

ACC

AC/24.4/TN6

10000/148/3451

PORT OF
JUL 1945-J

00/148/3451

PORT OF PALERMO
JUL. 1945 - JAN. 1946

SICILIAN PORTS

HEADQUARTERS, ALLIED COMMISSION

TRANSPORTATION SUB-COMMISSION

PORTS & WAREHOUSE DIVISION

PORT REPORT

PALERMO, SICILY

OPENED: 10 JULY 1945
CLOSED: 18 JAN 1946

OPENED: 10 JULY 1945
CLOSED: 18 JAN. 1946

10000 / 148 / 3451

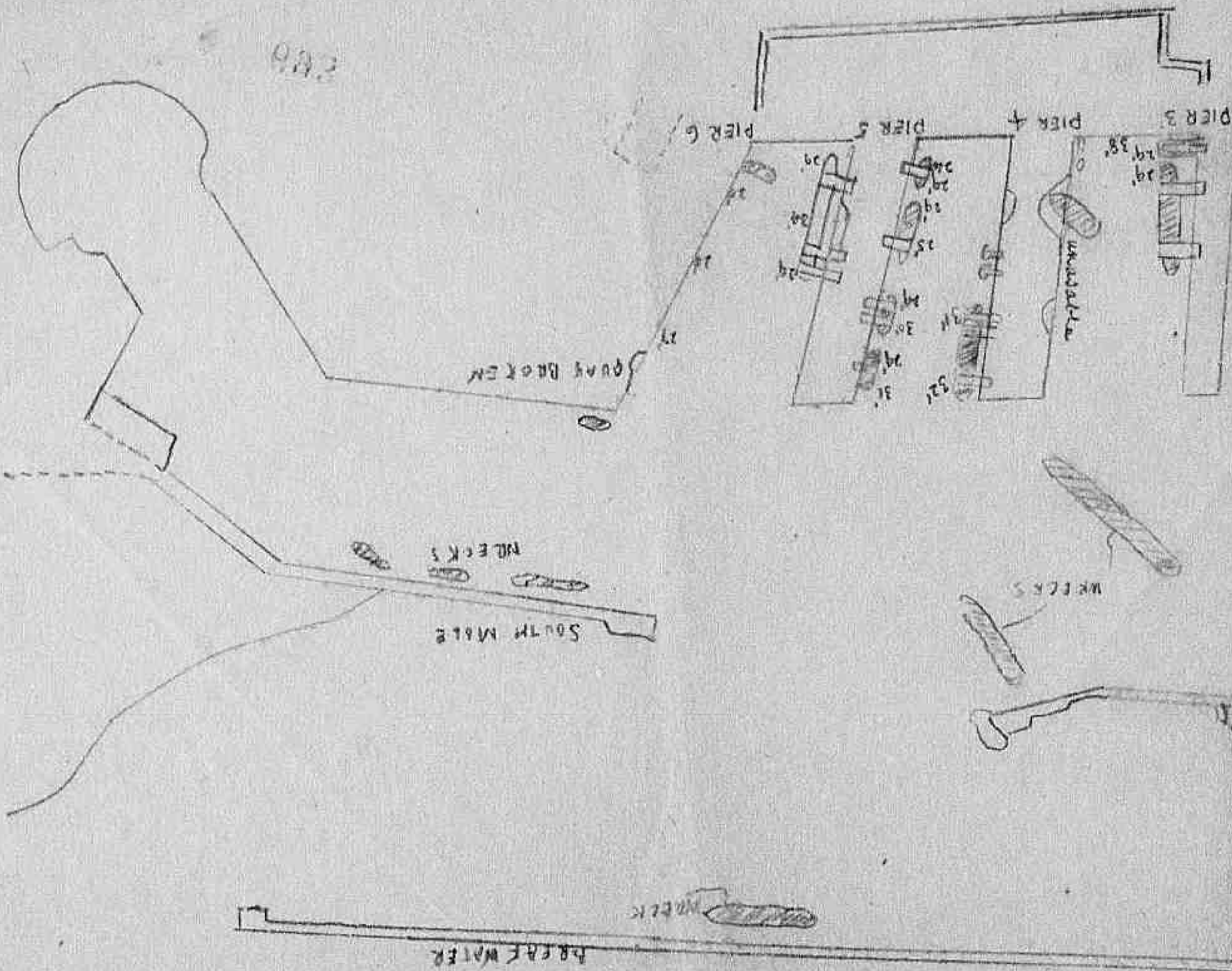
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CONTAINS PAPERS

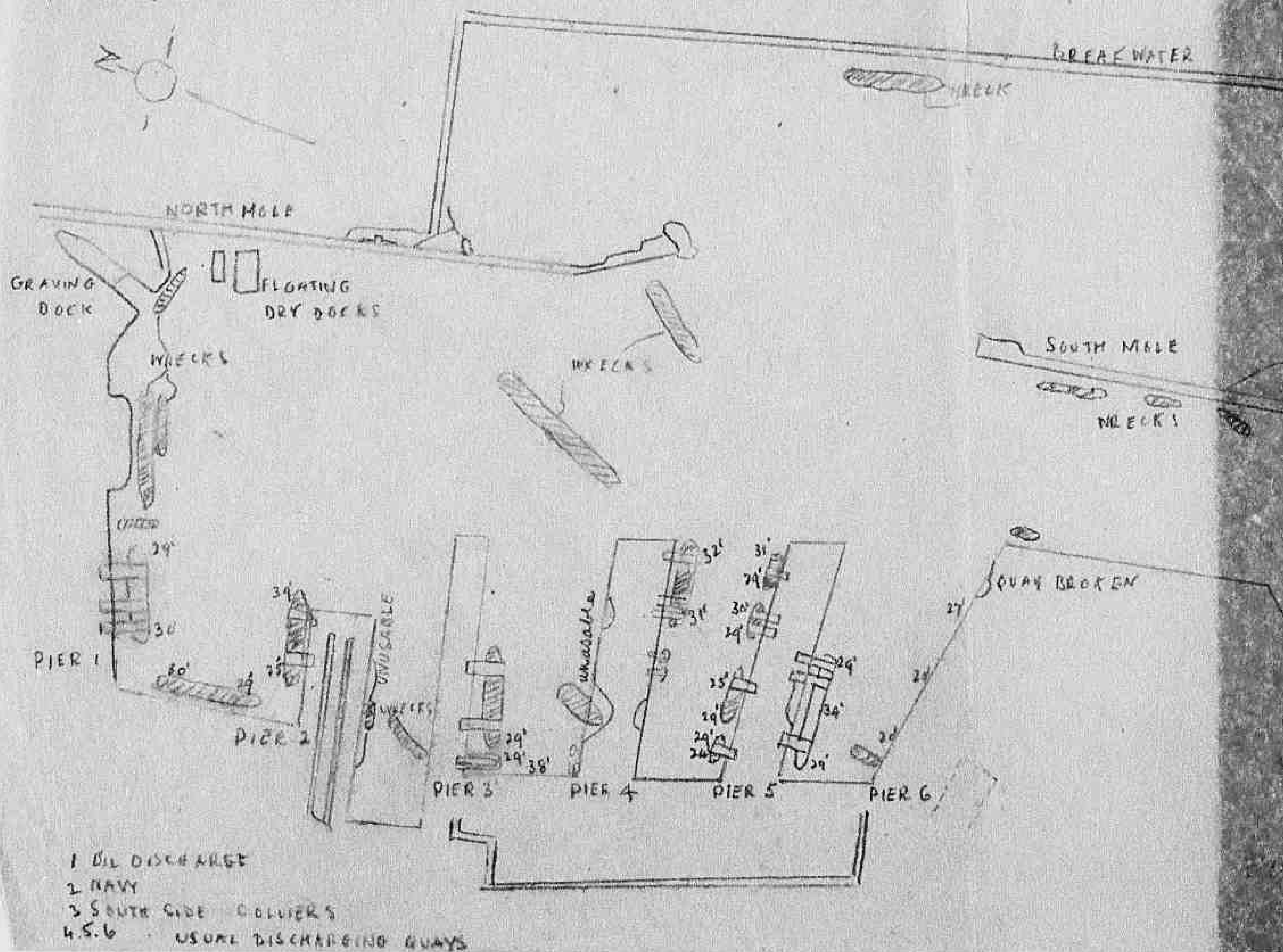
JULY 45

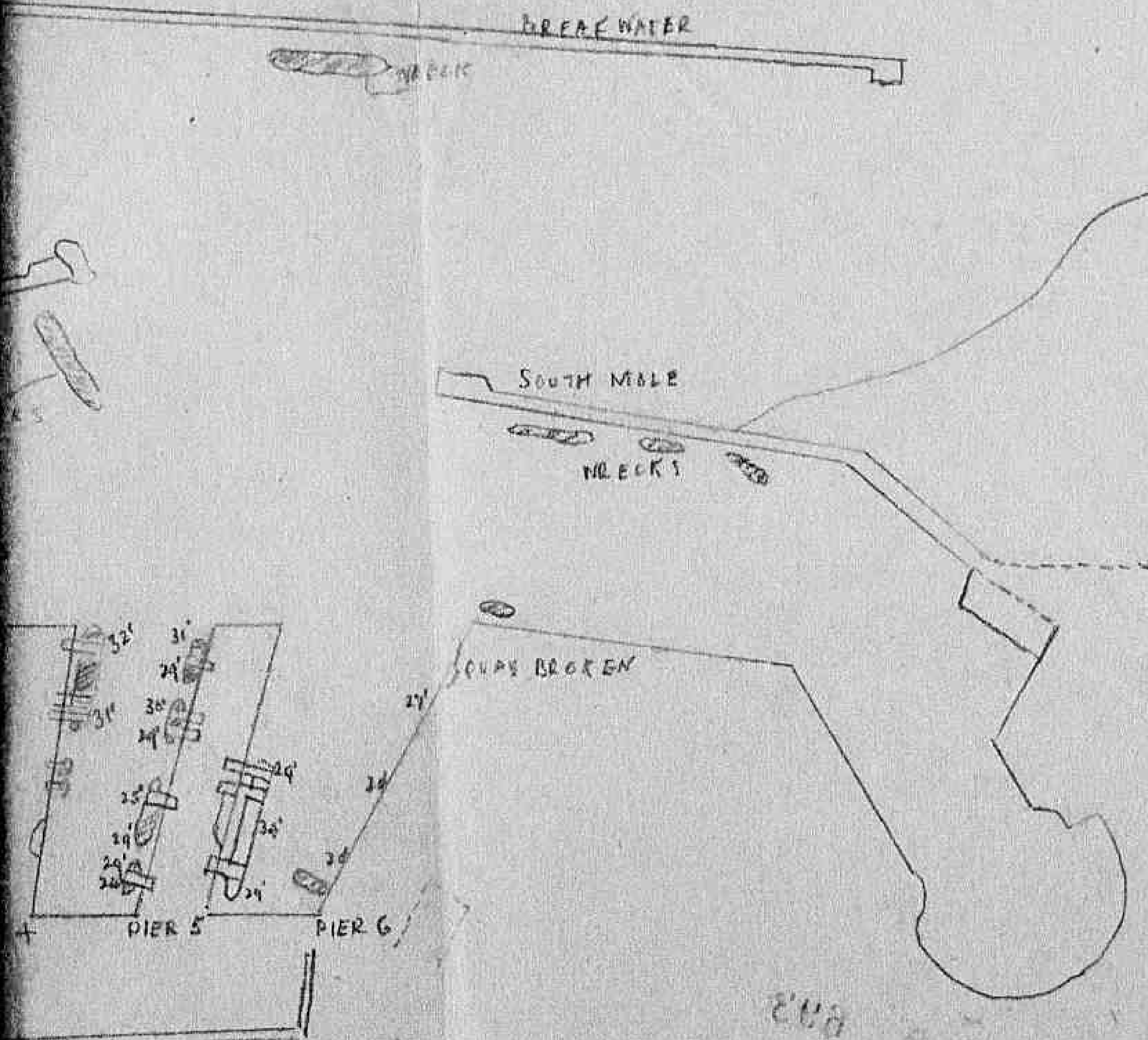
JAN. 46

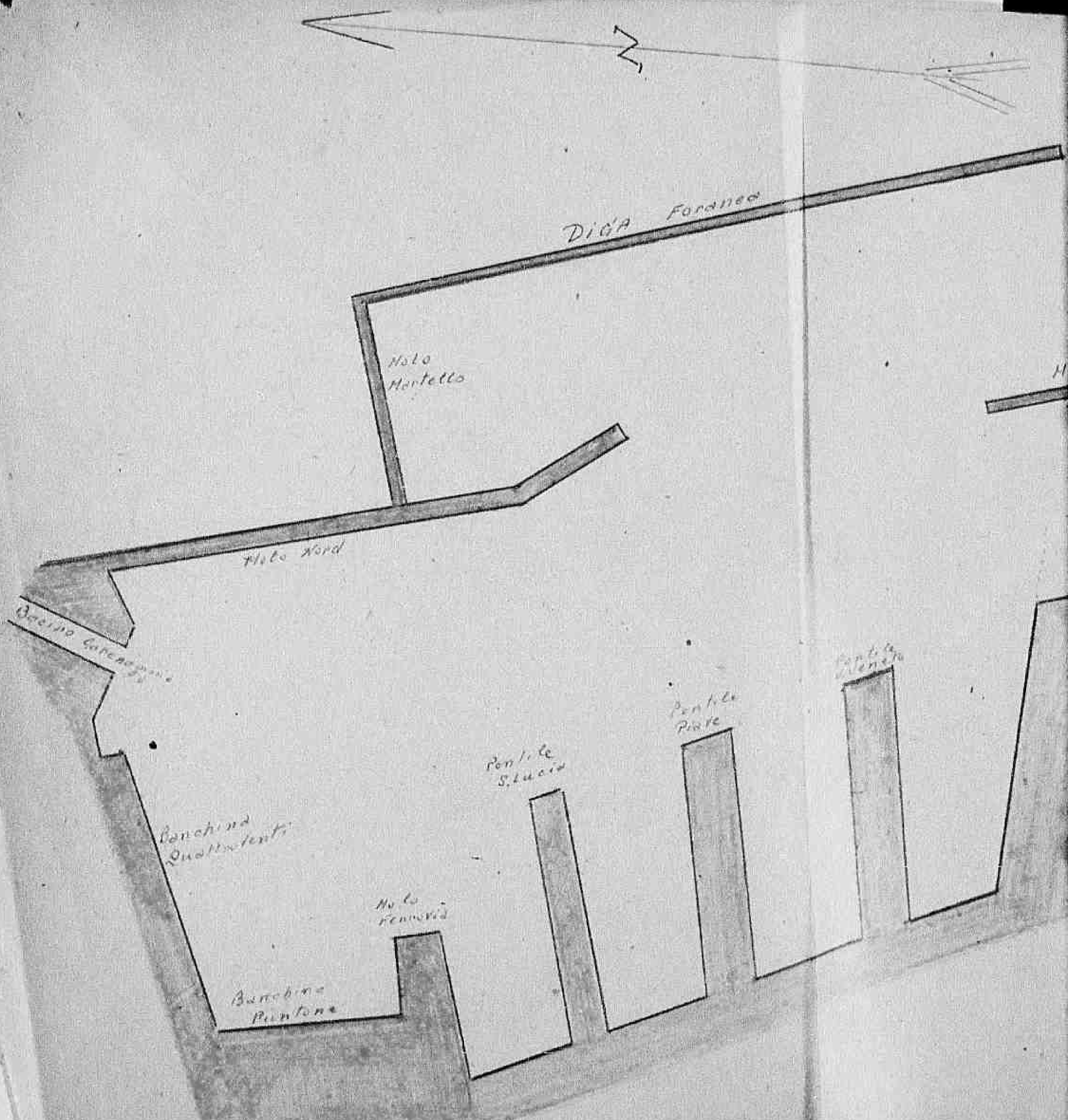
CATALOGUE-

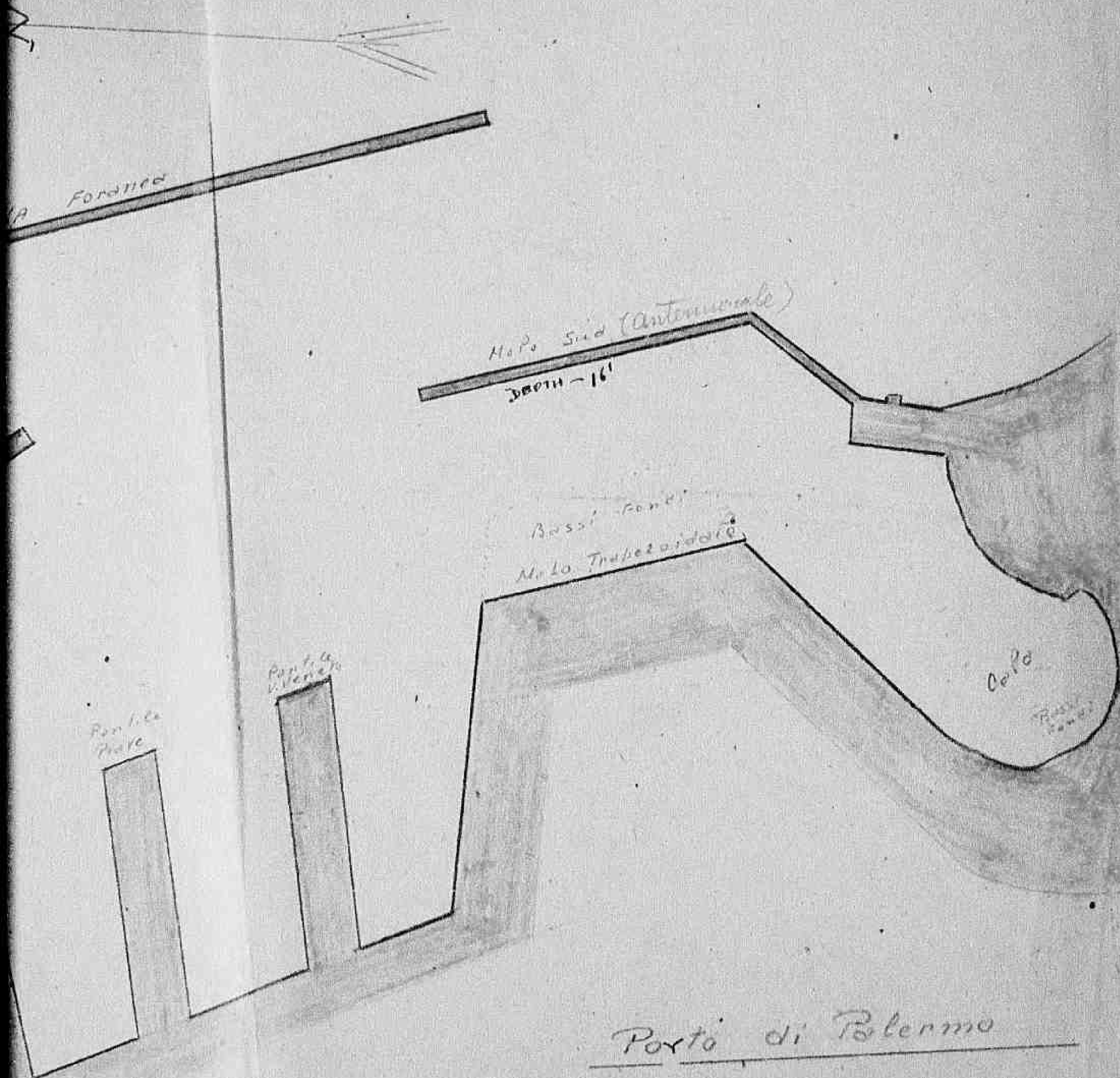


DALERMO









INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: CR 11Message Centre No: G/7619Date/Time of Origin: JAN 180932Date Time Rec'd: JAN 181600Precedence: ROUTINEFROM: COMNAVNAVTO : ACTFT HQ ALCOMINFO: NAVDET PALERMO

UNCLASSIFIED.

Your 161315 A refers X shipyard no longer under US Naval control.

AC DIST.

ACTION : TPTN 2

INFO : CHIEF COMMISSIONER

FILE 2

FLOAT

RECEIVED

18 JAN 1955

691

AC/24.4. Palermo

15 1053 JAN 46

AGST HT ALON

(1) HONNAYAN

(2) HAYST PALMRO

UNCLASSIFIED

907

REFERENCE HAYST PALMRO SIGNAL NEGATIVE ONE FIVE ONE ZERO PD
IF ADDITIONAL WELDING EQUIPMENT REQUIRED PLEASE ADVISE
DETAILS PD

ROUTINE
TRANSPORTATION AND SHIPPING S/O

S.J. LONE
CWO U.S.A.
ASST. ADJUTANT

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference:

Date/Time of Origin: JAN 061036 Z

Message Centre No: G/6869

Date Time Rec'd: JAN 060845

Precedence: ROUTINE

FROM: RADIO NAPLES (NXG)

TO : CCO MALTA (AAI) RADIO WASHINGTON (NSS) RADIO LONDON (NST1)

UNCLASSIFIED.

COMNAVNAV passes navdet PALERMO 051510 addressed action COMNAVNAV to cinmed (AAI PASS), ALLIED COMMISSION ITALY, WSA MED, COMVEU (NST1 PASS), and CNO (NSS PASS) for info X begins ~~action~~ 040936 X commercial shipyard PALERMO states readiness accept repair work capacity restricted by lack welding equipment. Present equipment sufficient for 12 welders. Our emplounent shipyard June 1945 122 welders all types will advise of any change "

AC DIST

ACTION TN SC 2
 INFO CHIEF COMMISSIONER
 ECON SEC 2
 ITALIAN MIN OF MARINE (TN SC)
 NAVY SC
 FILE 2
 FLOAT

ACTION

689

HEADQUARTERS

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NBC/4239.
14 December 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Labour Sub-Commission, Hq. Allied Commission.

Subject: Port Installations at Palermo.

Reference: (a) Labour Sub-Commission, A.C., ltr. L30/219
dated 15 November 1945.

Enclosure: (A) Copy of Commandant, U.S. Naval Operating
Base, Palermo, Sicily, ltr. NB/A3,
Serial 1487 of 4 December 1945.

1. Reference (a) requests information pertaining to
above subject.
2. Enclosure (A) complies with the request.

H. ST. J. BUTLER,
CAPTAIN, U. S. NAVY,
FOR
REAR ADMIRAL,
CHIEF, NAVY SUB-COMMISSION, AC.

cc: Transportation S/C ✓
(Attn: Ports & Ware-
houses Division).

AC/24.4

008

(COPY)

U. S. NAVAL OPERATING BASE
PALERMO, SICILYFile No. NB/A3
Serial: 1487

-4 DEC 1945

From: Commandant.
To: Chief of Navy Sub-Commission, Hq. Allied Commission.
Via: Commander U.S. Naval Forces, Northwest African Waters.
Subject: Port Installations at Palermo.
Reference: (a) Navy Sub-Commission ltr. NSC/4062 of 23 November 1945.

1. The subject given above as port installations at Palermo is a misnomer. The material referred to by the Ministry of Labor and Social Security consists of machines and tools that the U.S. Navy found necessary to bring from the United States to operate the shipyard at Palermo when it was taken over after the capture of Palermo by the United States forces. The former owners of the shipyard had removed from the shipyard a great proportion of the machines and tools that were necessary to put the shipyard in operation.

2. This subject was discussed with Sig. Salvatore Aldisio, High Commissioner of Sicily by Admiral Glasford on 30 October 1945. The Admiral advised the High Commissioner that this material would be declared surplus and would be disposed of by the Army-Navy Liquidation Commission, now the Foreign Liquidation Commission. The High Commissioner stated that he would make an effort to have the Italian Government purchase this American material which was so essential to the operation of the shipyard. On 21 November and 30 November the High Commissioner was advised that this material had been declared surplus and that the total material so declared amounted to \$631,739.50. It is understood that the Italian Ministry of Marine also is interested in assisting the former owners of the shipyard in getting possession of this material.

3. The material in question is being placed in a storehouse in the shipyard adjacent to one of the Navy Supply Dumps. U.S. Naval personnel are working closely with the Italian authorities in derequisitioning the shipyard. Representatives of the former owners are being assisted and kept informed of developments. If the Italian Authorities are unable to purchase this U.S. Government material, the U.S. Naval Operating Base, Palermo, is ready to ship it immediately to any consignee to whom the Foreign Liquidation Commission might sell it. However, it is the hope of this Command that the material in question will be purchased by the Italian Government and that it will be used in Palermo where it is so badly needed.

/s/ B.V. McCandlish
B.V. McCANDLISH.

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AC/24

INCOMING MESSAGE
HEADQUARTERS ALLIED COMMISSION

Originator's Reference:

Date / Time of Origin: DEC 101610

FROM: COMNAV PALERMO

Message Centre No: C/5304
Date Time Rec'd: DEC 110910A
Precedence: ROUTINE

TO : ACTION: CIVILIAN (M) INFO: COMNAV, COMNAVNAV (ADM), COMNAVNAV (M),
CIVILIAN (M), ITALIAN MINISTRY OF MARINE (ROME), MARISICILLA MESSINA,
VAL, NO50 MED (MILIT), WEL MED, ROUTINE

UNCLASSIFIED.

Following becomes effective at Palermo 2359/15 December

- (1) Italian Navy assumes following responsibilities
 - (A) Operation of two harbor tugs and a water barge which however remain in legal custody NOB Palermo pending final authority transfer custody to Italian Navy
 - (B) Operation of signal tower
 - (C) Routing of merchant shipping under guidance and supervision of USRO with anticipation of dispensing with USRO as soon as his supervision no longer required
- (2) Italian Capitaneria Di Porto assumes responsibility of furnishing harbor services such as assignment of berths, tugs, pilotage, fresh water
- (3) NOB Palermo will continue to maintain a third harbor tug and reserves exclusive use of certain small port area
- (4) In view of above Palermo becomes an essentially Italian operated commercial port
- (5) Dispatches concerning merchant shipping should be addressed for action to Italian Naval Operations Officer short title Operative Palermo who will be served by US Navy radio Palermo, COMNAV Palermo should still be in force
- (6) Request promulgation of pertinent parts of above to all interested operational authorities

DISTRIBUTION

INFO ACTION: ITALIAN MIN OF MARINE ROME

C/O TV S/C

INFO: CHIEF COMMISSIONER

INFO: COMMISSIONER

11 DEC 1945

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DISTRIBUTION

INFO ACTION: ITALIAN MIN OF MARINE ROYAL

C/O TM 5/C

INFO: CHIEF COMMISSIONER

EXEC COMMISSIONER

ROOM SECTION (2)

TM 5/C (2)

NAVY 5/C

U.S.A.

M.A.T.B.

FILE (2)

FLIGHT

686

HEADQUARTERS

11 DEC 745

AC

*DEST
PORTS & W/Lane Dir.
MOV SHIPPING*

AC/24.4

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/4062
23 November 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Commandant, U.S. Naval Operating Base, Palermo.
Via : Commander U.S. Naval Forces, Northwest African Waters.
Subject: Port Installations at Palermo.
Enclosure: (A) Translated copy of Ministry of Labor and
Social Security ltr. Prot.n.2031-903 of
7 November 1945.

1. Enclosure (A) is forwarded herewith for the
remarks of the Commandant, U. S. Naval Operating Base, Palermo
at the request of the Labor Sub-Commission and the Transporta-
tion Sub-Commission, Allied Commission.

(Sgd) G. L. WARREN
REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
Transportation Sub-Commission. ✓
Labor Sub-Commission.

685

24.4.

HEADQUARTERS ALLIED COMMISSION
APO 234
LABOR SUB-COMMISSION

KJB/rmw

TEL : Ext. 204

15 November 1945

REF : LSC/219

SUBJECT: Port Installations at Palermo

TO : Transportation Sub-Commission
Ports and Warehouses Division

1. Attached is letter and a translation from the Italian Ministry of Labor and Social Security proposing that installations and machinery in the shipbuilding yards at Palermo should be transferred to Italian control.

2. As the subject is appropriate to your Sub-Commission no reply has been sent by us to the Ministry of Labor and Social Security. In view of our interest in the labor aspect of the request we shall be grateful for a copy of any reply you send to the Italian authorities.


W. A. BRAINE
Director
Labor Sub-Commission

Encls: 2
as above

604

Translation Baldazzi

/js

MINISTRY OF LABOUR AND SOCIAL SECURITY

Prot. N. 2021-903

7 November 45
ISC - 219To: the Allied Commission
Labour Sub-Commission.

The High Commissioner for Sicily has informed us that before the end of November of the current year, the Shipbuilding-yard of Palermo will be given back by the Allies to the Italian administration.

In order to assure the uninterrupted operation of the ship-building yard and to avoid a dismissal, even if it would be partial, of the workers actually employed in that yard, - a dismissal which would no doubt seriously affect the already critical situation of the workers - we take the liberty to state that it is necessary that the Allied Authorities allow to remain unaltered in the ship yards all the installations and machinery belonging to the Allied. Concerning the payment of the respective material, proper understandings could be reached with the "Societa Cantiere Navali Riuniti", with Headquarters in Rome, Via G. Battista Vico 1.

This Ministry, considering the serious consequences that the deprecable dismissal of the said workers is bound to have, is of the opinion that it would be very wise to accept the proposal made by the High Commissioner for Sicily. Therefore it take leave to submit the same proposal to this Allied Commission and begs to consider it with benevolence and to recommend the acceptance of the same to the competent Allied Authorities.

We will be very glad to know the decisions, if any, to be adopted by this Allied Commission on the subject.

BARBARESCHI.

003

SPF/fd

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation Sub-Commission
Ports & Warehouse Division

PORT REPORTPALERMO, SICILY1. Brief Physical Description.

The port of Palermo is bounded by a North Mole and a South Mole, with a transverse breakwater 637 ft. in length projecting west from the North Mole and thence south 2,654 ft, creating an entrance 875 ft. wide, between its terminal and the South Mole.

There are six main piers, a south basin, and a number of other wharves.

The harbour has suffered considerable war damage, particularly to Piers 3, 4 and 5, but has been restored to excellent operating condition. Numerous improvisations have been made, and large sunken vessels along side piers have been converted into wharves by construction of bridging across same, connected with the piers.

Approximately 40 wrecked vessels still remain in the harbour, half of which are submerged.

The major portion of the harbour and its facilities are now being used by the U.S. Navy.

Attached hereto is a complete chart of the harbour, showing all wrecks, damaged areas, soundings, etc.

2. Shipping Traffic

Considerable ocean-going traffic uses this port. Irrespective of naval use, as many as five vessels of Liberty ship type have been discharged and/or loaded simultaneously.

3. Tides

There is a spring tide variation less than 1 ft.

4. Weather

Harbour is well protected. Bad weather does not disturb shipping and cargo operations.

5. Wharfrage & Depths

Please refer to attached plan for complete details regarding wharves and damages thereto, depths, etc.

creating an entrance 875 ft. wide, between its pier and South Mole.

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Please refer to attached plan for complete details regarding wharves and damages thereto, depths, etc.

6. Water Supply

Numerous water points exist at all Piers 1 to 6. ⁸⁸²

7. Electric Current

Night operations are carried on with ships' lighting.

8. Coal Bunkers

No bunkers are available for commercial coal.

9. Oil Bunkers

Large but undetermined facilities exist for the storage of fuel oil, Diesel oil and gasoline, served by a number of fuel points, as indicated on plan attached. The installations are now being fully operated by the U.S.Navy.

10. Railroad Sidings

Railroad sidings serve Piers 2 to 5 inclusive. Laying of additional railway lines is contemplated to include Piers 1 and 6, which will materially speed up cargo loadings and discharges.

11. Warehouses

All commercial warehouses have been destroyed.

12. Grain Elevators

None.

13. Dry Docks

Graving Dock No 1 can accommodate vessels up to 243 ft. in length, 46 ft. beam and 18 ft. draft.

Dry Dock No 2 can accommodate vessels up to 100 ft. in length, 30 ft. in width and 6 ft. draft.

Dry Dock No 3 is 150 ft. by 50 ft. and is used for small craft only.

14. Dredgers

None

15. Tugboats

One

16. Lighters

Two small lighters (owned by U.S.Navy)

17. Repair Plants

There is a large, fully equipped, repair shop, capable of major repairs to hulls, engines, etc, now operated by U.S.Navy.

18. Hoisting Facilities

No civil cranes. U.S.Navy has one large floating crane, which will be removed when they relinquish port.

19. Stevedore Gear

Cargoes are handled with ships' appliances. Operations are presently conducted with combination of civilian owned gear and gear loaned by Navy. If naval gear is withdrawn, it is recommended that available items comprising one-half of the

None.

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19. Stevedore Gear
Cargoes are handled with ships' appliances. Operations are presently conducted with combination of civilian owned gear and gear loaned by Navy. If naval gear is withdrawn it is recommended that available items comprising one-half of the attached 8 ship stevedore gear port set be furnished for civil operation.
20. Stevedore Contractors
S. Tagliabua & C.
Mancuso & Figli
G.B. Richichi & Figli
Brucato & Inguglia
E. Agnel & C.
Sinagra

21. Labour

A dock labour pool of 500 men is available. This force is inadequate during peak periods. There have been labour shortages and difficulties the past few months, but condition is expected to improve with the contemplated signing of a new M.W.T. labour contract being drawn up.

22. Fed.Consorzi Agrari

This organization is working efficiently. They have handled maximum discharge of 1,300 tons per 24 hours during peak periods. However, their insistence on weighing all cargoes, particularly intact bagged grain, retards movement of road transport.

23. I.C.E.

This organization is operating efficiently, particularly in their delivery and loading of citrus fruits destined for the U.K.

24. Military Cargo

There is no responsibility on the part of A.C. for handling. Other than civil supplies, cargoes are for the Navy. The M.W.T. Representative, Mr. Prince, is acting for the Sea Transport Officer of the U.S. Navy and is governed by the latter's disposal instructions.

Summary of Recommendations

1. If U.S. Navy withdraws naval owned stevedore gear from civil operations, provide 4-ship stevedore gear port set, as per Item 19.

Stanley P. France

STANLEY P. FRANCE
Port Liaison Officer

Attachments :

- 1 Port Plan
- 7 Aereal Photos of Port, etc.

b20

TRANSPORTATION SUB COMMISSION
Ports & Warehouse Division

INTER OFFICE MEMO

Tel. 290
Ref. AC/24.4/28/Tn6

RMB/rvm
20 July 1945

SUBJECT: Stevedore Labor - Palermo
TO : Mr. Merritt H. Taylor, Director
Transportation Sub Commission

1. In connection with the attached copy of cable from Palermo to which a buck slip was attached instructing us to investigate and report, we attach copy of letter addressed by the Labor Sub Commission to the Economic Section, 10 July 1945, which is self-explanatory.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Attachments:
As stated in para 1.

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For attention Labor
Sub. Commission

E/8157

July 05
ROUTINE

PALERMO

ADMIRAL STONE ALLIED COMMISSION ROME

IN CLEAR.

Our longshoremen Union which has been re-organized after the Allied Ban of 1945, until today has fulfilled with discipline and diligence the unloading of coal from steamships in the port of PALERMO, thus preventing other port unions from causing disturbances with strikes and senseless troubles, while the war was going on. Our union, well organized and equipped has always been opposed by Fascists still controlling the "Compagnia Portuale Di Palermo" (Port Company Of Palermo) and seeking to obtain monopolization of labor in order to impose excessive tariffs and to come into possession of our contracts, which can be evidenced by investigations carried out by the Allied Military Police of PALERMO. Since two years we have been working for the state railways, which, through our collaboration have made a saving of many millions of lire. The Ministry of Merchant Marine informs today that it has obtained from the Allied Command the authorization to commit that work exclusively to the Port Unions thus affecting our independent organization, which is composed of efficient workers and men who have been persecuted by Fascism. Back in 1929 they were opposed same as today. Therefore we beg you to intervene in order that under a regime of Freedom, a new attempt against our organization be avoided.

The Allies have fought and shed their blood to give us that Freedom which today after the liberation, they want to deny us. We have always opposed fascism and for that reason we have suffered persecutions; therefore we have the right to get back our jobs again. Today they follow the same old system and avail themselves of a Fascist Law to deprive us of our work. We ask your intervention also as a reward for

Page 2, contd

the collaboration we gave to the Allied Troops since the first day they liberated our city from Nazi-Fascist tyranny. We thank you.

Director Giuseppe Pirrone
Via Ruggiero Settimo Palazzina Scalea Palermo

NOTE:

Translation

DISTRIBUTION:

Action: Labor S/C

Info: Chief Commissioner

Exec Sec

Tn S/C 2

Coal Div

File 2

Fleet



677

HEADQUARTERS ALLIED COMMISSION
LABOR SUB-COMMISSION
APO 394

FP/sc

17 July 1945

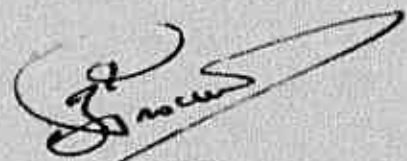
Tel: 416

Ref: LSC/515

SUBJECT: Stevedore Labor - Palermo

TO : Transportation Sub-Commission
Ports and Warehouses Section
Attn: Capt. Allman

1. Attached is copy of report which was forwarded to the Economic Section on 10 July 1945.


E. PROCTOR
Labor Sub-Commission

1 Incl:
Stated

676

HEADQUARTERS ALLIED COMMISSION

APO 394
LABOR SUB-COMMISSION

FF/oe

TEL : Ext. 493

10 July 1945

REF : LSC/515

SUBJECT: Stevedore Labour - Palermo.

TO : Economic Section
(Attention: Capt. Highland)

1. Reference Cable No. E/8157 regarding the Compagnia Portuale di Palermo.

2. The Compagnia Portuale is a State decasualisation dockworkers scheme and is in no way a "Fascist" organization, merely because it is the only stevedore organization recognized in Italian ports. The Compagnia Portuale were originally established by Italian law in 1920 (two years prior to the Fascist regime). Private industry stevedore organizations, such as the Longshoremen mentioned in the cable which crept in are now being frozen out.

3. The matter has been discussed with Transportation Sub-Commission and with General Matteini of the Ministry of Marine and it appears that Director Pirrone has made repeated representations to the Italian Ministry on the lines of the present cable. Indeed considerable correspondence has taken place between Pirrone and the Ministry during the past twelve months. General Matteini has undertaken to furnish to the Sub-Commission a copy of the whole of the correspondence in the course of the next few days.

4. Epuration of Fascist elements of the Portuale is stated to have taken place last year and General Matteini is of opinion that the allegation that such elements are now within the portuale should be discredited.

5. It seems that the Longshoremen Organization in Palermo represents about 80 casual workers, who have not been absorbed into the Compagnia Portuale, which latter has now 580 permanent workers on its pay roll. These 80 men are called for work only when the Portuale's staff is insufficient to cope with the work on hand.

6. The Italian Ministry of Marine are in constant touch with the position at Palermo, and the question of the Longshoremen Union is under constant review.

7. Confidentially it was stated that Pirrone who is really a contractor, is a disreputable person and is to be regarded as an unsatisfactory employer, who exploits workers.

DAVID C. SACHS
Deputy Director
Labor Sub-Commission

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