 and 9 Length 250' depth 24'.
Rail and Road served, single track 5 electric
5 ton cranes and a fourth shortly available.

Berth 10 Length 305' depth 20'.
No cranes.

Berth 11 Length 225' depth 13/15'.

Berth 12 and 13 Length 715 depth 24'.
Rail and Road served, 3 tracks, 1 gantry crane
5 tons 2 Electric cranes 3 tons. Area for back piling
9000 tons.

Veschia Darsena

Depth varies 12 to 20'.
No cranes suitable for coasters.

Penivie Pier

This pier, according to N.O.I.C., has a draft

alongside of 25 feet, deepening quickly to 33 feet. The machinery is in working order, tests having already been made of all parts.

The capacity on coal is estimated at a minimum of 3,000 tons per day, and the grabs are in good enough condition to handle a similar quantity of grain without having an excessive amount of spillage. Discharge is effected by an overhead cable to San Giuseppe and by grab direct to storage silo (capacity 15,000 tons) adjacent to the pier.

CONCLUSION

At the present moment it is only proposed to use the port for bulk cargoes of coal and possibly grain.

The discharge of general cargo, ultimately for clearance out of the area cannot be contemplated until the Railway line between Savona/Turin and Genova/Alexandria, which has been damaged, is in operation.

For the Director :

J. W. Baker
J. W. BAKER, Lt. Col.

Copy to : Chief Commissioner

Gov Roads

Gov Rail

Port and Warehouse Division

Food Sub-Commission

Commerce S/O Coal Div.

L.S.F. Rome

G.S.A. "

IL COMMISSARIO DEL PORTO *Savona*

SAVONA

5th June, 1945

PORT OF SAVONA

(a) War Damage

The war damage to the port area has been caused by air bombardment and demolition of mines.

It consists of :-

- 2 craters of about 50 metres diameter in the breakwater.
- the destruction of the red light on the port entrance.
- the demolition of the quay "Boselli" (berths 14-15-16-17), with the destruction of 4 bridge cranes of 5 tons each.
- the destruction of the oil plant "SIAP" of a capacity for 20,000 tons,
- the destruction of a large part of the quays in the Darsena V. Emanuele (berths 2-4-5-6-7-), with 3 jib cranes and all other facilities.
- the destruction of storehouses, mills and electric plants of the AZIENDA ENERCIPIO APPARECCHI MECCANICI on berths 5 and 12.
- the destruction of the warehouse with 5 cranes.
- the destruction of the salt depot.
- the destruction of the maritime station.

Severely damaged are the buildings of the Port-workers Company and its shops, the quay on berths 8-9-11 the marshalling yards and the roads, which have been several times, in addition to the port which lost its 3 bridge cranes of 5 tons, 5 cranes of 5 tons have been taken away to Germany, while other 3 completely cranes have been moved to BARI.

(b) Material and Machines necessary for Reconstruction

The companies interested in the reconstruction of the port have already provided the necessary resources for the reconstruction of those services most important and easiest to repair. Now, in order of precedence, the following must be repaired :-

- the mill and the electric power station.

It consists of:-

- 2 craters of about 50 metres diameter in the breakwater.
- the destruction of the red light on the port entrance.
- the demolition of the quay "Boselli" (berths 14-15-16-17), with the destruction of 4 bridge cranes of 5 tons each.
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413

- the mill and the electric power station.
- the quay on berth 7 and its warehouse.
- the breakwater.
- the quay "Boselli" (berths 14-15-16-17)
- the quay for berths 4-5-6.

For this reconstruction, cement, iron, three strand underground electric cable, oxygen, limewash, coal, tin and oil will be necessary. The necessary quantities of these materials can be given if it is accepted that this work should be done as quickly as possible.

./.

(c) The Three Stages of Reconstruction.

First Stage.

At the present time the port has about 500 metres of quays ready for berthingships of about 6000 tons, and 1 jetty of the FUNIVIE at which 9000 ton ships can berth.

The quays in the berth have the following facilities: one 5 ton bridge crane, two 3 ton jib cranes for bulk stores and three 5 ton cranes for general goods. There is storage space for about 9000 tons of coal and it is possible to find about 2000 square metres of covered space for perishable stores.

The Port Company has at its disposal about 400 skilled workers who can guarantee to unload by hand those ships which cannot use mechanical means.

The funivie jetty has 4 cranes, with automatic grabs for bulk stores, of 8 tons capacity each. In 24 hours the Funivie can transport 7000 tons of goods. There is also a silo in the port and storage space of 500,000 square metres at SAN GIUSEPPE DI CAIRO.

Second Stage.

In a short time there will be available the following facilities:

- after the salvage of the tanker "SPLENDOR" and the repair of berths 2-3 and which includes a bridge crane and 2 jib cranes.
- in about 20 days a fourth crane of 3 ton capacity on berth 9 can be available.

Third Stage

The restoration of normal conditions in the harbour should allow the use of all the quays for the berthing of ships and the use of two 5 ton bridge cranes on Boselli quay, which will be constructed from the four which were destroyed.

It is possible to build some other cranes with salvaged and new material, so that berths without facilities can be supplied.

1. QUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 347
Ref. AC/23/5/Tn6

JBN/1ml
1 June 1945

SUBJECT : Attached Controlled Materials Form AC-MAT No. 10
for the Port of Savona.

TO : Commerce Sub-Commission
Materials Division

1. We are attaching herewith 3 copies of Controlled Materials Form AC-MAT 10 for equipment urgently needed at the Port of Savona.

2. We shall appreciate your making every effort to make delivery of this material as soon as possible, because it is planned to start operations at the Port of Savona shortly.

R. M. BAZZANELLA
Chief, Ports & Whse. Division

CC: Charlie Ryan, Planning Staff

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

GWEM:rvn
16 May 1945

Ref. AC/24/9/Tn6

SUBJECT: Report on Port of Savona - 11 May 1945

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

1. In pre-war days, the port of Savona was equipped to handle approximately 2,000,000 tons of cargo per annum.

2. Discharging gear was as follows:

10 Gantry Cranes	5 tons
14 Fixed Cranes	3/5 tons
4 Cranes	3/4 tons
1 Mobile Overhead Crane	3 tons
1 Discharging plant complete with 4 grabs of 8 ton capacity and double track overhead conveyors to interior.	

War damage has reduced the facilities of the port as under:

3. Port Entrance - Blocked by sunken ships and barges. By removing 2 barges, an entrance of 150' with a depth of 27' will be cleared. There are 14 magnetic mines at the entrance. The Capitano di Porto estimated that it would take 4 days to clear this entrance and this was confirmed by the British N.O.I.C.

4. Berths 2 & 3 - Length 120 meters Depth 20'. Gantry Crane 5 Tons. Pier is rail served and motor transport can be used. At present the tanker "SPLENDOR" is alongside resting on her bottom.

- 2 -

It is a comparatively simple task to recover this vessel.

5. Berths 8 & 9 - Length 200 meters Depth 22/24'.

3 Electric Cranes (5 tons) and a fourth crane will be made available within a month. Pier is served with railway, but traffic is restricted to movement of single cars only, due to war damage. Motor transport can be used alongside.

6. Berth 10 - Length 100 meters Depth 20'. No cranes.

7. Berth 11 - Length 70 meters Depth 13/18'.

8. Berths 12 & 13 - Length 220 meters Depth 24'.

1 Gantry Crane 5 tons; 2 Electric Cranes 3 tons. Quay is rail served with 3 tracks and is also suitable for motor transport. Area for back piling 9,000 tons.

9. "Vecchia Darsena" - Depth varies 12 to 20'. Suitable for coasters. No crane facilities.

10. "Funiwie" Pier - Length 140 meters Depth 26'. 4 Grabs of 8 ton lift. Pier is connected to S. Guiseppe by double overhead conveyors. Capacity (coal, pyrites, etc.) 7,000 tons per day and general cargo 3,500 tons per day. Storage facilities

- 3 -

in plant approximately 7,000 tons. Facilities for back piling at S. Guiseppe 500,000 tons. Also 48 silos of 100 tons each.

11. Water Supply - Water available in Vecchia Darsena, Funivia Pier, and Berths 8, 9, 10 and 11 (12 water points). East point has an hourly capacity of 10/15 cubic meters.

12. Harbor Craft - Now available:

- 1 Tug "GIOVANNI CALLERI" 70 H.P.
- 1 Sheerleg "BRESCIA" 7 tons
- 1 motor boat 30 H.P.
- 1 Fire boat
- 18 barges averaging 150 tons each

13. Pilots - 3

14. Labor - Cia. Portuale have 400 men available.

15. The railway between Savona/Turin and Savona/Alessandria has been damaged 10 K. north of Savona and the estimated time for repairs is 3 months. By using the "Funivia" this break is by-passed, and trains can be loaded at S. Guiseppe for Alessandria and Turin.

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

Copy: Col. Sieff
Major Godfrey

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ALLIED MILITARY GOVERNMENT
LIGURIA REGION

P.W. and U. Div. (Ports)

90 File
 "Savona"

Subject Report on condition of SAVONA PORT

To Regional Engineer Piedmont and Liguria

1. The conditions in the port are not much changed from that shown on the aerial photographs of Nov. last. The entrance is blocked with ships and there are two large breaches in the break-water. Out of approximately ten berths, three are available for liberty ship now (or alternatively five coasters) four are demolished by bombing or demolitions and three have ships sunk in them.
2. The mechanical handling plant belonging to Società Panivie which carries by ropeway direct to S. Giuseppe is undamaged and the berth is clear. The electric motors have to be replaced and some small repairs done to one of the rope-ways and this is already in hand. It is estimated that this plant (one liberty berth) will be able to unload at the rate of 3500 tons general cargo per day or 7000 tons of coal.
3. The Royal Navy are established in the port and it is intended to use the ropeway discharging plant for delivering general cargoes of coal to S. Giuseppe for distribution in Northern Italy as soon as the port is opened. The time estimated to open the port is 14 days after mines outside the entrance have been swept. There are no mines in the water inside the port but quay demolition charges had been placed and are now being removed. The minesweepers are not working there yet as they are still occupied at Genoa.
4. Ten out of the 24 electric cranes are in working order. The remainder are practically irreparable.
5. The vecchio basin is practically untouched but it is shallow and is not of much use in comparison with the other facilities which are available in the port.
6. The owners of the plant on the port are Società Masai Meccanici and they already have men working on reparation and clearance of debris.

C. B. Gordon
 MAJOR RA.

Port Construction Engineer

Genoa

8 May 45

Copies. ☒ H-Cl P.W. and U.
☒ File in

ac/24/46

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