

ACC

AC/24.2/TN6

10000/148/3436

FOR
JAN. -

10000/148/3436

PORT OF LA SPEZIA
JAN. - NOV. 1945

LICENSING

HEADQUARTERS ALLIED COMMISSION

TRANSPORTATION SUB COMMISSION

PORTS & WAREHOUSE DIVISION

PORT REPORT

PORT OF LA. BREZIA

OPENED : 15 OCT. 1945
CLOSED : 30 DEC. 1945

~~10000/948~~ / 3436

THE FOLDER

CONTAINING PAPERS

FROM JAN - 1945

TO NOV - 1945

CATALOGUE F.

DTIC5/21420 7/14 8/30 55. (GRAS 10) (A) (R) (D)

S. 1320d.
(Prescribed - May, 1950)
(Revised - June, 1953)

MWTR MED (R) MWTR ITALIAN AREA, C IN C MED, WSA MED, TRANSPORTN.
AND SHIPPING S/C.

FROM...FOIL(25)

UNCLASSIFIED

YOUR 24,500. ONLY EXPENDITURE ENVISAGED IS PAYMENT OF PILOTS
REPORTED BY TRANSPORTATION AND SHIPPING S/C AS CHARGEABLE TO
ITALIAN GOVERNMENT.

.....291301A DECEMBER.....

REF...INFORMATION RE EXPENDITURE INVOLVED IN SAILING SHIPS TO SPEZIA
DIST...0-5 13 15 16 23(2) NSC 2 H/M TRANSPORTATION & SHIPPING S/C LOG.
T/F P/L TOD...1310 RCB 29/12

477

AC/24.2

FOIL (R) NOIC LEGHORN

O IN C MED.
271501

IMPORTANT RESTRICTED.
FURTHER TO MY 171329 ATTENTION OF APPROPRIATE SHIPPING
AUTHORITIES IS TO BE DRAWN TO PARAGRAPHS OF NOIC LEGHORN NO
221/66/1 DATED 3rd DECEMBER IT IS APPARENT THAT ENTRY OF LIBERTY
SHIPS WILL INVOLVE CONSIDERABLE RISK.

.....271501

Ref. No Naval responsibility be accepted for ships for discharge
to La Spezia.

Dist. 0-5 13 16 23(2) 25 NEO 2 R/M Transportation and supply S/O

T/P

P/L

TOR 2130

MP

27/12

476

AC/24.2

FOIL (R) NOIC LEEHORN MWT MED WSA MED TN & SHIPPING S/C

IMPORTANT UNCLASSIFIED

CINC MED
301101A DEC.

As it is apparent that entry of Liberty ships into Spezia would involve considerable risk even if Empire Griffin were used it has now been decided that it is not (R) not acceptable for such ships to use that port until entrance has been widened when matter should be raised for reconsideration. Your 271157 and my 271504 not so all refer.

--301101A DEC.

Dia: 0-4, 13, 16, 23(2) 25, NSS(1) WSA(2) 2 3/4 TN & Shipping S/C

T/O

P/L

TCR 1636/30

D.T.I.

54/125

AC/24.2

H. 785021-001 7144 H. 553.455 CHAN 134 46 248

S. 1320d.
(Established—May, 1943)
(Revised—June, 1944)La SpeziaO TWO MED (R) NOIO LIGNHORN TRANSPORTATION & SUPPLY S/O METER MED,
WHA MED METER ITALIAN AREA

FROM...FOIL (25)

IMPORTANT RESTRICTED

CONSEQUENT UPON CONVERSATION BETWEEN REPRESENTATIVES OF TRANSPORTATION
AND SHIPPING SUB-COMMISSION WITH THE NOIO LIGNHORN AND COMMANDER M/S
WESTERN ITALY IN MY OFFICE IT IS REQUESTED THAT LIBERTY SHIPS MAY BE
BAILED FOR DISCHARGE TO LA SPEZIA PROVIDED THAT PILOTS ARE REMAINED
OFF LIGNHORN.

2. EXPENSE INVOLVED IS ACCEPTED IN VIEW OF URGENT NEED OF COAL IN
NORTHERN ITALY.

3. BLOCKSHIP RAVELLO HAS NOT YET BEEN REMOVED BUT ENTRANCE HAS BEEN
WIDENED TO ABOUT 130 FEET.

4. LOCAL ITALIAN NAVAL AUTHORITY ACCEPTS RESPONSIBILITY FOR MERTHING
OF SHIPS IN HARBOURS OF LA SPEZIA.

24.2

DIST...0-5 13 16 R3(2) 25 NSO 2 H/M'S TRANSPORTATION & SUPPLY S/O LOG.
T/P P/L TOD...1352 ROB 15/12

.....151209A DECEMBER.....

Tel. 534

HEADQUARTERS ALLIED COMMISSION

EPL/ga

APO 394

Transportation and Shipping Sub-Commission

Our Ref :- AC/574/32/Tn.3.

4 Jan. 1945

SUBJECT :- Use of La Spezia.

TO :- Direzione Generale della Marina Mercantile
Ministero della Marina - Roma-

1. Reference AC/574/28/Tn.3. of 19 December and
C in C Med's 3 301101A addressed to Foil.

2. In view of C in C Med signal, it is noted that
Liberty ships will not at present be routed to La Spezia,
pending widening of the entrance.

3. Meanwhile arrangements are being made for
colliers ex Sardinia to use this port and vessels will be
diverted accordingly in the near future.

For the Director :-

H. Laraman
H. P. LARAMAN
Major R.E.

Copy to :- Ports & Warehouse Div. ✓
Industry & Utilities Sub-Comm. (Coal Div)
Food & Agriculture S/C
Economic Section

AC/24.2

To: Ports & Warehouses Div.

/11

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
Movements Shipping

APO 394

28 Nov

To : Tn Sub-Commission - Movements - Shipping (Att. Major Laraman)

Object : VISIT TO PORTS OF LA SPEZIA - GENOVA - SAVONA -

Following your instruction I have left Rome on the 20th November by car and, after visiting the above mentioned Ports, I have travelled to Milan where I have been delayed on account of weather conditions which prevented departure of planes.

PART ONE - PORT OF LA SPEZIA

21/11/1945: - The Flag Officer Maugeri, R.I.N. and the Captain of the Port have been contacted and the following information obtained:

1. BAY ENTRANCE AND SWEEP CHANNELS - At this date, vessels bound to La Spezia are compelled to enter through a narrow passage (100 feet wide) between sunken vessels. This passage is expected to be soon over 250 feet wide, that means, as soon as the sunken freighter "Ravello" will be refloated and this is expected to take place within a few days.

At present two 250 HP tugs are available to help through, if requested, ships of any size - another tug 450 HP, is expected soon from Savona.

From said passage begins a swept channel, marked with buoys, 600 feet wide which leads into the Navy Dockyard. Before reaching the Dockyard another dredged channel, 360 feet wide, leads to the commercial Harbour.

Any fully loaded Liberty can navigate both channels, the minimum draft being over 30 feet.

According to the Flag Officer, mine sweeping took place following information secured from German prisoners who had knowledge of the mines laid down in that area and, so far, such information have been found accurate.

He also said that at this date over 3000 vessels' passages took place in the channels. Vessels include: S.S. "Senio" 2500 TDW - Destroyer "Carabinieri" 2000 Tons - Tanker "Dalmazia" 4000 Tons DW. - The Italian R.N. Transport "Cherso" is due within a week.

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2. COMMERCIAL HARBOUR - Minimum draft in the port area, except close to the wharves, as hereunder specified, 29' 6".
The following berths are available:

1) GALATA SAN CIPRIANO - 513 feet long (of which 103' partly damaged, now being repaired) - draft 23' close to the wharf falling gradually to 27' 6" at 16' away from the Pier.

Two double track rail lines are running on the pier and can serve 4 Liberty's hatches. Inside protection on rail sidings allows

AC/24.2

trucks to come alongside ships as well. One shunting engine is available in the port. This Pier has no cranes.

Discharge can also take place into barges on the other side of the ship. These barges can be quickly discharged on rail cars at Galata Duca degli AbruZZi by means of two gantry cranes.

Backpiling space from 10 to 12,000 Tons.

Coal is discharged from ships at this pier by means of Japanese slings of a capacity ranging between 800 and 900 kilos according to the coal size. Minimum output for coal discharge 750 Tons per 8 hours. 2000/2100 Tons per 24 hours.

Bulk wheat bagged in ship's hold; minimum discharge output 750 tons per 8 hours, discharging 5 hands on shore and two hands on barges.

Scales for railway cars and trucks are available in the port area and are in working condition.

11) GALATA DUCA DEGLI ABRUZZI - 700 long- draft 17' 10" now being cleared of wrecks will be available for Liberties within approximately two months time. It is now used for discharge from barges by means of grab cranes as mentioned in (1).

It is rail served - grabs can discharge directly into rail cars. One small warehouse is now under repair.

111) GALATA EX LITTORIO - 650' long (210' damaged) can accommodate one coaster of 19' draft.

Backpiling space available for several thousands tons of bulk cargoes.

One 1 1/2 Ton crane in working condition.

3. Fully loaded Liberties can also moor in port with anchors, and stern ropes on a buoy recently placed for this purpose. Ships might therefore discharge into barges until sufficiently lightened.

4. STEVEDORING LABOUR - Plenty of skilled stevedoring labour is available.

5. BARGES - Sufficient barges are available for discharging any cargoes.

6. Cargoes destined to Tuscany and Southern Emilia could be discharged at La Spezia and they would also contribute to relieve unemployment in this war torn town.

7. By discharging colliers at La Spezia delivery of coal by barges on tow from Genoa would be avoided sparing in this way tugs and barges which could be better used in Genoa.

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(signed) 711

Capt. Jaci

Tel: 534

HEADQUARTERS ALLIED COMMISSION

EPL/FL

APO 394

Transportation and Shipping Sub-Commission

AC/574/11/Tn3

16 November 45

Subject : Use of La Spezia

TO : Economic Section (Supply Group)
 Food and Agriculture Sub-Commission
 Industry & Utilities Sub-Commission
 Commerce Sub-Commission (Foreign Trade)
 Ports & Warehouse Div.
 MWT (Italian Area) Rome
 MWT (R) Naples for UNA Zone 3 Committee
 SSA. Naples
 Movements Div. (Rail Branch)
 Rail Div.
 Direzione Generale della Marina Mercantile-Min. Marina -
 Genova/Itmare- Via dei Cestari 3, Rome -

1. Reference AC/574/2/Tn3 of 18 October.
2. Please note on 18 November the railway between La Spezia and Pisa is expected to be opened. This will provide rail clearance from the port to Leghorn, Florence, Lucca, Bologna etc.
3. It is anticipated the line from La Spezia to Genoa will be repaired by January 46.
4. Intra-Mediterranean and Italian coastwise cargoes which are lifted by schooners and coasters and are intended for areas which can be served by this port should be so routed. This would have the effect of avoiding a surplus of tonnage for discharge in the ports of Genoa and Savona and rail hauls from ports south of La Spezia could be saved. The limitations of the ports should, however, be borne in mind.

For the Director:

410

Industry & Utilities Sub-Committee
 Commerce Sub-Commission (Foreign Trade)
 Ports & Warehouse Div.
 MWT (Italian Area) Rome
 MWT (E) Naples for UMA Spne 3 Committee
 WSA. Naples
 Movements Div. (Rail Branch)
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For the Director:

470
L. P. LARSEN

M.P. LARSEN
 Major R.E.

AC/2412

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

AT/ge

SUBJECT :- Port of LA SPEZIA

15 October 1945

TO :- Transportation Sub-Commission
Movements Shipping
(attn. Major Laraman)

1. Following information have been received from the
Ministry of Marine (Inspectorate of Ports operations).

Berths available for coasters and schooners in the port of LA SPEZIA:-

No. 1.	- Canale di S. Vito	390	ft long	16'	5"	draft
2.	- Calata Chiode	485	" "	22'	11"	"
3.	- " Congegnatori	164	" "	16'	5"	"
4.	- " Nord	278	" "	22'	11"	"
5.	- Presso manovra idraulica	146	" "	14'	8"	"

2. Piers 3 and 4 rail served (although the town is not yet
connected with any rail lines which are under repair).

Piers 1 - 2 - 5 can be cleared by trucks.

3. The port is reached through swept channel.

A. Tosi
A. TOSI
Liaison Officer
Ministry of Marine

469

Copy to : Ports & Warehouse
Food Sub-Commission
Industry Sub-Commission

AC/24.2

TRANSLATION of letter of R. Capitaneria di Porto of LA SPEZIA,
dated 4 October 1945, addressed to A.M.G. Port Officer, GENOA.

SUBJECT: Opening of Arsenal to merchant traffic. (4)

The mercantile port, where there is work in hand, will be opened to civilian traffic, and in the meantime, in order to allow a partial renewal of the movement of ships and civilian goods, the local It. Naval Command, since a safety route had been opened between the western passage of the outer breakwater and the Arsenal, has authorized merchant ships, within the limits of possibility as under-mentioned, to moor at the Arsenal quays to load and discharge.

There are now available for merchant traffic in the Arsenal the following mooring places.

- a) Mooring place No. 1 - at S. Vito Channel, quay available 120 metres, depth of water 5 metres. - 16' 2"
 390 ft.
- b) Mooring place No. 2 - at Chiocci wharf, quay available 148 metres, depth of water 7 metres. - 22' 9"
 485 ft.
- c) Mooring place No. 3 - at Consegna wharf, quay available 50 metres, depth of water 5 metres. - 16' 2"
 164 ft.
- d) Mooring place No. 4 - at North wharf, quay available 85 M., depth of water 7 metres. - 22' 9"
 278 ft.
- e) Mooring place No. 5 - at wharf near the hydraulic crane, quay available 45 metres, depth of water 4 1/2 metres. - 14' 7 1/2"
 146 ft.

For the towage of ships in and out, the Royal Arsenal furnishes its own tugs.

~~For~~ pilotage instead is done by the local pilots' corporation, which has three pilots in service.

The goods have to be clear from the quays 1, 2 and 5 by trucks and trailers. Quays Nos. 3 and 4 above may be cleared by the railway sidings which are in efficient service along those quays, especially for coal.

Under the auspices of the It. Naval Command and the Arsenal Command, agreements ~~xxx~~ in principle have been come to with the Shipping Agents and those interested in civilian traffic so as to guarantee, having regard to the ~~xxxx~~ military needs of the Arsenal, the rapid clearance of ships and ~~xxxx~~ quays.



Regia Marina

R. CAPITANERIA DI PORTO DI

LA SPEZIA

Ufficio

Sez. 12

INDIRIZZO TELEGRAFICO:
Post. No. 3284 3242-Alghero

N° 1831-C di catalogo

La Spezia 14 Ottobre 1945 *A*

A. M. G.
PORT OFFICER

GENOVA

ARGOMENTO: Apertura al traffico mercantile del R. Arsenale M.M. -

Allo scopo di consentire, in attesa della riapertura al traffico del Porto Mercantile, ove sono in corso lavori di bonifica, una parziale ripresa del movimento delle navi e delle merci civili del Golfo, il locale Comando M.M., in seguito all'avvenuta apertura di una rotta di sicurezza tra il passo di ponente della Diga Foranea ed il R. Arsenale, ha autorizzato che navi mercantili, nei limiti delle possibilità sotto specificate, ormeggino alle banchine del R. Arsenale, compiendo operazioni Com-merciali.

Sono pertanto disponibili per il traffico mercantile nel R. Arsenale i seguenti punti di attracco:

- a) - Attracco N° 1 - al Canale di S. Vito.- Banchina disponibile m. 120, fondali m. 5.-
- b) - Attracco N° 2 - alla calata Chiodo.- Banchina disponibile m. 148, fondali m. 7.-
- c) - attracco N° 3 - alla calata Congegnatori.- Banchina disponibile m. 50, fondali m. 5.-
- d) - Attracco N° 4 - alla calata Nord.- Banchina disponibile m. 85 - Fon-dali m. 7.-
- e) - Attracco N° 5 - alla calata presso la mancina idraulica.- Banchina disponibile m. 45, fondali m. 4,50.-

Per il rimorchio delle unità in entrata ed uscita prov-vederà il R. Arsenale con i propri mezzi.-

Per il pilotaggio provvederà invece la locale corpora-zione dei Piloti che dispone attualmente di tre piloti in servizio.-

La merce dovrà essere trasportata dalle banchine di cui al punti 1 - 2 e 5 fuori Arsenale mediante Automezzi o traini.- Per le ban-chine di cui ai punti 3 e 4 potrà essere utilizzato il tronco ferroviario in efficienza lungo le calate, con particolare riguardo alle operazioni di

R. N. 384 3842-11040

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Sotto gli auspici del Comando Marina e del Comando Arsenale sono stati presi gli accordi di massima con gli Agenti Marittimi ed interessati al traffico onde garantire, in rapporto alle esigenze di natura militare dell'Arsenale, il celere andamento delle operazioni commerciali e conseguente sfollamento delle merci.

IL TEN. COLONNELLO DI PORTO *M. ZANELLI*
(Michele ZANELLI)

TRANSLATION OF LETTER OF R. CAPITANERIA DI PORTO OF LA SPEZIA
DATED 4 OCTOBER 1945, ADDRESSED TO A.M.G. PORT OFFICER GENOA.

SUBJECT: OPENING OF ARSENAL TO MERCHANT TRAFFIC.

The merchantile port, where there is work in hand, will be opened to civilian traffic, and in the meantime, in order to allow a partial renewal of the movement of ships and civilian goods, the local It. Naval Command, since a safety route has been opened between the western passage of the outer breakwater and the Arsenal, has authorised merchant ships, within the limits of possibility as under mentioned, to moor at the Arsenal quays to load and discharge.

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HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

HSC/2533
11 June 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To : Public Works and Utilities Sub-Commission,
Hq. Allied Commission.
Subject: Port of LA SPEZIA.

1. As stated in Navy Sub-Commission letter HSC/2533 of 6 June 1945, the Navy Sub-Commission requested the Allied Naval Commander-in-Chief, Mediterranean to give due consideration to providing minesweepers for clearing the port of LA SPEZIA.

2. The Navy Sub-Commission now has been informed by the Allied Naval Commander-in-Chief, Mediterranean that it is regretted that no additional minesweeping forces can be made available on the West Coast of Italy and that existing priorities make it unlikely that the port of LA SPEZIA can be cleared for some period of time. However, the Allied Naval Commander-in-Chief has assured the Navy Sub-Commission that due consideration will be given to clearing the port of LA SPEZIA at such time as minesweeping equipment may become available.

(Sgd) G. E. WARREN

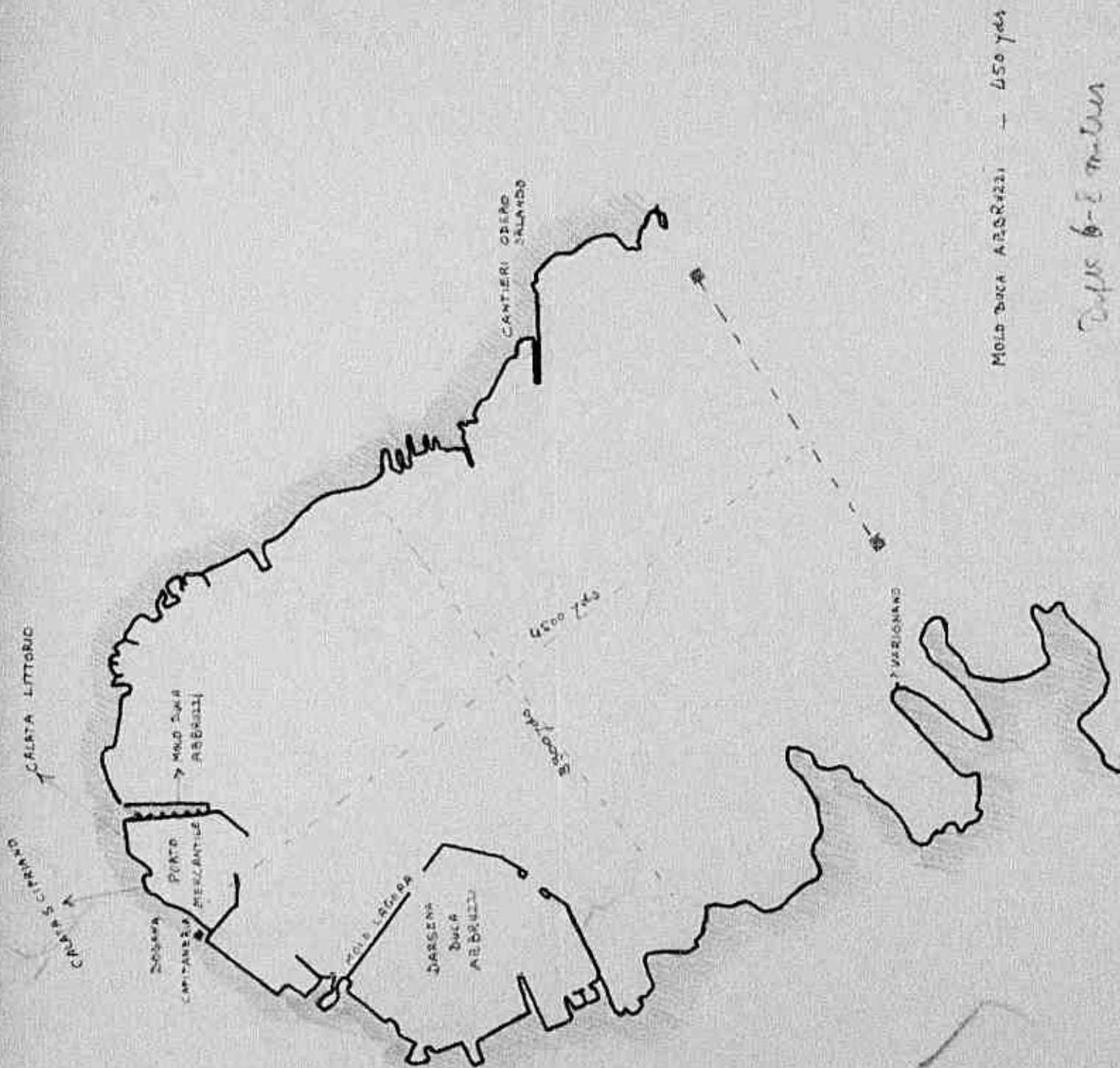
REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
Economic Section, AC.
Chief Commissioner, AC.
Transportation Sub-Commission, AC. ✓

465

*Duplicate of this letter
forwarded to Mr. Godfrey
for comments - 6-16-45*

acp/4/226



OLD DUKA ARBRI - 450 yds

Duke 6-E m-Lun

404

0 8 7 8|