

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

785015

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10000/100/578
(VOL. II)

NON-OF
JUNE, J
(1 OF 2

170 pp

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10000/100/578
(VOL. II)

NON-OPERATIONAL INTELLIGENCE FROM PW
JUNE, JULY 1943
(1 OF 2)

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1	7878	10/6	10. ASDIC
2	NOI/82 HI(2)6	June	From: CSDIC
3	NA/NOI 2/6	"	"
4	SS/YIII	"	"
5	N. 6/X	9	CSDIC, AF.H.Q.
6	SS/X	16	CSDIC
7	SS/IX	16	CSDIC
8	GR.A.4/0643	18	CSDIC
9	SS/XI	19	CSDIC
10	NOI/73	19	CSDIC
11	S/XIII/ME	17	"
12	S/XIV/ME	18	"
13	SS/XII	25	"
14	SS/XIV	4 July	"
15	SS/XIV/ME	20	"
16	7878	21	"
17	SS/C/1	13	"
18	SS/C/2	14	"
19	SS/C/3	19	"

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A.P.H.C.

19 July 1943.

To SER
Lt Col Stanley Smith
Chief Supply

Rubber Supply Section
Copy Room

17 July

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SECRET

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6. SAN BENEDETTO ULLANO (Prov. Cosenza)
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10. Appendix C (Particolare CATANZARO SALA - CATANZARO)
11. Appendix D (River TURVOLA crossing over Rly)

M. L. MONTI
Wing Commander RAF
Capt U.S.D.I.C. A.P.H.C.

0730

MOST SECRET

ACQUARO (Prov. Catanzaro)

A. SOURCE

P/M SANCHEZ FRANCISCO, farmer, 24 years of age. Last home Jan. '41. Knows his district fairly well. Map reference: Italy 1:100,000, Sheet NO. 246 (Cittanova), 1st Edition.

B. TOWN

I) POPULATION 3500. Farming is the chief occupation. Houses are cut-stone construction, some above 3 storeys in height.

ii) WATER All houses have water laid on. Water is plentiful and of good quality.

Source is SALMERIA MOUNTAINS 2 km. South of town. Brought to a reservoir by means of an aqueduct (details unknown). The reservoir is of concrete, 16 m. square and is located 500 m. South of town. Leading from the reservoir there is a smaller underground aqueduct encircling the town from which water is tapped into the houses.

iii) ELECTRICITY All houses have electricity laid on. It is direct current. Most streets are illuminated by lamps on wooden poles (a few poles are of metal), while others by lamps on metal brackets attached to the corners of houses. Power comes from a small sub-station located on CORRO UMBERTO I.

iv) GAS None. Some cooking and heating done with electricity by wall-to-do, but mostly wood and charcoal used.

v) SEWERAGE As the town's sewerage system is privately owned and operated, only a few houses have W.C.'s. The disposal point is the river AVELLO which flows right through the center of town. The inhabitants who do not have W.C.'s dispose of their waste in receptacles emptied in the same place.

vi) POSTAL FACILITIES The Post Office, located on VIA MARITIMA, occupies the second floor of a 3-storey private house. Mail arrives at ROSIGNO, 19 km. Southwest, via railway, is brought to IMBARI, 5 km. Southwest, by bus and then picked up and brought into town by horse and wagon. Telephone facilities may be found only at the electric sub-station and a telegraph at the Post Office.

vii) RAIL There is no rail at AC. RR. Station in this town. The nearest CC. RR. Station is at IMBARI, 14 km. Northeast.

viii) HOSPITALS None; nearest at ROSIGNO. Malaria is quite prevalent, source being the River AVELLO. Control measures have been adopted but are not effective.

ix) HOTELS The one hotel is on VIA MARITIMA near the River AVELLO. It is a 3-storey, 12-room structure with restaurant facilities.

x) SCHOOLS There are five school buildings scattered throughout town, each for one of the five grades through which the school system runs. These schools occupy what was formerly 1-storey, 5-room private houses renovated to form one large room in each building. Students arrive from a building to another upon completing a grade.

xi) INDUSTRIES There are three olive presses driven by water power from the River AVELLO in town. Olive groves are numerous and oil is sold to nearby towns.

C. WATERCOURSES

RIVER AVELLO

There is a large non-navigable river in this region originating in a chain of mountains SE of town and at least 7 km. long, creating a serious obstacle to operations in this area. The river is the AVELLO which flows right through the center of town and into the River MARITIMO. In the town itself, it is banked by walls of smooth cut-stone and concrete finish, measuring 30 m. from ground level to the river bed. Outside of town the banks vary in depth from 30 m. to 4 m. above winter water level as the river runs through gorges and level spots. These natural banks are excessively

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streets are illuminated by lamps on wooden poles (a few poles are of metal), while others by lamps on metal brackets attached to the corners of houses. Power comes from a small sub-station located on CORSO VERDI I.

iv) GAS None. Some cooking and heating done with electricity by well-to-do, but mostly wood and charcoal used.

v) SEWERAGE As the town's sewerage system is privately owned and operated, only a few houses have W.C.s. The disposal point is the river AVELLO which flows right through the center of town. The inhabitants who do not have W.C.'s dispose of their waste in receptacles emptied in the same place.

vi) POSTAL FACILITIES The Post Office, located on VIA MARITIMA, occupies the second floor of a 3-story private house. Mail arrives at ROSARIO, 19 km. Southwest, via railway, is brought to DANALI, 5 km. Southwest, by bus and then picked up and brought into town by horse and wagon. Telephone facilities may be found only at the electric sub-station and a telegraph at the Post Office.

vii) CANAL There is no canal or CC. RR. Station in this town. The nearest CC. RR. Station is at ARONA, 14 km. Northeast.

viii) HOSPITALS None; nearest at ROSARIO. Malaria is quite prevalent, source being the River AVELLO. Control measures have been adopted but are not effective.

ix) HOTELS The one hotel is on VIA BELLO near the River AVELLO. It is a 3-story, 12-room structure with restaurant facilities.

x) SCHOOLS There are five school buildings scattered throughout town, each for one of the five grades through which the school system runs. These schools occupy what were formerly 1-story, 5-room private houses renovated to form one large room in each building. Students arrive from an building to another upon completing a grade.

xi) INDUSTRIES There are three olive presses driven by water power from the River AVELLO in town. Olive groves are numerous and oil is sold to nearby towns.

C WATERCOURSES

RIVER AVELLO

There is a large non-navigable river in this region originating in a chain of mountains SE of town and at least 7 km. long, creating a serious obstacle to operations in this area. The river is the AVELLO which flows right through the center of town and into the River MARZOTTO. In the town itself, it is banked by walls of smooth cut-stone and concrete finish, measuring 30 m. from ground level to the river bed. Outside of town the banks vary in depth from 30 m. to 4 m. above winter water level as the river runs through gorges and level spots. These natural banks are excessively steep and rocky and studded with small bushes. The water is always clear. Winter depth is normally 1 m., but after heavy rains the depth increases to 6 m. in spots. Summer depth is normally 30 cm. The current is exceptionally strong after heavy rains, but even when there is only 1 m. of water it cannot be forded. It is fordable only in the summertime at those places where the banks are only 4 m. high. The bed of the river consists of rock. As the stream bed is cupped within the town itself, the water does not reach the wall banks in the summer and the watercourse is not more than 2 m. across.

BRIDGE OVER RIVER AVELLO

At the foot of VIA AVELLO there is a concrete bridge over which passes the road. LIDIDE - ARONA - DASA. The bridge is of cut-stone and concrete, single-arched and slightly curved, about 25 m. long and 5 m. wide with parapets 1.30 m. in height, a sketch of which appears in Appendix A.

South of town the River is also spanned by two other bridges about 300 m. apart. Both are of wood, consisting only of flat wood beams laid across the river banks. Both are about 12 m. long and only 1.5 m. wide and only for pedestrian use only. P/W believes they could sustain the weight of a jeep.

NOT SECRETACQUARO (Prov. Catanzaro) Cont.D COMMUNICATIONSa) ROADS

ACQUARO - 750900 - ACQUARO. From ROSARIO to 750900 one travels the main road, of asphalt surface, well-drained and over 6 m. wide. From 750900 the road is metalled but of earth surface, wide enough, however, to permit 2-way traffic. Drainage ditches outside of the many towns through which it passes are generally dirt ditches. Within and near the towns they are of smooth stone and concrete, generally about 30 cm. wide and 50 cm. deep. The road passes through very hilly country and has many treacherous curves, some protected by stone walls about 1 m. in height. There are no other walls bordering the road. There is a little mud after heavy rains but not sufficient to hinder traffic. Curves, however, become very dangerous. There is only low vegetation on land adjoining. In passing through the towns along the road, the road retains its normal width and does not form a bottleneck.

b) BRIDGE at 750900

P/W remembers passing a long bridge at this point but is unable to furnish any details.

E COUNTRYVIEW

The terrain around this town is not suited to tank warfare. The town is surrounded by mountains on the East and West. It is built on valley sides with the River MELLO cutting it in half. The terrain of the valley sides is soft becoming very muddy with rains, and landslides are fairly frequent. The valley bottom at the River's edge is cultivated heavily with olive groves, while on the hillside will be found cereals, tomatoes, onions, potatoes, lettuce, peppers and vines. Many portions of the terrain are rocky and impassable even to tracked vehicles. Fields are divided in some places by barbed wire fences about 1 1/2 m. high and in others only by shallow ditches.

9749

MOST SECRET

NOTRICHILLO (Prov. Catanzaro)

A SOURCE

P/W MERCURIO RAFFAEL, farmer, 29 years of age; lived in district all his life and well-acquainted with it. Observant and reliable. Last home June 1942.
Map Reference: Italy 1:100,000, Sheet NO. 242 (CATANZARO) first edition.

B TOWN

i) POPULATION 5/6000. Chief occupation is farming. Houses are mostly 1-storey high and of cut-stone construction. This town is in the process of being built up and is rapidly expanding.

ii) WATER None of the houses have water laid on. Water for all purposes is drawn from the River CROCCIO, 2 1/2 km. West of town and transported in receptacles on mule-back. There are no fountains in town and only a few wells in the country. Water is plentiful but quality is not too good.

iii) ELECTRICITY All houses have electricity laid on. Streets are not illuminated. No power station in town. Source is not known but P/W states that an electric power line running along the coastal road supplies the town.

iv) GAS None. Wood used exclusively for cooking and heating.

v) SEWAGE Houses do not have W.C.'s. Waste in receptacles is disposed of at various places in the countryside.

vi) POSTAL FACILITIES The Post Office is located at the Town Square and occupies one room of a 3-room private house. Mail comes from CATANZARO via Rly. There are no telephones in town, but there is a telegraph at the Post Office.

vii) GAM There is neither a gai nor a casino. Station in town. The nearest CC. RM. Station is at CROCCIO, 7 km. NW.

viii) HOSPITALS None. Nearest at CATANZARO. Only 1 doctor resides in town. Malaria is prevalent.

ix) HOTELS None.

x) SCHOOLS There are four 1-storey, 1-room schools scattered through town. Illiteracy is widespread as school attendance is small.

xi) INDUSTRIES This is a rich wheat section and large quantities are sold to nearby towns. Some cheese is also sold.

C BEACHES

P/W is familiar with that stretch of the beach on the coast between the Rivers CROCCIO and LACINA. It is a sloping, sandy beach (gradient 1:7 m.) with many sand bars offshore, rising gradually to the mainland. There is about 100 m. of fine sand suitable for motor vehicles. There are no rocks offshore. The beach is backed by a coastal road, but entrance to the mainland is blocked by a fly embankment (described under Communications). Once beyond this embankment, the vicinity of the River CROCCIO should be avoided, as cliffs 3 m. high adjoin the coastal road there. The beach is free of barbed wire entanglements.

D MARBOGMENTS

i) RIVER CROCCIO. A non-navigable river 2 1/2 km. West of the town. Width varies from 60 m. inland to 40 m. at the coastal road. Banks are grassy and gentle in slope and 5 m. above normal winter water depth of 1 m. Summer water depth is about 30 cm. River runs dry. Bed is rocky. Water is clear (used as drinking water). Current strong in winter and sluggish in summer. Fordable at all points only in

Water is plentiful but quality is not too good.

iii) ELECTRICITY All houses have electricity laid on. Streets are not illuminated. No power station in town. Source is not known but P/W states that an electric power line running along the coastal road supplies the town.

iv) GAS None. Wood used exclusively for cooking and heating.

v) SEWAGE Houses do not have WC's. Waste in receptacles is disposed of at various places in the countryside.

vi) POSTAL FACILITIES The Post Office is located at the Town Square and occupies one room of a 3-room private house. Mail comes from CATANZARO via Rly. There are no telephones in town, but there is a telegraph at the Post Office.

vii) GAR There is neither a gar nor CC. RR. Station in town. The nearest CC. RR. Station is at CROFANI, 7 km. NW.

viii) HOSPITALS None. Nearest at CATANZARO. Only 1 doctor resides in town.

Malaria is prevalent.

ix) HOUSES None.

x) SCHOOLS There are four 1-storey, 1-room schools scattered through town.

illiteracy is widespread as school attendance is small.

xi) INDUSTRIES This is a rich wheat section and large quantities are sold to nearby towns. Some cheese is also sold.

BEACHES

P/W is familiar with that stretch of the beach on the coast between the Rivers CROCCIO and TACINA. It is a sloping, sandy beach (gradient 1:7 m.) with many sand bars offshore, rising gradually to the mainland. There is about 100 m. of fine sand suitable for motor vehicles. There are no rocks offshore. The beach is backed by a coastal road, but entrance to the mainland is blocked by a Rly embankment (described under Communications). One, beyond this embankment, the vicinity of the River CROCCIO should be avoided, as cliffs 3 m. high adjoin the coastal road there. The beach is free of barbed wire entanglements.

WATERCOURSES

i) RIVER CROCCIO. A Non-navigable river 24 km. West of the town. Width varies from 60 m. inland to 40 m. at the coastal road. Banks are grassy and gentle in slope and 5 m. above normal winter water depth of 1 m. Summer water depth is about 30 cm. Never runs dry. Bed is rocky. Water is clear (used as drinking water). Current strong in winter and sluggish in summer. Fordable at all points only in summer, but doubtful whether negotiable by M.

ii) ROAD and RLY BRIDGE over RIVER CROCCIO. A steel road-bridge spans this river, details of which are found in Appendix B.

iii) RIVER TACINA. A Non-navigable river about 4 km. East of town. Width varies from 40 m. inland to 15 m. at the coastal road. Banks are grassy, and are alternately steep and gentle, and about 5 m. above winter water depth of 1 m. Summer water depth is constantly 30 cm. Winter current is exceptionally strong, especially after heavy rains. Spates are frequent in winter. Summer current is sluggish. Not fordable in winter. Bed is muddy and water is cloudy.

iv) ROAD BRIDGE over RIVER TACINA. This bridge is of same type construction as road bridge spanning River CROCCIO except it is only 15 m. long.

v) RAILWAY BRIDGE over RIVER TACINA. This bridge is 5 m. distant from the road bridge and of same construction as railway bridge spanning the River CROCCIO except it is only 25 m. long.

MOST SECRETBOTHICELLO (Prov. Catanzaro) Cont.E COMMUNICATIONSa) ROADS

COASTAL Road BOTHICELLO - MARINA di CATANZARO. Metalled, of gravel-surface except in vicinity of MARINA di CATANZARO where a stretch is asphalted. Construction of the road is probably continuing. The road easily permits 2-way UT. Earth drainage ditches are 50 cm. deep, 30 cm. wide. There are no walls bordering it and the adjoining land is for the most part cultivated with wheat, affording easy passage into the countryside except in the vicinity of the River CRONCHIO where cliffs about 3 m. high will be found.

b) RAILWAYS

BOTHICELLO - MARINA di CATANZARO. There is a standard-gauge, single-track coastal Rly running along an embankment 2 m. high and about 4 m. wide. 7/W unable to state whether embankment exists as far as MARINA di CATANZARO. There are no cuts or exits through the embankment in the vicinity of BOTHICELLO. Sleepers are of concrete.

The Rly Station serving BOTHICELLO is a small 1-storey structure with a stone paved platform, without sidings.

F COUNTRYSIDE

The region around this town consists of plains and rolling country sloping gently down to the sea. The terrain is firm, free from rocks and does not become soggy even after heavy rains. It is cultivated exclusively with wheat. There are no walls or fences dividing the fields.

COASTAL ROAD BOTRICELLO - MARINA di CATANZARO. Metalled, of gravel-surface except in vicinity of MARINA di CATANZARO where a stretch is asphalted. Construction of the road is probably continuing. The road easily permits 2-way MT. Earth drainage ditches are 50 cm. deep, 30 cm. wide. There are no walls bordering it and the adjoining land is for the most part cultivated with wheat, affording easy passage into the countryside except in the vicinity of the River CROCONIO where cliffs about 3 m. high will be found.

b) RAILWAYS

BOTRICELLO - MARINA di CATANZARO. There is a standard-gauge, single-track coastal Rly running along an embankment 2 m. high and about 4 m. wide. P/W unable to state whether embankment exists as far as MARINA di CATANZARO. There are no cuts or exits through the embankment in the vicinity of BOTRICELLO. Sleepers are of concrete.

The Rly Station serving BOTRICELLO is a small 1-storey structure with a stone paved platform, without sidings.

F COUNTRYSIDE

The region around this town consists of plains and rolling country sloping gently down to the sea. The terrain is firm, free from rocks and does not become soggy even after heavy rains. It is cultivated exclusively with wheat. There are no walls or fences dividing the fields.

MOST SECRET

CATANIA R.O.

(Map Reference: Italy 1:50,000 Catanzaro sheet 242-IV)

A. SOURCES

- a) P/W VITALIANO MARINO. A 23 year-old man. List here in March '41. Fairly intelligent and reliable.
- b) P/W RIZZUTI EMANUELE. A 30 year-old baker. Served several years in the Army in CALABRIA before outbreak of war. Last there in 1936. Strong anti-Fascist, reliable. (see report SS/C/1).
- c) P/W AQUILONE NICOLA. A 25 year-old accountant. Lived in CATANZARO all his life and knows area intimately. Last there in Nov. '42. Cautious, intelligent and reliable.

B. TOWN

275

i) POPULATION 50,000. Chief occupations are masonry and farming. Houses are of cut-stone construction, none higher than 3 storeys. Town is situated on a flat-top mountain about 300 m. above sea-level.

ii) WATER Water is brought into town by gravity flow from the SILA MOUNTAINS, about 30 km. North, by an underground aqueduct of cement pipes 1 m. in diameter. All houses have water laid on. Water pressure is medium and does not vary. The water pipes, 3 m. below street surface, are of cement, 20 cm. in diameter. Every 200 m. along these mains there is a shut-off valve to check the flow of water in case of a break. These are also used as fire hydrants. Water is plentiful and of good quality.

iii) ELECTRICITY All homes have electricity laid on. Direct current is used and the bulbs used in the houses vary from 15 CP to 60 CP. When only 15 CP bulbs are used in a house, there is a flat rate of 10 lire monthly and most poorer families take advantage of this. Most streets are illuminated by lights suspended about 50 to 60 m. apart in the center of the streets. Power and telephone wires are strung along the sides of the houses on iron brackets. Source of electricity is from a hydroelectric station in the SILA MOUNTAINS, location unknown. P/W AQUILONE states that power lines enter the city on the North at PIAZZA MARCHE BIANCHI and lead into a sub-station there. This sub-station measures 30 m. x 30 m. and is a 2-story structure. P/W VITALIANO states that this sub-station is no longer used and that the power lines now lead into a new sub-station located about 1 1/2 km. South of Stations di CATANZARO. This is a 3-story structure. In either case, the sub-station also furnishes power for the nearby towns of GALLIANO, CATANZARO DI MARINA, SIANO, SETTIMANO, IRIOLIO, GREGGIANO, PERONE and PATTINARO.

iv) GAS The houses of the well-to-do have gas laid on but the gas supply was discontinued at outbreak of war. The gas-works are located about 200 m. North of the CATANZARO Rly Station in the CATANZARO - CATANZARO DI MARINA Road. The gas cylinder is 5 m. high and 3 m. in diameter. The well-to-do do most cooking and heating by electricity, but most of the inhabitants use charcoal and wood. Charcoal is plentiful.

v) SEWERAGE All houses have W.C.'s and the town has a modern underground sewerage system, which empties into the River LA FINESTRA, South of the town.

vi) POSTAL FACILITIES The Post Office is a large 2-story structure located at the center of town on the CORSO VITTORIO EMANUELE III. Mail is brought to

i) POPULATION 50,000. Chief occupations are masonry and farming. Houses are of cut-stone construction, none higher than 3 storeys. Town is situated on a flat-top mountain about 300 m. above sea-level.

ii) WATER Water is brought into town by gravity flow from the SULA MOUNTAINS, about 30 km. North, by an underground aqueduct of cement pipes 1 m. in diameter. All houses have water laid on. Water pressure is medium and does not vary. The water pipes, 4 m. below street surface, are of cement, 20 cm. in diameter. Every 300 m. along these mains there is a shut-off valve to check the flow of water in case of a break. These are also used as fire hydrants. Water is plentiful and of good quality.

iii) ELECTRICITY All homes have electricity laid on. Direct current is used and the bulbs used in the houses vary from 15 CP to 60 CP. When only 15 CP bulbs are used in a house, there is a flat rate of 10 lire monthly and most poorer families take advantage of this. Most streets are illuminated by lights suspended about 50 to 60 m. apart in the center of the streets. Power and telephone wires are strung along the edge of the houses on iron brackets. Sources of electricity is from a hydroelectric station in the SULA MOUNTAINS, location unknown. P/W SQUILLACE states that power lines enter the city on the North at PIAZZA MICHELE BIANCHI and lead into a sub-station there. This sub-station measures 30 m. x 30 m. and is a 2-storey structure. P/W VILABINO states that this sub-station is no longer used and that the power lines now lead into a new sub-station located about 14 km. South of Stazione di CATANZARO S.M.A. This is a 3-storey structure. In either case, the sub-station also furnishes power for the nearby towns of GACCIANO, CATANZARO DI MARINA, SIANO, SETTINGIANO, TIRIOLO, GIUNGLINO, PENICONE and PONTICELLI.

iv) GAS The houses of the well-to-do have gas laid on but the gas supply was discontinued at outbreak of war. The gas-works are located about 200 m. North of the CATANZARO Fly Station in the CATANZARO - CATANZARO DI MARINA Road. The gas cylinder is 6 m. high and 3 m. in diameter. The well-to-do do most cooking and heat fire by electricity, but most of the inhabitants use charcoal and wood. Charcoal is plentiful.

v) SEWERAGE All houses have W.C.'s and the town has a modern underground sewerage system, which empties into the River LA FILARELLA, South of the town.

vi) POSTAL FACILITIES The Post Office is a large 2-storey structure located at the center of town on the CORSO VITTORIO EMANUELE III. Mail is brought to CATANZARO from all points and is then distributed to the nearby towns. Some houses and offices have telephone facilities. The telephone Central and telegraph Station are both located in the Post Office Building.

vii) GACC. The "MACCHETTES SAN GIOVANNI" is located on PIAZZA MICHELE BIANCHI and is a 3-storey structure about 30 m. x 25 m., capacity unknown. The C.C. H.Q. Station with about 300 CP. H.Q. is located across from the Post Office in a 2-storey structure. This is the headquarters for C.C. H.Q. serving the nearby towns and is commanded by a Colonel.

viii) HOSPITALS

- 1) CEMENTILE CIVILE A 3-storey structure with a capacity of about 200 located on the VIA CATEDRALI. It has modern surgical facilities.
- 2) CEMENTILE MILITARE A 3-storey structure located near LA S. ADOLFO in the H.Q. part of town. Capacity about 500. Has modern equipment.
- 3) There are about 25 doctors in the town and no prevalent diseases.

ix) HOTELS

- 1) "CENTRALE" A newly-renovated, 3-storey structure with about 60 rooms located on CORSO VITTORIO EMANUELE III. Largest and best hotel in town. Has restaurant facilities.

MOST SECRETCATANZARO Cont. (2)

- 2) "MODERNO" A 3-storey, 25-room structure, built in 1938, located on PIAZZA MICHELE BIANCHI. No restaurant facilities.
- 3) "BENZIL" A 2-storey modern restaurant, formerly a hotel, located on CORSO VITTORIO EMANUELE III and controlled by the "CENTRALE".

x) SCHOOLS

- 1) ELEMENTARY A 2-storey structure located on VIA CATENA, capacity about 500.
- 2) HIGH SCHOOL (GIMNASIO) A 2-storey structure located on CORSO VITTORIO EMANUELE III, capacity 400.
- 3) MAGISTRAL A newly constructed, modern school for teaching, 2-storey high, located on VIA BARRICCHI, capacity 500.
- 4) INDUSTRIAL An industrial trade school, 2-storey high, located on PIAZZA MICHELE BIANCHI, capacity 200.
- 5) TECNICA A Technical school, 2-storey high, located near the INDUSTRIAL on PIAZZA MICHELE BIANCHI, capacity 400.

x1) INDUSTRIES None.C BEACHES

For report on beach at MARINA di CATANZARO, see report NO. S/6/2, 14 July 1943.

D WATERCOURSES

There are two streams flowing West (LA PUMARILLA) and East (FUMONE MICHELE) of the town and joining at CATANZARO SALA about 1 km. South of the town. LA PUMARILLA flows through the valley between the mountain on which the town is situated and the mountain to the West. It is composed of a series of three or four streams flowing along one bed which converges and form one main stream only after heavy rains. At those times, it is about 20 m. wide and never runs less than 100 m. Its current is strong after heavy rains but otherwise sluggish. In the summer, it dries up completely. The stream bed is of fine sand which is used, in winter, by the masses from town who drive carts right down onto the stream bed. The banks along the stream are possible to light up during the summer at any point, South and West of the town. During the winter, the banks become soft and muddy and the river is not possible to light.

From point 260375 North on LA PUMARILLA, and from CATANZARO SALA North, on FUMONE MICHELE, the streams run through deep valleys or gorges and are not passable by road at any time.

The water in LA PUMARILLA is clear and is used by the masses of the town to do their washing in shallow concrete basins built along the edge of the stream.

E COMMUNICATIONSa) Roads

- 1) Road MARINA di CATANZARO - CATANZARO SALA. A metalled, asphalt road 4 to 5 m. wide permitting 2-way traffic. On the 5 miles along there is a cement drainage ditch about 60 cm. deep, beyond which there is a stone and cement wall 1 1/2 to 2 m. high, which prevents the water from sliding down onto the road. The road is normally dry and is the only road from CATANZARO to CATANZARO SALA. It is not passable in heavy rains.

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- high, located on VIA BARRICCHI, modern school for teaching, capacity 500.
- 4) INDUSTRIALE An industrial trade school, 3-storey high, located on VIA FUMARELLA. It is composed of a series of three or four situated and the mountain to the West. It is composed of a series of three or four streams flowing along one bed which converges and form one vein of water only after heavy rains. At those times, it is about 2 1/2 m. wide and never more than 1 m. deep. Its current is strong after heavy rains but otherwise sluggish. In the current, it dries up completely. The stream bed is of fine sand which is used, in part, by the masses from town who drive carts right down into the stream bed. The banks along the stream are not passable to light traffic during the summer at any point South and West of the town. During the winter, the banks become soft and muddy and the river is not passable to MT.
- 5) TECNICA A technical school, 2-storeys high, located near the DUSMIL on PIAZZA MICHELE BIANCHI, capacity 400.

xi) INDUSTRIES None.

C BEACHES

For report on beach at MARINA di CATANZARO, see report 81. 85/C/2, 14 July 43.

D WATERCOURSES

There are two streams flowing West (LA FUMARELLA) and East (FUMARELLA) of the town and joining at CATANZARO SALA about 1 km. South of the town. LA FUMARELLA flows through the valley between the mountain on which the town is situated and the mountain to the West. It is composed of a series of three or four streams flowing along one bed which converges and form one vein of water only after heavy rains. At those times, it is about 2 1/2 m. wide and never more than 1 m. deep. Its current is strong after heavy rains but otherwise sluggish. In the current, it dries up completely. The stream bed is of fine sand which is used, in part, by the masses from town who drive carts right down into the stream bed. The banks along the stream are not passable to light traffic during the summer at any point South and West of the town. During the winter, the banks become soft and muddy and the river is not passable to MT.

From point 240575 North on LA FUMARELLA, and from CATANZARO SALA North on FUMARELLA, the streams run through deep valleys or gorges and are not passable by MT at any time.

The water in LA FUMARELLA is clear and is used by the women of the town to do their washing in shallow concrete basins built along the edge of the stream.

E COMMUNICATIONS

a) ROADS

1) Road MARINA di CATANZARO - CATANZARO SALA. A metalled, gravel road, 4 to 5 m. wide, permitting 2-way traffic. On the E. side, there is a cement drainage ditch about 60 cm. deep; beyond the ditch there are stones and cement walls 1 1/2 to 2 m. high, which prevent the earth from sliding down onto the road. The road is generally level, and has few curves, none dangerous. It never becomes flooded, even in heavy rains. Occasional snow-drifts have no effect on the road. About 2 km. North of MARINA di CATANZARO there is a level-crossing. The road bridge, about 100 m. South of the crossing is of stone and cement construction, 25 to 30 m. long and permitting only 1-way traffic. The terrain to the East of the road is very hilly and not suitable for MT. On the Western side, the terrain is fairly level and cultivated with olive and fruit trees about 2 to 3 m. high. These trees are found both in groups and scattered. MT can drive directly off the road on the Western side without difficulty.

ii) CATANZARO SALA - CATANZARO. Metalled, gravel road, 4 to 5 m. wide, permitting 2-way traffic. This is a treacherous, winding road with many curves and steep gradients winding up the mountainside. Curves on this road are guarded by walls of natural rock and cement, 1 m. high and 5 m. thick. It is not possible for MT to drive off the road. When this road reaches CATANZARO, at DELLA VITTA, it divides into three roads: the VIA OSTENIA, along the Eastern edge of the city; the VIA PRATICA, along the Western edge of the city; and the CORSO VITTORIO EMANUELE III, through the center of the city. These three roads remain on another 5 PIAZZA MICHELE BIANCHI on the Northern edge of CATANZARO.

MOST SECRET

CATANZARO Cont. (3)

iii) VIA OSPEDALE. A metalled, asphalt road 4 m. wide permitting 2-way traffic. A level road with drainage ditches 50 cm. deep and 20 cm. wide on the Western or city side of the road. MT can not drive off the road because of the houses on the Western side and the steep mountain slopes on the Eastern side. There are guard walls along the Eastern sides at various points.

iv) VIA PRATICA. A metalled, earth and gravel-surface road about 3 m. wide permitting only 1-way traffic. It runs along the side of the mountain and is bordered on the Western edge by a stone and cement wall about 1 m. high and 50 cm. thick. The road is about 4 m. below the level of the town and its Eastern side is bordered by a retaining wall 1 1/2 m. high for the entire length of the road. Three side roads permit vehicles to turn off this road into the town. There is a drainage ditch 50 cm. deep on the town (Eastern) side and the road is not affected by rain. MT are confined to the road except at the 3 side roads mentioned above.

v) CORSO VITTORIO EMANUELE III. A metalled, paved road varying in width from 2 1/2 to 4 m. 2-way traffic is possible only along certain sections. The road is bordered by sidewalks 2 1/2 m. wide (2). The road is well-drained and not affected by rain. A single-track electric tram operates along 273 m. road from SANTA CATRINA, near BELLA VISTA, to PINZA MICHELE BIANCHI. It also makes two trips daily to PONTOLANDE, a small town 3 km. North of CATANZARO. vi) ROAD CATANZARO - MARCELLINARO. V/W knows only a short section of this road near CATANZARO. A metalled, asphalt-surface road about 4 m. wide permitting 2-way traffic. It has many curves, some dangerous, and many changes in elevation. The bridge just outside of the city is made of stone and cement, is 23 m. long and permits only 1-way traffic.

vii) ROAD CATANZARO - PENTONE. A metalled, paved road about 5 m. wide permitting 2-way traffic. The narrow-gauge electric tram runs along this road as far as PONTOLANDE.

b) BRIDGE over LA FUMARELLA

At Z 253264, Road (11) crosses LA FUMARELLA on a single-arch, curved concrete bridge 5 m. long, 4 m. wide, with parapets 1 m. high.

c) RAILWAYS

1) MARINA di CATANZARO - CATANZARO. A single-track standard-gauge Rly. It runs alongside the road all the way to CATANZARO SALA where the Station for the City is found. The Station is a 1-story structure about 25 m. x 15 m. with a baggage room, 3 ticket cages, 3 waiting rooms, and a platform. There are two sidings actuated by manually-operated switches. Each siding has a capacity of 15 cars. A short distance after leaving CATANZARO SALA, the Rly passes through a tunnel (GALLERIA del SANSENETO) about 2 km. long, starting at Z 252363 and ending at Z 229353. This tunnel is uphill and requires about 45 minutes for the train to negotiate it.

The Rly Station at MARINA di CATANZARO is a 1-story structure, 30 m. x 15 m. with six sidings.

The Rly continues on from CATANZARO to COSENZA, SANTA ESPIRITO, and NAPLES. It is a steam Rly with manually-operated signals as far as SANTA ESPIRITO, where it is electrified.

2) CATANZARO - CATANZARO - COSENZA. A single-track narrow-gauge

length of the road. Three side roads permit vehicles to turn off this road into the town. There is a drainage ditch 50 cm. deep on the town (Eastward) side and the road is not affected by rain. AT are confined to the road except at the 3 side roads mentioned above.

- v) CORSO VITTORIO EMANUELE III. A metalled, paved road varying in width from 24 to 4 m. 2-way traffic is possible only along certain sections. The road is bordered by sidewalks 24 m. wide (?). The road is well-drained and not affected by rain. A single-track electric tram operates along the road from SANTA CATERINA, near BELLA VISTA, to PIAZZA VINCENZO PIANCHI. It also makes two trips daily to PONTORLANDO, a small town 3 km. North of CATANZARO.
- vi) ROAD CATANZARO - MARCELLINARO. 5/4 knows only a short section of this road near CATANZARO. A metalled, asphalt-surface road about 4 m. wide permitting 2-way traffic. It has many curves, some dangerous, and many changes in elevation. The bridge just outside of the city is made of stone and cement, is 20 m. long and permits only 1-way traffic.

- vii) ROAD CATANZARO - PENTONE. A metalled, paved road about 5 m. wide permitting 2-way traffic. The narrow-gauge electric tram runs along this road as far as PONTORLANDO.

b) BRIDGE OVER LA FUMMARELLA

At Z 255364, ROAD (ii) crosses LA FUMMARELLA on a single-arch, curved concrete bridge 5 m. long, 4 m. wide, with parapets 1 m. high.

c) RAILWAYS

i) MARINA DI CATANZARO - CATANZARO. A single-track standard-gauge Rly. It runs alongside the road all the way to CATANZARO SALA where the Station for the City is found. The Station is a 1-story structure about 25 m. x 15 m. with a baggage room, 3 ticket cases, 3 waiting rooms, and a platform. There are two sidings actuated by manually-operated switches. Each siding has a capacity of 15 cars. A short distance after leaving CATANZARO SALA, the Rly passes through a tunnel (GALLERIA DEL SANSEBATO) about 2 km. long, starting at Z 252363 and ending at Z 229351. This tunnel is uphill and requires about 45 minutes for the train to negotiate it.

The Rly Station at MARINA DI CATANZARO is a 1-story structure, 30 m. x 15 m. with six sidings.

The Rly continues on from CATANZARO to CORSENTA, SANTA RUFINA, and NAPLES. It is a steam Rly with manually-operated signals as far as SANTA RUFINA, where it is electrified.

ii) RLY MARINA DI CATANZARO - CATANZARO - CORSENTA. A single-track narrow-gauge Rly with wooden sleepers operated by the LUCANIA RLY ASSN. The Rly Station at CATANZARO is directly opposite the standard-gauge Rly Station and connected to it by a passenger bridge over the rails, 70 m. long, 3 m. wide, and constructed of steel. After leaving the Station, the Rly by-passes CATANZARO on the West, running parallel to VIA PRATICA and about 8 m. lower on the side of the mountain. Beyond the City, the Rly passes through a series of tunnels, details unknown. Signals along the route are manually operated.

iii) FUNICULAR CATANZARO SALA - CATANZARO. A passenger funicular, about 1 km. long and rising about 150 m. in elevation. It functions by a combination of gravity and electric power, and is single-track, standard-gauge with a passing loop. One train goes downhill and another goes uphill simultaneously each with a capacity of 40 passengers including standees. In negotiating the climb, the funicular passes through a tunnel about 100 m. long. At the bottom side of this tunnel is located the passing loop. The town terminus is at SANTA CATERINA where connections are made with the tram operating on the CORSO VITTORIO EMANUELE III. A detailed sketch of the funicular appears in Appendix C.

MOST SECRETCATANZARO Cord. (L)*String*

6 iv) RLY BRIDGE at Z 253359. A steel box-type bridge, with two spans, 6 m. long and 2 m. wide, over which passes the narrow-gauge RLY MARINA di CATANZARO - CATANZARO.

v) RLY BRIDGE at Z 254630. A reinforced, concrete, single-arch bridge 6 m. long and 3 m. wide over which passes the standard-gauge RLY MARINA di CATANZARO - CATANZARO.

F COUNTRYSIDE

The town is situated on a flat top mountain about 300 m. above sea-level and is surrounded by a chain of mountains. The valley is flat bottomed and richly cultivated and the sides are sufficiently gentle in slope to permit cultivation. The terrain is firm and natural drainage to streams prevents swampiness after heavy rains. Along the valley bottoms will be found cereals, tomatoes, pepper, squash, egg plants, peach, pear and fig trees. Olive trees are generally planted only along the sides of the valleys. Fields are divided by barbed wire fences of 3 strands about 1 m. high and by shallow ditches not more than 10 cm. deep. Scattered and low vegetation offers little concealment for MT.

G MILITARY

The 207th Inf. Regt is stationed at CATANZARO with Regt. Hq. in a 3-story building on VIA PONTECORRE just North of the City (Nov. '62).

H FIRE-FIGHTING FACILITIES

There is one fire station located on CORSO VITTORIO EMANUELE III. It has one truck equipped with hose, ladders and a large water tank and pump, and two motorcycles. Entire personnel consists of 5 firemen. The connections on the water mains are located on the shut-off valves mentioned in B (11). Information on exact dimensions of couplings unavailable.

MOST SECRET

COSENZA (Prov. Cosenza)

A SOURCE

DE MARIA MARIO, 22 year-old student, very unobservant. Not very reliable. He was in COSENZA for 1 year ending Nov. '41; the previous 6 months he had spent in ROME.

B TOWN

- i) POPULATION About 45,000; mainly farmers and shop-keepers.
- ii) WATER Is laid on in most homes. P/W did not know the source or other details.
- iii) ELECTRICITY The majority of homes and streets are equipped with electricity. No details are available.
- iv) GAS None.
- v) SEWERAGE Practically all homes have WC's which are connected to an underground system; P/W could give no further details.
- vi) POSTAL FACILITIES The town has a 2-story Post Office with Telephone and Telegraph facilities. Some homes, offices, and shops are equipped with telephones.
- vii) HOTELS

- 1. IMPERIAL or GRAND HOTEL is a 3-story structure containing 50 to 60 rooms.
- 2. The EXCELSIOR also has about 50 to 60 rooms in a 3-story building.
- 3. There are several smaller second and third class hotels.

viii) GAOI

ix) HOSPITALS

- 1. OSPEDALE CIVILE is a 2-story structure spread out over a wide area 271 capacity unknown.
- 2. A hospital was under construction in '41 but P/W thinks that work has probably stopped on it due to the war.

x) SCHOOLS

- 1. There is a 2-story elementary school near the Post Office.
- 2. 1 gymnasium of 2 storeys.
- 3. 1 magistrale of 2 storeys.
- 4. 1 agricultural secondary school, also of 2 storeys.

xi) INDUSTRIES

None.

C COMMUNICATIONS

a) RAILS

- i) COSENZA - ROVITO Appellated, wide enough for 2-way traffic. The bridge over which this road passes, as it enters COSENZA, is made of wood. It is about 3 m. wide, fit for 1-way vehicle traffic, and has a foot-walk. P/W claimed it was 15 m. above the stream level.
- ii) P/W knew nothing of the State road running North and South through the city. However, the bridge it crosses just North of COSENZA is of cement construction, 4 to 5 m. wide, fit for 2-way traffic, and reaches a height of 4 to 5 m. above the stream.
- iii) COSENZA - CENISANO This road, running West from COSENZA is made of gravel and earth. It is about 3 m. wide, permitting 1-way traffic. It climbs gradually towards CENISANO. There are some curves, but only a few are dangerous.

- iv) GAS None.
- v) SEWERAGE Practically all homes have WD's which are connected to an underground system; P/W could give no further details.
- vi) POSTAL FACILITIES The town has a 2-story Post Office with telephones and telegraph facilities. Some homes, offices, and shops are equipped with telephones.
- vii) HOTELS
1. IMPERIAL or GRAND HOTEL is a 3-story structure containing 50 to 60 rooms.
 2. The EXCELSIOR also has about 50 to 60 rooms in a 3-story building.
 3. There are several smaller second and third class hotels.
- viii) GASOL P/W knows of a gasol, 3 storeys in height.
- ix) HOSPITALS
1. OSPEDALE CIVILE is a 2-story structure spread out over a wide area. Capacity unknown.
 2. A hospital was under construction in '41 but P/W thinks that work has probably stopped on it due to the war.
- x) SCHOOLS
1. There is a 2-story elementary school near the Post Office.
 2. 1 gimnasio of 2 storeys.
 3. 1 magistrale of 2 storeys.
 4. 1 agricultural secondary school, also of 2 storeys.
- xi) INDUSTRIES None.

C COMMUNICATIONS

a) ROADS

i) COSENZA - RUWITO Asphaltered, wide enough for 2-way traffic. The bridge over which this road passes, as it enters COSENZA, is made of wood. It is about 3 m. wide, fit for 1-way vehicle traffic, and has a foot-walk. P/W claimed it was 15 m. above the stream level.

ii) P/W knew nothing of the State road running North and South through the City. However, the bridge it crosses just North of COSENZA is of cement construction, 4 to 5 m. wide, fit for 2-way traffic, and reaches a height of 4 to 5 m. above the stream.

iii) COSENZA - CERISANO This road, running West from COSENZA is made of gravel and earth. It is about 3 m. wide, permitting 1-way traffic. It climbs gradually towards CERISANO. There are some curves, but only a few are dangerous. Olive trees and grain fields grow on either side.

b) RAILWAY

COSENZA Station has about 3 sidings. P/W was unable to give further information concerning Rlys.

D COUNTRYSIDE

a) Effect of Rain and Snow

The rainy season is generally from Dec. - Feb. After heavy, continuous rains the countryside in the vicinity of COSENZA becomes soggy and muddy, making it impossible to MT. Snow seldom reaches a depth of more than 20 to 30 cm.

b) Products

The countryside is cultivated with wheat, maize, lupini (a legume which grows on plants about 1 m. high), chestnut trees, olive trees, walnut trees, and mulberry trees. None of these attain a height of greater than 3 to 4 m.

MOST SECRET

PAOLA (Prov. Cosenza)

A. SOURCE

P/W BRUNO EMILIO, farmer and flour mill worker. Security-minded, very intelligent. Lived near PAOLA until Nov. 1941.

P/W MARINO VALENTINO, farmer. Very Fascist, security-minded, fairly reliable. Lived in SAN LUCIDO near PAOLA from 1939 to Nov. 1941. Last home on 5-day furlough on July 8, 1942.

Map reference: Italy 1:100,000. Sheet PAOLA 229, COSENZA 236.

B. TOWN

i) POPULATION 5000. Main occupations are agriculture, some craftsmen, shopkeepers and fishermen.

ii) WATER Most of the water for cooking and drinking purposes is drawn from 5 or 6 public fountains. A few well-to-do houses have their own private fountains in the courtyard, and some have water regularly laid on. Most of this water is taken directly from subterranean springs. For the irrigation of some small orchards in town, water is taken through small open earth and brick canals from small streams nearby. Water is never rationed. There is a large public water trough for animals near the central square of the town.

iii) ELECTRICITY The majority of the houses do not have electricity laid on and use oil and kerosene lamps for illumination. Some houses have electricity laid on but use large batteries, recharged periodically, as a source of power. A few houses have regular electricity laid on, but P/W did not know where the power came from. Streets are not illuminated.

iv) GAS There is no gas. Wood and coal are used for heating and cooking purposes.

v) SEWERAGE There is no underground sewerage system. All houses have cesspools that are emptied periodically by special crews with carts.

vi) POSTAL FACILITIES The Post Office is located in a 2-story brick house near the central square. It has four rooms, but P/W does not think that telegraph and telephone services are available.

vii) POLICE The Carabinieri Station is located in the Southern part of the town, and it has a strength of 1 P.O. and 8 men. A small cell is available within the Station for the temporary detention of 1 or 2 persons. Accused are taken to COSENZA.

viii) HOSPITAL There is no hospital, and the three doctors in town take care of all accidents and sickness. Serious cases are taken to COSENZA. No prevalent diseases.

ix) HOTELS There are no hotels or public lodgings in town. The only cafe has restaurant service.

x) SCHOOL The school (up to the 5th grade) is held in two large rooms in the first floor of a private house. Capacity about 100.

xi) INDUSTRIES The only industries in town are a few vine and olive presses, employing only 5 or 6 people each.

C. HARBOR

An attempt was made years ago (P/W does not remember when) to build a mole to facilitate the approach of fishing boats and small sailing vessels, but for lack of funds and because of the violence of the winter seas, this mole never extended more than 10 to 12 m. from shore and is now only a disorderly heap of boulders barely above water level.

D. PRISON

6 public fountains. A few well-to-do houses have their own private fountains in the courtyard, and some have water regularly laid on. Most of this water is taken directly from subterranean springs. For the irrigation of some small orchards in town, water is taken through small open earth and brick canals from small streams nearby. Water is never rationed. There is a large public water trough for animals near the central square of the town.

iii) ELECTRICITY The majority of the houses do not have electricity laid on and use oil and kerosene lamps for illumination. Some houses have electricity laid on but use large batteries, recharged periodically, as a source of power. A few houses have regular electricity laid on, but P/W did not know where the power came from. Streets are not illuminated.

iv) GAS There is no gas. Wood and coal are used for heating and cooking purposes. v) SEWAGE There is no underground sewerage system. All houses have cesspools that are emptied periodically by special crews with carts.

vi) POSTAL FACILITIES The Post Office is located in a 2-story brick house near the central square. It has four rooms, but P/W does not think that Telegraph and Telephone services are available.

vii) GARL The Carabinieri Station is located in the Southern part of the town, and it has a strength of 1 P.O. and 8 men. A small cell is available within the Station for the temporary detention of 4 or 5 persons. Accused are taken to COSENZA.

viii) HOSPITAL There is no hospital, and the three doctors in town take care of all accidents and sickness. Serious cases are taken to COSENZA. No prevalent diseases.

ix) HOTELS There are no hotels or public lodgings in town. The only cafe has restaurant service.

x) SCHOOL The school (up to the 5th grade) is held in two large rooms in the first floor of a private house. Capacity about 100.

xi) INDUSTRIES The only industries in town are a few vine and olive presses, employing only 5 or 6 people each.

C. HARBORS

An attempt was made years ago (P/W does not remember when) to build a mole to facilitate the approach of fishing boats and small sailing vessels, but for lack of funds and because of the violence of the winter seas, this mole never extended more than 10 to 12 m. from shore and is now only a disorderly heap of boulders barely above water level.

D. BEACHES

a) S. LUCIDO - MARINA di PAOLA. Is about 5 km. long, 100 m. wide and is bounded on the land-side by the Rly embankment. Beach slopes gently upward from the shore to the Rly, and is almost completely devoid of rocks. Consistency of the sand is very soft. Running barefoot is impossible, and carts cannot go over it. P/W believes beach would be very hard to negotiate for wheeled vehicles, because of the extreme softness of the sand. Firm land cannot be reached easily from the beach because of the Rly embankment, consisting of steep high sides for almost the whole length of the beach. (For details of Rly embankment, see SS/2/2 July 14, 1943, Sketch 2, Appendix D.)

At MARINA di PAOLA there are rather steep foot-paths leading from the beach to the town allowing possible but difficult passage to MT.

At S. LUCIDO, besides a few very steep foot-paths, there is a long stone and cement stairway leading from the beach to the town. There is no passage here for MT. Depth is variable, but on the average the gradient is about 1:4 m., depth being 2 m. about 8 m. offshore. P/W has often bathed along this beach and knows it fairly well. The sea offshore is completely devoid of rocks and of false beaches.

SECRETPAOLA (Prov. Posenza) Cont. (2)

The sea is usually calm during most of the year, but sudden "libecciate" (West winds) are fairly common. The sea becomes suddenly rough and choppy, but P/W observed a long heavy swell for two to six hours after the fall of the wind. In winter the "tempeste" (North wind) keeps the sea in a state of almost constant choppyness, and rain squalls are very frequent.

b) MARINA di PAOLA - MARINA di FUSCALDO. About 5 km. long and 150 to 200 m. wide. It is bordered on the land-side by the Rly embankment. The sandy strip is about 100 m. wide and it rises gently from the shore; the sand becomes thinner and the earth gradually shows through, always rising gently towards the Rly embankment. At different points along this section of the beach, the earth between the Rly and the sand is planted with wheat and corn.

The characteristics of the sandy strip are similar to the ones mentioned for the beach (a). P/W is not very familiar with beach, but states that the water gradient is more or less similar all along this section of the coast. The softness of the sand and the height and the steepness of the Rly embankment make it almost impossible for MT to reach the inner land. Condition of the sea along this beach is similar to what has been mentioned about the preceding beach.

c) S. LUCINO - FINGEREDINO Beach. Is not well-known to P/W, who has seen it only from the train and the road. This beach is much steeper than the ones mentioned above, especially in the section where the road runs between the Rly and the shore. The beach is made of very soft sand, but a few hill ribs of solid earth extend almost to the sea. Between 772783 and 775755 the road runs about 50 m. from the sea, and is about 10 to 15 m. above sea level. It would be possible but very difficult for MT to reach the road in this section. The section of ground enclosed between the road and the Rly embankment is planted with corn and wheat, and is about 100 m. wide, sloping fairly steeply upward.

P/W does not know anything about water depth and states that the condition of the sea is the same all along the beaches.

P/W states that all along the three beaches mentioned above there were no static defences, at least up to the time of his departure. He did mention the fact that armed patrols of infantry, of a strength of 6 to 8 men, were located on the beach itself in small tents about 500 m. apart. The armament at each patrol consisted of 1 LMG and rifles.

3 WATERCOURSES

a) Some 8 to 10 small streams are found in the area between PAOLA and FUSCALDO. A section of this area is called "MONTICONE" (hundred waters) just because of the large amount of water always available for irrigation. P/W is not very familiar with these streams but says they are dry from May to October, as all the water is diverted upstream by the farmers for irrigation. During the rest of the year, in clear weather, water depth is 10 to 20 cm. and the width is 1 to 2 m. The banks above water-level are not very steep and of varying width and height. Pedestrians and oxcarriages can always ford these small streams at all times, even during heavy rains, when the water may reach a level of 50 cm. to 1 m. and a width of 4 to 5 m. In the month of February especially, the rainfall being their heaviest, these small streams are almost always full of water, and the speed of the current is 3 to 4 m/h. In some sections where the stream's bed is almost level with the countryside, short earth levees, about 50 cm. to 1 m. high, are built up by the farmers to keep the winter waters from flooding the fields. For Road and Rly Culverts spanning these streams, refer to SS/C/2 July 14, 1943. Sketches 1 and 3 Appendix D.

785015

beach (a). P/W is not very familiar with beach, but states that one meter from the shore there is more or less similar all along this section of the coast. The softness of the sand and the height and the steepness of the Rly embankment make it almost impossible for MT to reach the inner land. Condition of the sea along this beach is similar to what has been mentioned about the preceding beach.

c) S. LUCIDO - PUNAHUENGO beach. Is not well-known to P/W, who has seen it only from the train and the road. This beach is much steeper than the ones mentioned above, especially in the section where the road runs between the Rly and the shore. The beach is made of very soft sand, but a few hill ribs of solid earth extend almost to the sea. Between 772780 and 775755 the road runs about 50 m. from the sea, and is about 10 to 15 m. above sea level. It would be possible but very difficult for MT to reach the road in this section. The section of ground enclosed between the road and the Rly embankment is planted with corn and wheat, and is about 100 m. wide, sloping fairly steeply upward.

P/W does not know anything about water depth and states that the condition of the sea is the same all along the beaches.

P/W states that all along the three beaches mentioned above there were no static defenses, at least up to the time of his departure. He did mention the fact that armed patrols of infantry, of a strength of 6 to 8 men, were located on the beach itself in small tents about 300 m. apart. The armament at each patrol consisted of 1 LMG and rifles.

5. WATERCOURSES

a) Some 8 to 10 small streams are found in the area between PAOLA and PUSCILLIO. A section of this area is called "VENTOZUE" (hundred waters) just because of the large amount of water always available for irrigation. P/W is not very familiar with these streams but says they are dry from May to October, as all the water is diverted upstream by the farmers for irrigation. During the rest of the year, in clear weather, water depth is 10 to 20 cm. and the width is 1 to 2 m. The banks above water-level are not very steep and of varying width and height. Pedestrians and ox carts can always ford these small streams at all times, even during heavy rains, when the water may reach a level of 50 cm. to 1 m. and a width of 4 to 5 m. In the month of February especially, the rainfall being then heaviest, these small streams are almost always full of water, and the speed of the current is 3 to 4 mph. In some sections where the stream's bed is almost level with the countryside, short earth levees, about 50 cm. to 1 m. high, are built up by the farmers to keep the winter waters from flooding the fields. For Road and Rly Culverts spanning these streams, refer to SS/C/2 July 14, 1943. Sketches 1 and 2 Appendix D.

b) In the area between PAOLA and S. LUCIDO there are seven small streams, very similar to the ones described above. For Road and Rly Culverts spanning these streams, refer as above (a).

c) The DEURO River is located about 1500 m. North of S. LUCIDO. It is dry near the sea during the months from May to September, as all the water is diverted for irrigation. During the rest of the year, in clear weather, water depth is 50 cm. and width is 3 to 4 m. During heavy rains, especially in the months of January and February, the current becomes very rapid and often carries logs and boulders in its course, reaching sometimes a depth of 1 to 2 m. and a width of 7 to 8 m. The banks are 1 to 3 m. above water level, sloping gently up away from the stream. At some points, short earth levees, about 50 cm. to 1 m. high are built up by the farmers to keep the river in its bed. P/W states that, except during very heavy rains, the river is almost everywhere fordable by pedestrians and MT. Due to the vicinity of the hills and the relative steepness of the ground, water level rises quickly during a rainfall and decreases rapidly afterwards. For details of Rly bridge over River DEURO, at 2 767800, see SS/C/2 July 14, 1943, Sketch 1 Appendix B.

MOST SECRET

PACOLA (Prov. Casanua) Cont. (3)

The road-bridge spanning the River at Z 768223 is of stone and cement, altogether similar to the road culverts found over all streams in this area, but larger. This bridge was damaged by flood-waters in January 1934 and was replaced by a bridge of similar construction. (This corrects information given by Report SS/C/2 July 14, 1943).

At Z 765824 there is a foot-bridge made of wood, about 1 m. wide, to facilitate the crossing of the river during winter flood periods. This foot-bridge was also destroyed in January 1934 and replaced by a similar structure.

d) The TUVUOLO River runs about 600 m. South of S. LUCIDO; although somewhat smaller, it has the same characteristics and seasonal behavior as the DEURO River. At Z 760824 the river is canalized in a wooden duct about 2 m. wide and 1 1/2 m. high, and with the support of 4 concrete piles it runs above the Rly, falling then immediately on the beach below. According to P/W this was done to irrigate fruit and vegetable orchards below the Rly. See Appendix D. (For road-bridge at Z 771802 see SS/C/2 July 14, 1943, Sketch 1, Appendix C.)

e) The CACACIUMI River runs about 1100 m. South of S. LUCIDO. It has the same characteristics and seasonal behavior as the TUVUOLO. For road bridge at Z 772796, see SS/C/2 July 14, 1943, Sketch 1, Appendix C. P/W is sure that the river flows under the Rly, but does not recall the details of the bridge.

Water for irrigation purposes is drawn from all the above mentioned streams and rivers by ditches cut through the fields and in the banks of the river. The water is deflected into these ditches by wooden planks and small bowlers. These irrigation ditches are found all over the countryside, and are usually 30 to 35 cm. deep, and 20 to 30 cm. wide.

F. COMMUNICATIONS

a) ROADS

i) Road MARIN - J4 FUSCALDO - FUSCALDO. This is a secondary road leading from the Rly Station to the town of FUSCALDO. It is about 4 km. long. It is 2 1/2 m. wide and it widens at several points to allow vehicles to pass one another. It is an earth road, without drainage ditches, and it becomes rather muddy during rainy weather. Sharp curves are almost continuous, and the incline is fairly steep. The road is level with the countryside, except outside some curves where there is a sharp drop of 1 to 3 m. The fields near the road are mostly planted with wheat and corn. No trees are in the vicinity, except a few low shrubs about 1 1/2 m. high.

ii) Road FUSCALDO - PACOLA. The section known to P/W begins at the intersection at Z 760920 and goes South from this point. It is about 8 km. long. This road is an earth road 4 to 5 m. wide, and permits 2-way traffic throughout its length. Every 50 m. along the sides there are gravel piles to be spread by the road maintenance personnel during the rainy season. The road therefore never gets very muddy and is practicable all year round. On the land side there is a continuous drainage ditch made of concrete or masonry 50 cm. wide and 50 cm. deep. On the sea side the drainage water runs off into the fields. Throughout this section, on the sea side of the road, small trees 3 to 5 m. high with dense foliage, are planted at regular 25 to 30 m. intervals. No other possible concealment is offered. Going South from the intersection at Z 760920 the road makes 6 sharp "W" turns and it is rather steep. These curves are lined with stone road markers, about 1 to 5 m. apart, and the shoulders outside the curves drop about 10 to 15 m. sharply. The road then levels out and continues down to PACOLA, with very slight changes in level and some wide curves. There are no walls on the sides of this road and it can drive out to the fields on the sea side except on the steep sec-

c) THE CAPORELLI River runs about 1100 m. South of S. LUCIDO. It has the same characteristics and seasonal behavior of the TURVOLO. For road bridge at Z 772796, see SS/6/2 July 14, 1943, Sketch 1 Appendix C. P/W is sure that the river flows under the Rly, but does not recall the details of the bridge.

Water for irrigation purposes is drawn from all the above mentioned streams and rivers by ditches cut through the fields and in the banks of the river. The water is deflected into these ditches by wooden planks and small boulders. These irrigation ditches are found all over the countryside, and are usually 20 to 30 cm. deep, and 20 to 30 cm. wide.

7. CONCLUSIONS

a) ROADS

i) Road MARINA di FUSCALDO - FUSCALDO. This is a secondary road leading from the Rly Station to the town of FUSCALDO. It is about 4 km. long. It is 2.8 m. wide and it widens at several points to allow vehicles to pass one another. It is an earth road, without drainage ditches, and it becomes rather muddy during rainy weather. Sharp curves are almost continuous, and the incline is fairly steep. The road is level with the countryside, except outside some curves where there is a sharp drop of 1 to 2 m. The fields near the road are mostly planted with wheat and corn. No trees are in the vicinity, except a few low ~~2.8 m.~~ about 1.5 m. high.

ii) Road FUSCALDO - PAOLA. The section known to P/W begins at the intersection at Z 740920 and goes South from this point. It is about 8 km. long. This road is an earth road 4 to 5 m. wide, and permits 2-way traffic throughout its length. Every 50 m. along the sides there are gravel piles to be spread by the road maintenance personnel during the rainy season. The road therefore never gets very muddy and is practicable all year round. On the land side there is a continuous drainage ditch made of concrete or masonry 50 cm. wide and 50 cm. deep. On the sea side the drainage water runs off into the fields. Throughout this section, on the sea side of the road, small trees 3 to 5 m. high with dense foliage, are planted at regular 25 to 30 m. intervals. No other possible concealment is offered. Going South from the intersection at Z 740920 the road makes 6 sharp "u" turns and it is rather steep. These curves are lined with stone road markers, about 4 to 5 m. apart, and the shoulders outside the curves drop about 10 to 15 m. sharply. The road then levels out and continues down to PAOLA, with very slight changes in level and some wide curves. There are no walls on the sides of this road and it can drive out to the fields on the sea side except on the steep section near FUSCALDO. The drainage ditch might offer some obstacle to wheeled vehicles attempting to drive out on the land side.

iii) Road PAOLA - S. LUCIDO. The above described road about 6 km. long, continues without changes in width through the town of PAOLA, with slight variations in height and some wide curves. Shortly before reaching the River DELUGO there is a "u" turn. The other characteristics of the road are similar to (ii) above. There is finally a very slight incline descending into the town of S. LUCIDO.

iv) Road S. LUCIDO - PUNIFEDDO. (about 10 km. long) This section of the road has the same features as the roads described above, but no trees are present along its sides. It runs fairly level and with wide curves. At Z 772780 and Z 773755 it runs under the Rly. (For details of overpasses, see SS/6/2 July 14, 1943, Sketch 2 Appendix C.) Between these two overpasses the road runs about 50 m. from the shore and P/W thinks it could be reached only with difficulty by UT coming from the beach. The space between the road and the Rly is about 100 m. wide, fairly steep, and it is planted with wheat and corn.

PAOLA (Prov. Cosenza) Cont. (4)

All along these roads, from FUSCALDO to FIUMEREDDO, wheat and corn fields are on both sides, with a few vines and olive groves, usually on the land (hill) side. Almost everywhere MT can drive out to the surrounding countryside, the drainage ditches on the land side being the only obstacle.

v) Road PAOLA - S. FILI. F/W has been on this road only once and remembers little about it. It is an earth road 4 to 5 m. wide, exceedingly steep and winding. No further details available.

b) RAILWAYS

1) Rly MARINA DI FUSCALDO - MARINA DI PAOLA - S. LUCIDO - FIUMEREDDO. This is a single-track electrified standard-gauge line with wooden sleepers. Many steam trains still run on it though. Throughout most of its length it runs on an embankment. (See SS/C/2 July 14, 1943, Sketch 2, Appendix D.) This Rly runs over several culverts and bridges. (See SS/C/2 July 14, 1943, Sketch 1 Appendix B, Sketch 2 Appendix C, Sketch 1 Appendix D.) About 500 m. South of S. LUCIDO the TURVOLO River goes over the Rly in a narrow canal (see Appendix D). On the MARINA DI FUSCALDO - MARINA DI PAOLA section, this Rly runs 150 to 200 m. from the shore and the embankment is always 3 to 4 m. in height.

On the MARINA DI PAOLA - S. LUCIDO section the Rly runs about 100 m. from shore and the embankment has more or less the same height (3 to 4 m.).

On the S. LUCIDO - FIUMEREDDO section the distance from shore varies and in some parts the landward slope of the embankment is much lower, due to the steepness of the surrounding terrain.

Throughout its length this Rly is bordered on both sides by telegraph poles and supports of the electric wire. F/W does not remember anything about the MARINA DI FUSCALDO Station, but he states that the Station at MARINA DI PAOLA is a 2-storey brick structure with 5 or 6 rooms, and that it has 1 main through-track and 4 sidings about 150 m. long.

The Station of S. LUCIDO is a 2-storey brick structure, consisting of 1 main track and 2 sidings about 80 m. long.

The Station of S. LUCIDO SUPERIORE, located about 2 km. Northeast of the town, on the COSINZA line, is a 1-storey small brick building with 2 rooms. It houses the switch levers that divert the COSINZA trains from the main coast-line, and it has one through track and one siding 50 m. long.

This S. LUCIDO - COSINZA line is not known to F/W. He states only that near the town it runs on the same type of embankment as the coast line, and that it is a single-track standard-gauge Rly with wooden sleepers. This line is not electrified, and steam trains run on it from MARINA DI PAOLA to COSINZA.

At 2 750334 in the area formed by the coast and the COSINZA line and about 400 m. South of the intersection, there is a "Casella" (Maintenance house), on the landward side of the coast Rly, where a Rly employee lives with his family. Rly repair and signal equipment is found here.

c) COUNTRYSIDE

What is grown in the area described by this report is hereby described in the order of quantity produced.

Products to be sold: Wheat - corn (rotated every year)

Vines

Hulberry (leaves sold to silk workers)

Figs

Olives

Products for immediate consumption, locally: potatoes, tomatoes, beans, onions, cabbage, radishes, melons, pumpkins, lima beans, lettuce, chicory, pears, peaches,

S. BOCCIO the TURVOLD River goes over the Rly in a narrow canal (see Appendix D). On the MARINA di FUSCALDO - MARINA di PAOLA section, this Rly runs 150 to 200 m. from the shore and the embankment is always 3 to 4 m. in height.

On the MARINA di PAOLA - S. LUCIDO section the Rly runs about 100 m. from shore and the embankment has more or less the same height (3 to 4 m.).

On the S. LUCIDO - FIUMICINO section the distance from shore varies and in some parts the backward slope of the embankment is much lower, due to the steepness of the surrounding terrain.

Throughout its length this Rly is bordered on both sides by telegraph poles and supports of the electric wire. P. J. does not remember anything about the MARINA di FUSCALDO Station, but he states that the Station at MARINA di PAOLA is a 2-story brick structure with 5 or 6 rooms, and that it has 1 main through-track and 4 sidings about 150 m. long.

The Station of S. LUCIDO is a 2-story brick structure, consisting of 1 main track and 2 sidings about 80 m. long.

The Station of S. LUCIDO SUPERIORE, located about 2 km. Northeast of the town, on the COSENZA line, is a 1-story small brick building with 2 rooms. It houses the switch levers that divert the COSENZA trains from the main coast-line, and it has one through track and one siding 50 m. long.

This S. LUCIDO - COSENZA line is not known to P. J. He states only that near the town it runs on the same type of embankment as the coast line, and that it is a single-track standard-gauge Rly with wooden sleepers. This line is not electrified, and steam trains run on it from NAPOLI to COSENZA.

At Z 750834 in the arrie formed by the coast and the COSENZA line and about 400 m. South of the intersection, there is a "Casella" (Maintenance house), on the backward side of the coast Rly, where a Rly employee lives with his family. Rly repair and signal equipment is found here.

6 COUNTRYSIDE

What is grown in the area described by this report is hereby described in the order of quantity produced.

Products to be sold: Wheat - corn (rotated every year)

Vines

Holberry (leaves sold to silk workers)

Pine

Olives

Products for immediate consumption, locally: Potatoes, tomatoes, beans, onions, cabbage, radishes, melons, pumpkins, lima beans, lettuce, chicory, pears, peaches, apricots.

The countryside, having been tilled by generations of farmers, is very thoroughly cultivated, and it is often built up in a terrace system, especially in the area between S. LUCIDO and FIUMICINO.

The cultivated patches are 20 to 100 m. wide and the difference in level between two adjoining plots is anywhere between 50 cm. and 1.50 m. This can create at times a serious obstacle, as this separation between the fields is often walled with stones. The steepest part of this area is planted with wheat and corn; the soil, in clear weather, is fairly dry and firm, and devoid of rocks. The farmers seldom use a plow deeper than 30 cm; as they are likely to find hard rock strata below such depth. During the rainy seasons the fields become very muddy and impracticable, and it takes from 4 to 8 days to dry them thoroughly. Quite a few fruit and vegetable orchards are found, especially near the towns, but the nature of the soil remains the same.

MOST SECRET

PACLA (Prov. Caserta) Cont. (5)

Trees are scarce in this area, and the few olive, mulberry and fruit trees found in the area are small and widely dispersed. The steepness of the slopes varies greatly, and in the areas where the slope is rather steep the fields are always terraced. The fields are divided by low stone walls about 20 to 30 cm. high or by the irrigation ditches. No tractors or large agricultural machines are used in this area.

Heavy winter rains make the fields extremely soggy and definitely impracticable to any sort of vehicle during the rainy season.

H FISHING

Fishing is allowed only in the daytime within a 3 mile zone. Night fishing is forbidden. Prior to the war the main products of fishing were sardines, anchovies, eel. Row-boats were used for fishing, not longer than 4 to 6 m. P/W thinks that fishing is practically nil now.

I MILITARY

a) In 1941 surveying parties from the Army and the MILITARY were looking in the area for gun positions, but P/W states that up to the time of his departure nothing was done about it. No roadblocks or other defenses of any kind are found in this area.

b) P/W states that he has seen a large P/W camp, (transit) near S. MARIA di OCOTTA VETERE (Prov. Napoli). All P/W captured at TORRUS were taken here. This camp had wooden barracks and tents, all surrounded with a double barbed wire fence.

c) There is a small detachment of Guardia di Finanza (4 to 6 men) at PACLA.

P/W does not recall location.

MOST SECRETSAN BENEDETTO ULLANO (Prov. Cosenza)A SOURCE

P/W FERRANTE SATTIMIO, 21 year-old farmer. Last home in April 1942 on a 7-day furlough. Seems reliable but Not very observant.

B TOWN

- i) POPULATION 1300. Main occupation is farming.
- ii) WATER SUPPLY Water is drawn from 3 public fountains in the town. Source is natural springs from which the water is brought to the fountains through underground pipes. Water is never rationed.
- iii) ELECTRICITY Only the wall-to-do have electricity laid on. Other people use olive-oil lamps and candles. Streets are illuminated by electric lights on brackets on the corners of the houses. Source is possibly in SILA MOUNTAINS.
- iv) GAS None. Wood is used for cooking and heating.
- v) POSTAL SERVICES Post Office is 1-room, 1-storey building on Via ORSO. Mail comes from COSENZA by autobus daily. There are telegraph facilities but no telephones.
- vi) SEWERAGE Out-houses are used and emptied periodically. Ecreta is used as fertilizer.
- vii) GARL None. Apples are taken to COSENZA.
- viii) HOSPITALS None. Town has one doctor and one midwife.
- ix) HOTELS None.
- x) SCHOOLS 4-room, 2-storey lime and stone structure on Via AGESILAS MILANO, capacity 100.
- xi) INDUSTRIES None.

C WATERCOURSES

P/W is acquainted with about 2 km. stretch of the TORRENTE ANUEA, South of the town. Along this stretch, it is about 2 m. wide and 50 cm. deep. The stream is dry during the summer and about 20 cm. deep in winter or after heavy rainfalls. The bed is rocky and the current is normally mild. The stream is fordable at all times.

D COMMUNICATIONSe) ROAD SAN BENEDETTO - VACCARIZZO

This is an unmetalled, gravel-surface secondary road about 2 m. wide permitting only 1-way traffic. It has small drainage ditches about 30 cm. wide and 20 cm. deep lined with stones on both sides. The road is winding and has some steep slopes. After rainfall and during the winter when snow falls, the road becomes very muddy and is not passable for MT. Snow falls generally during January and February and often attains a depth of 75 cm. or more. Terrain adjoining is generally rolling and cultivated with small fruit trees (fig and cherry), wheat and corn fields, and low vines.

There is a bridge on this road over the TORRENTE ANUEA. This bridge is above the water. It is bordered

B TOWN

- i) POPULATION 1300. Main occupation is farming.
- ii) WATER SUPPLY Water is drawn from 3 public fountains in the town. Source is natural springs from which the water is brought to the fountains through underground pipes. Water is never rationed.
- iii) ELECTRICITY Only the wall-to-wall have electricity laid on. Other people use olive-oil lamps and candles. Streets are illuminated by electric lights on brackets on the corners of the houses. Source is possibly in SILE MOUNTAINS.
- iv) GAS None. Wood is used for cooking and heating.
- v) POSTAL SERVICES Post Office is 1-room, 1-storey building on Via ORSO. Mail comes from COSENZA by autobus daily. There are telegraph facilities but no telephones.
- vi) SEWERAGE Out-houses are used and emptied periodically. Excreta is used as fertilizer.
- vii) GAOL None. Accused are taken to COSENZA.
- viii) HOSPITALS None. Town has one doctor and one midwife.
- ix) HOTELS None.
- x) SCHOOLS A 6-room, 2-storey lime and stone structure on Via AGESILAS MILANO, capacity 100.
- xi) INDUSTRIES None.

C WATERCOURSES

P/W is acquainted with about 2 km. stretch of the TORRENTE ANNEA, South of the town. Along this stretch, it is about 2 m. wide and 50 cm. deep. The stream is dry during the summer and about 20 cm. deep in winter or after heavy rainfalls. The bed is rocky and the current is normally mild. The stream is fordable at all times.

D COMMUNICATIONS

a) ROAD SAN BENEDETTO - VACCARIZZO

This is an unmetalled, gravel-surface secondary road about 3 m. wide permitting only 1-way traffic. It has small drainage ditches about 30 cm. wide and 20 cm. deep lined with stones on both sides. The road is winding and has some steep slopes. After rainfall and during the winter when snow falls, the road becomes very muddy and is not passable for MT. Snow falls generally during January and February and often attains a depth of 75 cm. or more.

Terrain adjoining is generally rolling and cultivated with small fruit trees (fig and cherry), wheat and corn fields, and low vines.

There is a bridge on this road over the TORRENTE ANNEA. This bridge is 6 m. long, 5 m. wide, and rises about 1 m. above the water. It is bordered by walls 75 cm. high and 15 cm. wide.

E COUNTRYSIDE

Terrain is rolling and very fertile. Products cultivated include wheat, potatoes, corn, beans, olives, chick peas (caci), lentils, broad beans, peas, rye, oats, grapes, and fruits such as cherries, peaches, pears, figs, and apples. Trees are scattered and there are no orchards or thickly wooded spots, offering little concealment for MT. Terrain offers no obstacle to MT except in rainy or snowy weather, when fields become muddy.

MOST SECRETPOLITICAL AND PERSONALITIESA POLITICAL1) CATANZARO

F/W stated there are many anti-Fascists in CATANZARO. The town was visited only once by MUSSOLINI in 1926 when an attempt was made on his life. A marked anti-German feeling is current. There is a deep feeling for the House of Savoy, and especially the Prince of Piedmont.

B PERSONALITIES1) CATANZARO

GALATI	Large land-owners.
CALCATERA	Town doctor.
GALATI	Town doctor.
ROSANO DOMENICO	Town Mayor.

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2) CATANZARO

LORENDO Lawyer, 62 years of age and former member of the House of Deputies. He is married and has two daughters, and lives on VIA S. ANGELA. One in whom the people have great trust. Is always watched closely when prominent Fascists come to town.

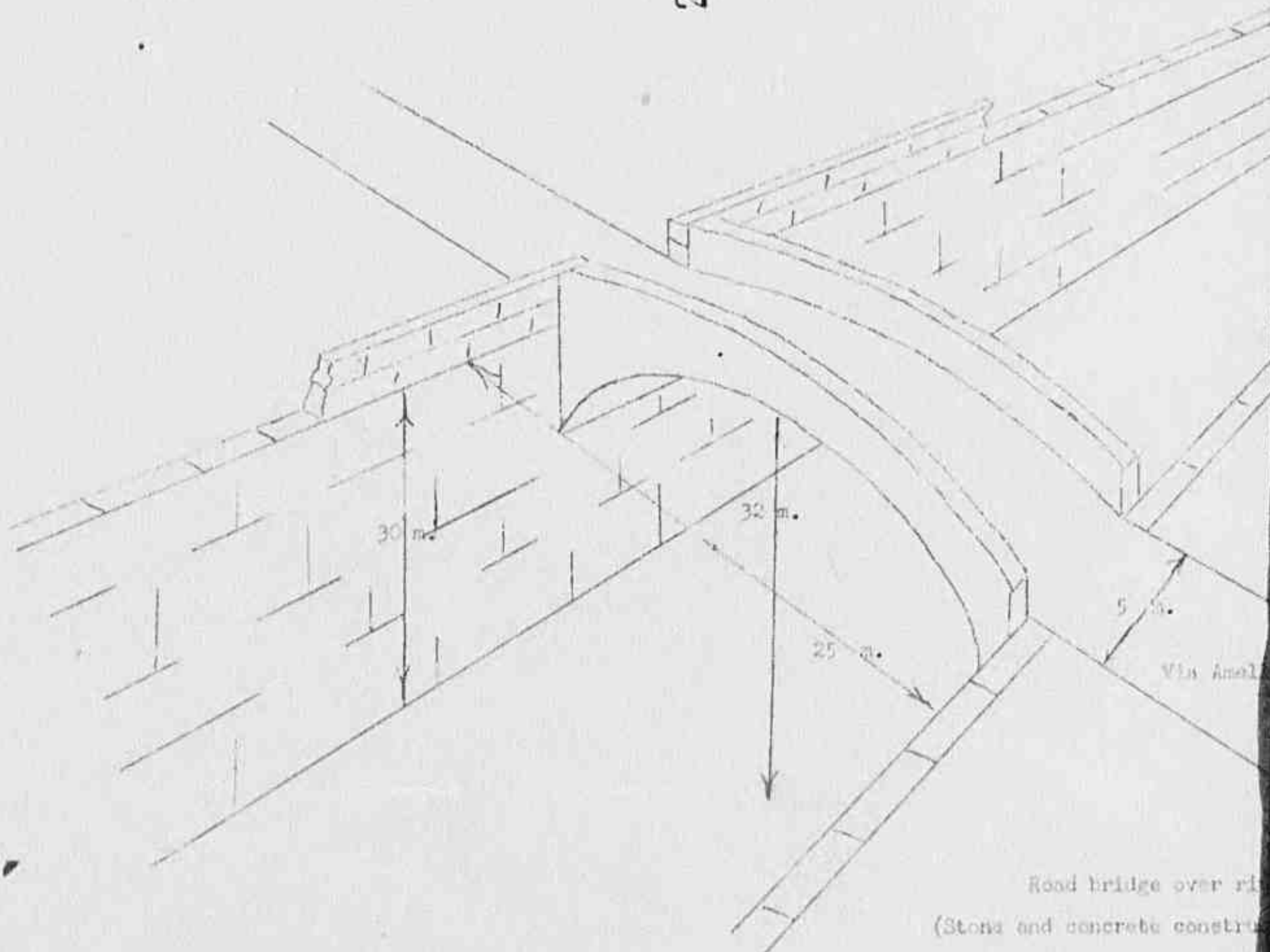
SACCO Prominent doctor, 60 years of age, married, one son, lives on VIA S. CATERINA.

These two are considered the two most prominent persons in town, well versed in town politics and very influential.

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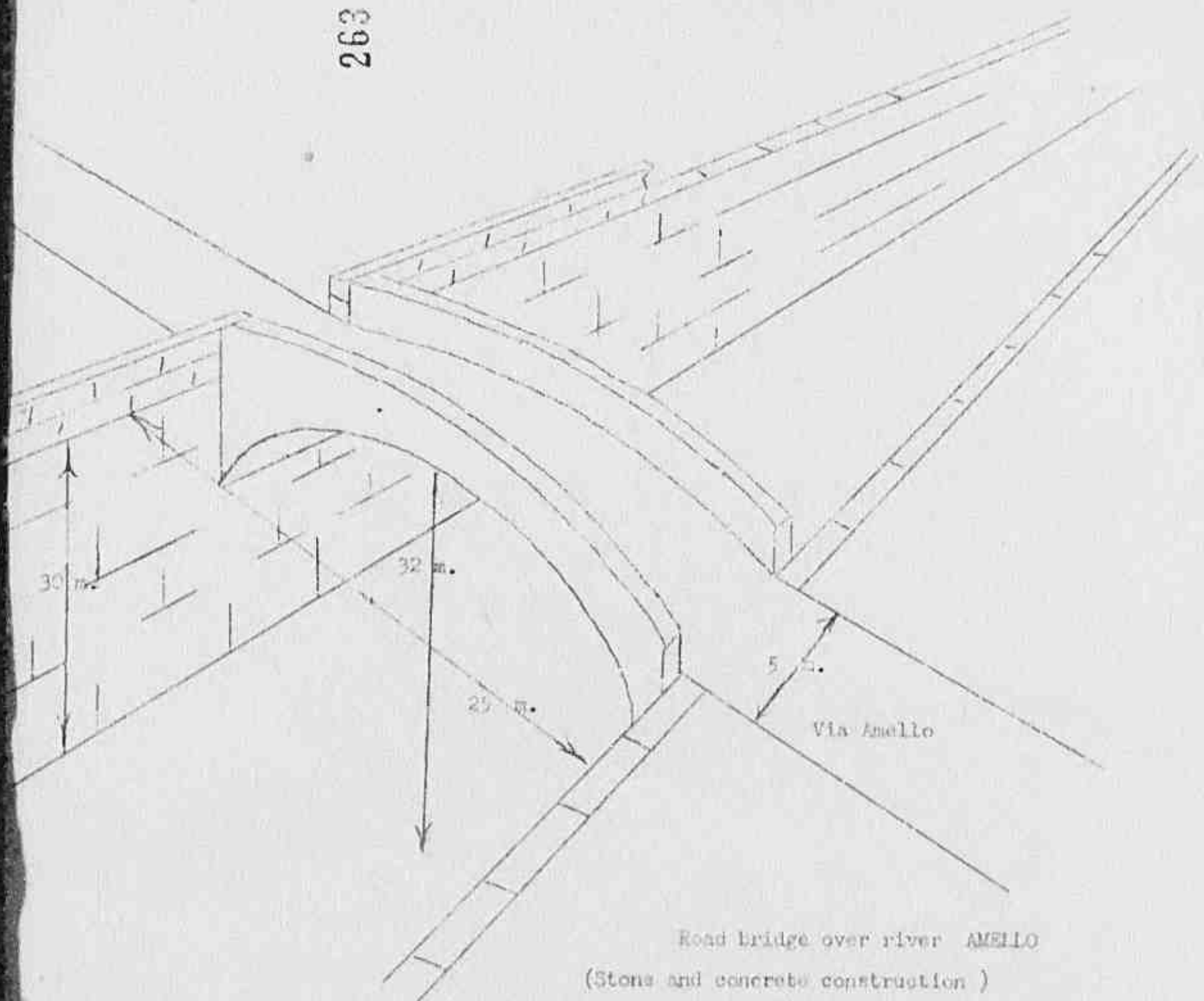
Road bridge over river
(Stone and concrete construction)

0773

Declassified E.O. 12356 Section 3.3/NND No. 785015

263

(1)



Road bridge over river AMELLO
(Stone and concrete construction)

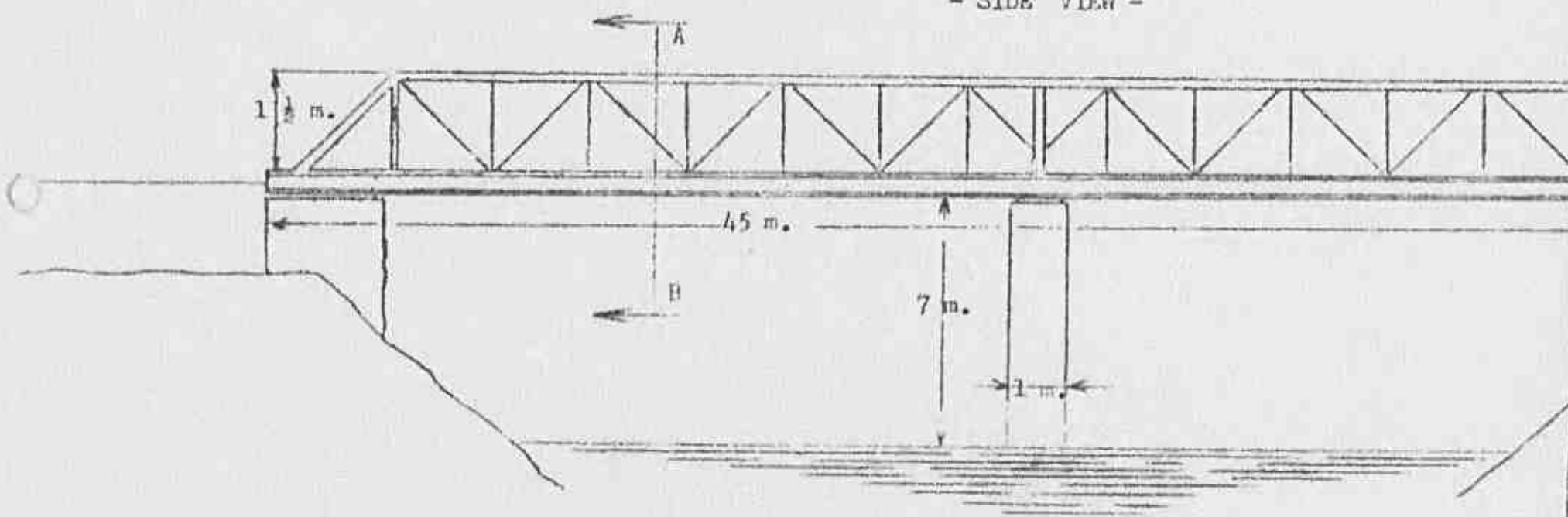
APPENDIX A

07781

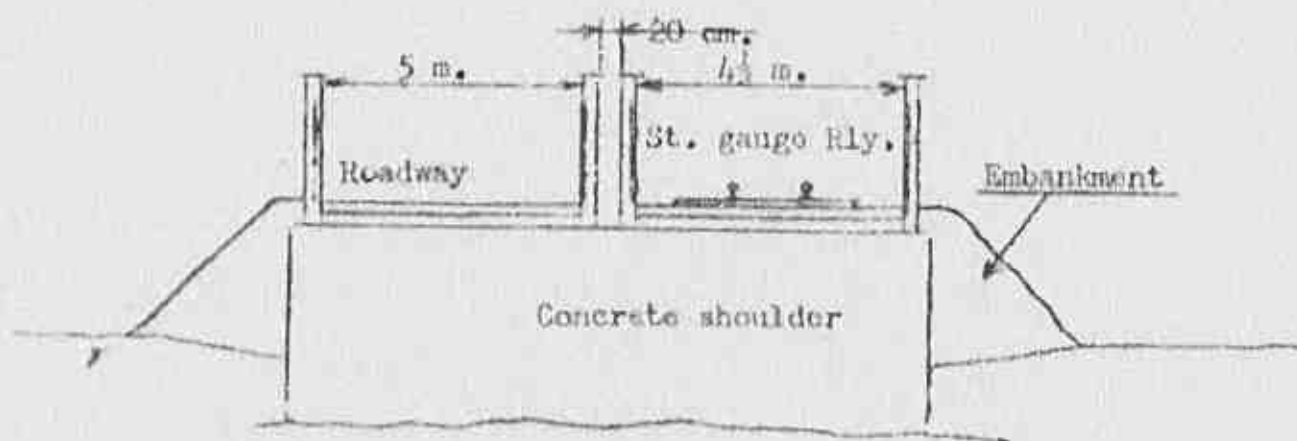
Declassified E.O. 12356 Section 3.3/NND No. 785015

262

- SIDE VIEW -



SECTION on line AB



Road and Rly bridges over

(BOTTL

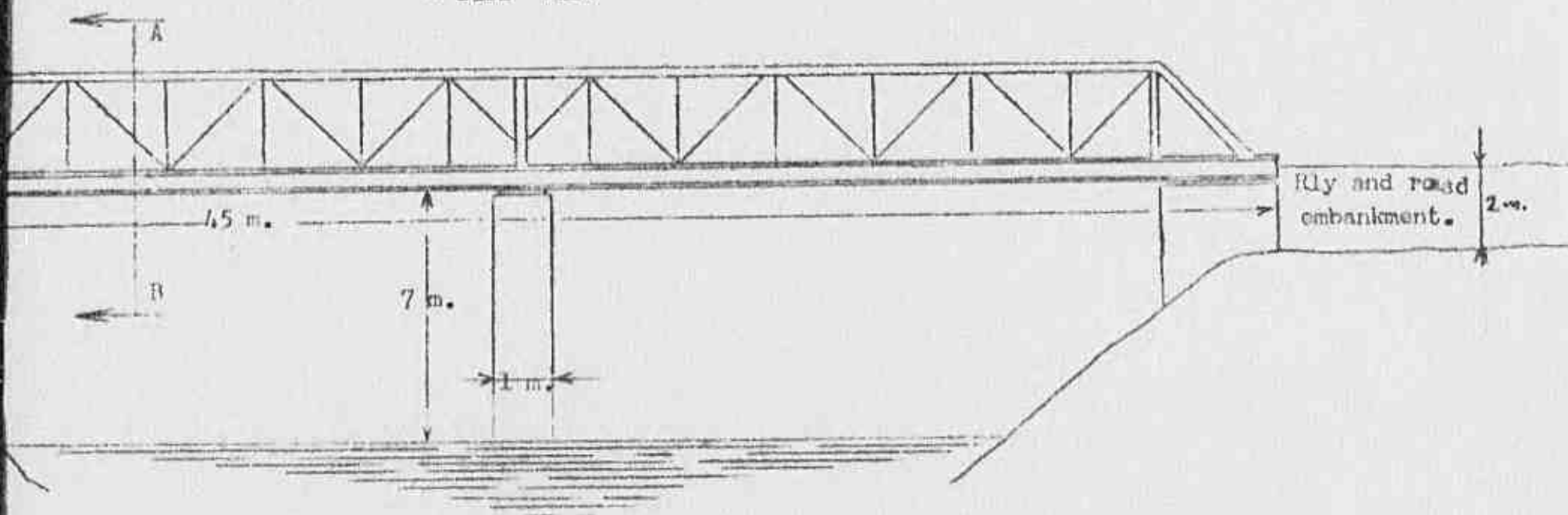
Steel structure, concrete

0 7 7 7

Declassified E.O. 12356 Section 3.3/NND No. 785015

262

- SIDE VIEW -



line AB

20 cm.

4 1/2 m.

St. gauge Rly.

Embankment

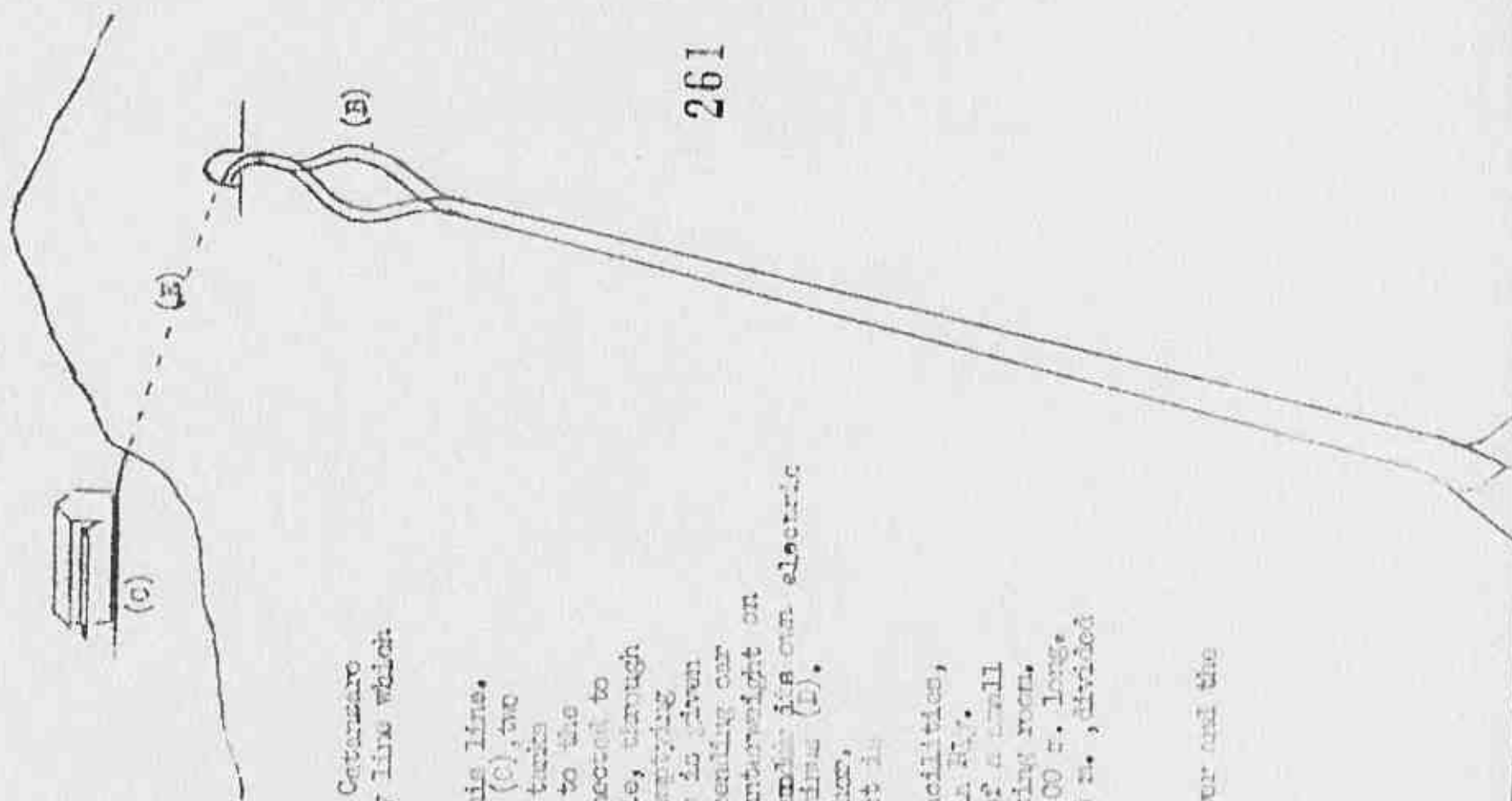
te shoulder

Road and Rly bridges over the river CROCCHIO

(BOTTRICELLO)

Steel structure, concrete shoulders and pillar.

Appendix: B



The "Funicolare" from Catenaccio Sala to Catenaccio is a single track standard gauge tramway line which operates as follows:

Two electric powered cars (C) run on this line. On the steep tract, from points (A) to (C), two counterweights (F), consisting of water tanks mounted on steel slides, are connected to the cars. These two counterweights are connected to each other with a continuous steel cable, through a system of pulleys. By alternatively emptying and filling the water tanks, great help is given in moving the cars about. When the descending car reaches the point (A) it pushes the counterweight on to a short siding, and then continues up the line on electric power, on level track, to the line terminus (D). At switches (B) the cars pass one another. The speed of the cars on the steep tract is about 3 mph.

The lower terminus does not have any facilities, as it is located near the Catenaccio Sala R.R. Station; the higher terminus consists of a small building with ticket windows and a waiting room. There is a short tunnel at (E), about 100 ft. long. The length of the line is about 1600 m., divided as follows: from (D) to (A) = 500 m., from (A) to (B) = 400 m., from (B) to (C) = 400 m.

The difference in level between the lower and the higher terminus is about 150 m.

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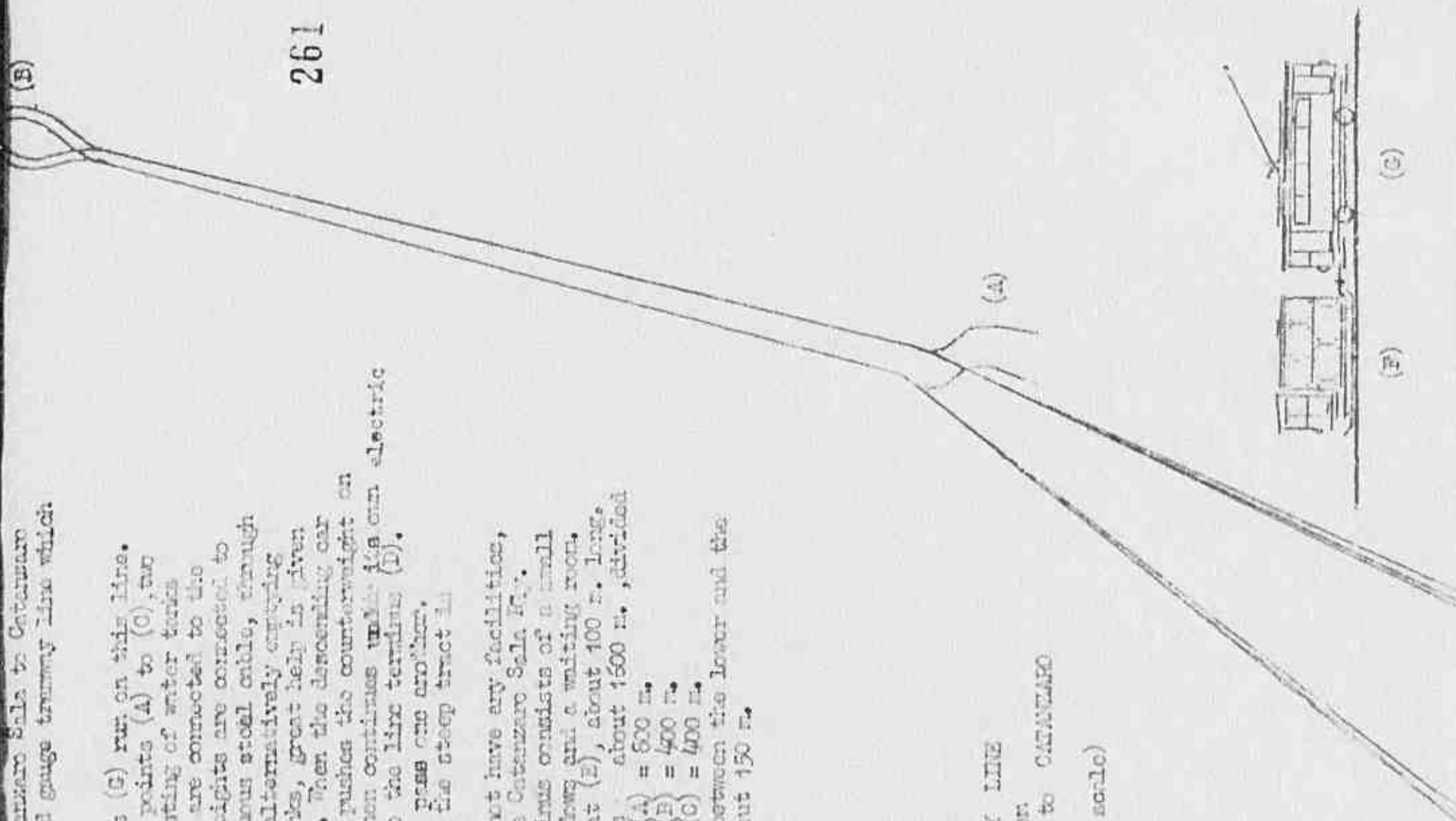
The "Funicolare" from Catanzaro Sala to Catanzaro is a single track standard gauge tramway line which operates as follows:

Two electric powered cars (G) run on this line. On the steep tract, from points (A) to (C), two counterweights (F), consisting of water tanks mounted on steel slides, are connected to the cars. These two counterweights are connected to each other with a continuous steel cable, through a system of pulleys. By alternately emptying and filling the water tanks, great help is given in moving the cars about. When the descending car reaches the point (A) it pushes the counterweight on to a short siding, and then continues under its own electric power, on level track, to the line terminus (D). At switches (B) the cars pass one another. The speed of the cars on the steep tract is about 3 mph.

The lower terminus does not have any facilities, as it is located near the Catanzaro Sala R.R. Station; the higher terminus consists of a small building with ticket windows and a waiting room. There is a short tunnel at (E), about 100 m. long. The length of the line is about 1500 m., divided as follows: from (D) to (A) = 500 m.
from (A) to (B) = 400 m.
from (B) to (C) = 600 m.

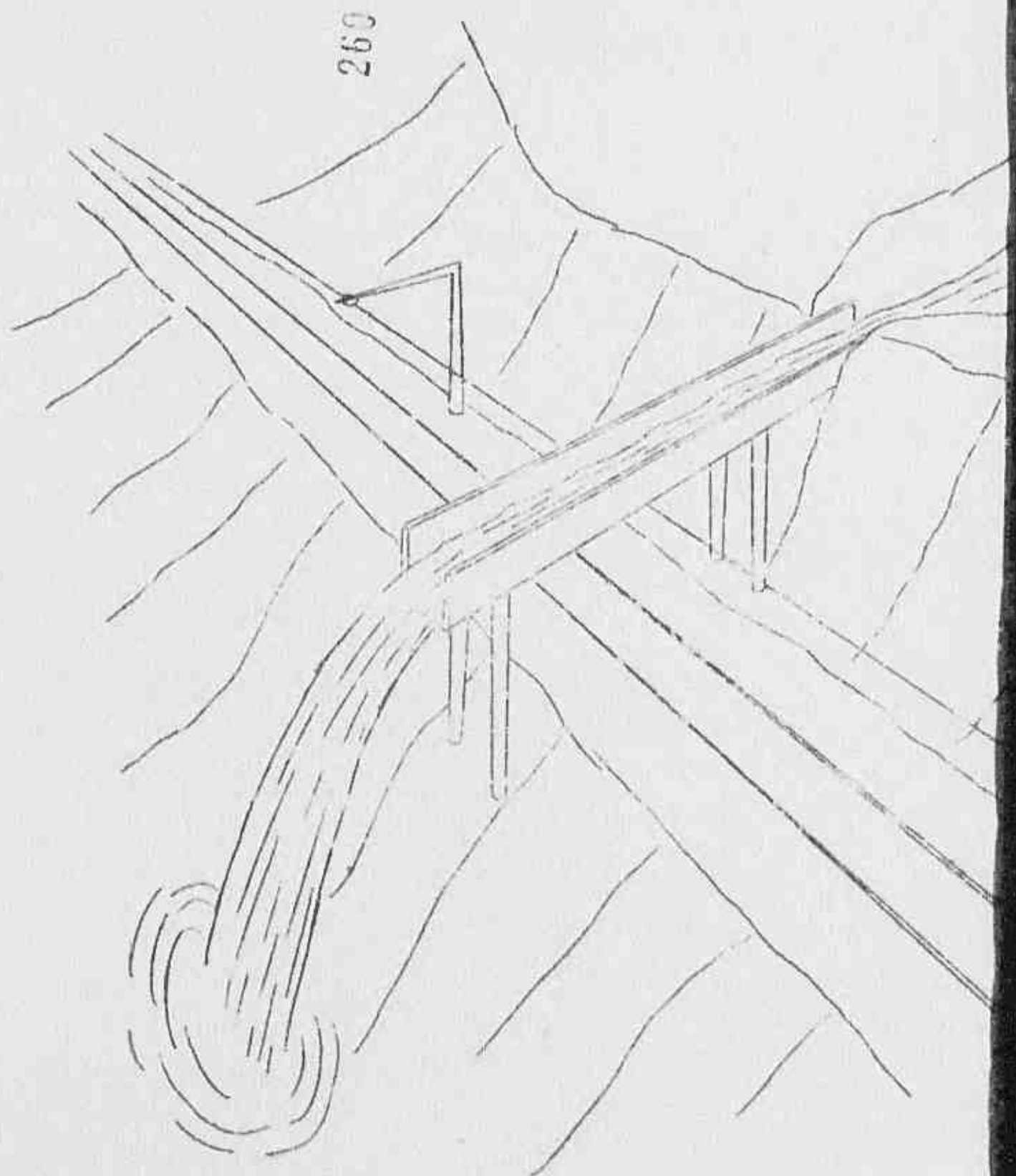
The difference in level between the lower and the higher terminus is about 150 m.

TRAMWAY LINE
FROM
CATANZARO SALA TO CATANZARO
(not in scale)



07201

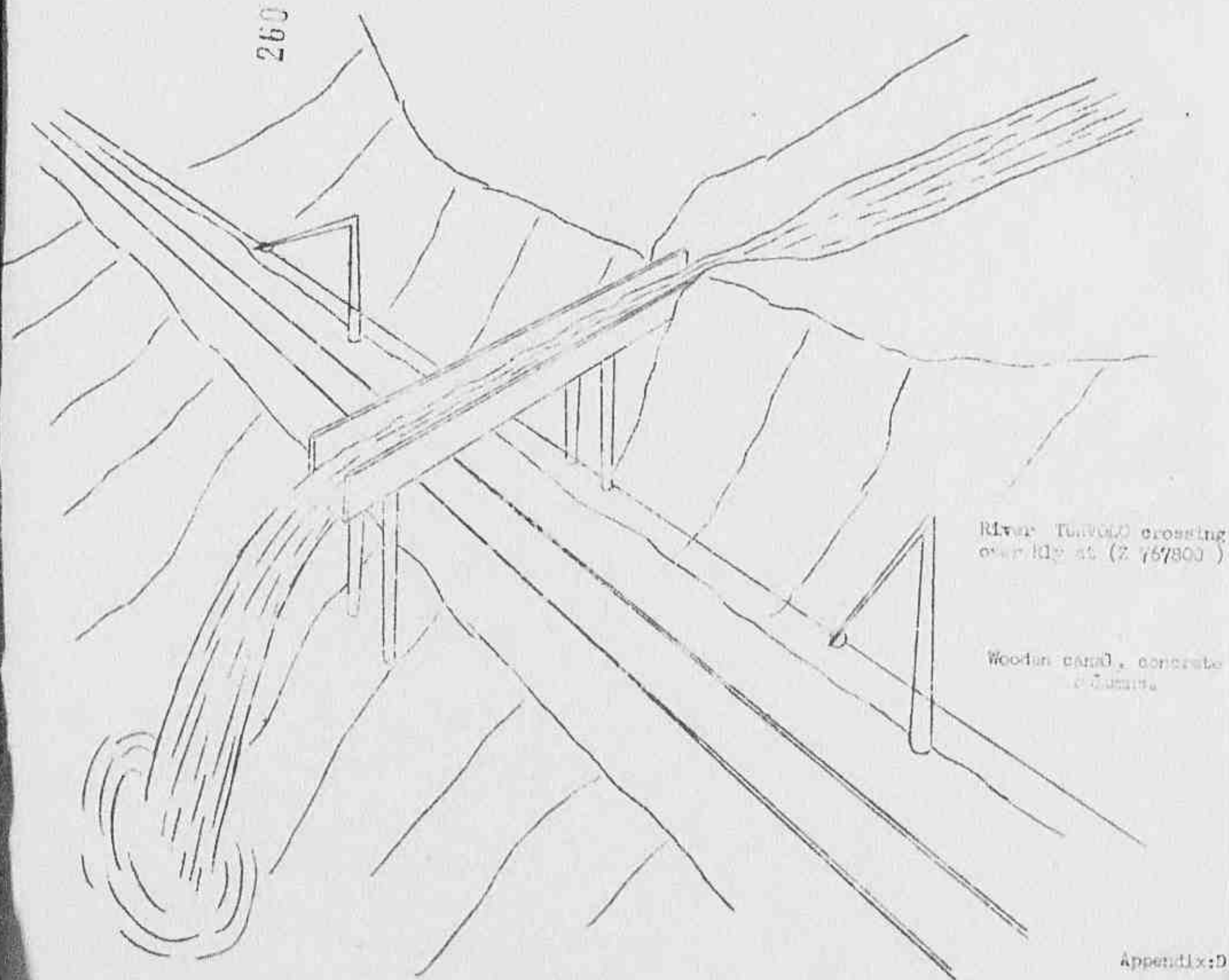
Declassified E.O. 12356 Section 3.3/NND No. 785015



0781

Declassified E.O. 12356 Section 3.3/NND No. 785015

260



River TURBOLD crossing
over Rly at (Z 767800)

Wooden canal, concrete
at junction

Appendix:D

785015

18

HEADQUARTERS

Date

22 July 43

N

7878

FORCE 141

HIGH SECRET - OFFICIALS ONLY

Ref. No. 55/C/2

INTERROGATION REPORT

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C.S.D.I.C. (Spec. Sect.)
A.P.H.Q.

14 July 1943.

SECRET

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2. Campora (Prov. Cosenza)
3. Castrovillari (Prov. Cosenza)
4. San Lucido (Prov. Cosenza)
5. Rogliano (Prov. Cosenza)
6. Rossano (Prov. Cosenza)
7. Zoological Conditions
8. Personalities
9. Appendix A; Road and Fly bridge over River Corace
10. Appendix B, Sketch 1; Fly bridges over Rivers Teuro and Turulo
Sketch 2; Road bridge over River Teuro
11. Appendix C, Sketch 1; Road bridge over Rivers Turulo and Casericiardi
Sketch 2; Fly overpass in San Lucido area
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Sketch 2; Typical fly embankment in San Lucido area
Sketch 3; Typical road culvert in San Lucido area
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Trinto
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W. L. MITCHELL
King Commander RAB
July 6.5.51. I.D. I.P.S.A.

MOST SECRET

BOHOLA (PROV. CATANZARO)

A. SOURCE

P/W LOMBARDO SALVATORE, 30 yr-old civil employee. Last home 7 yrs ago. Security-minded but reliable.

Map Reference: Target Chart No. 3-117-8A; I.S.I.S. No. CB 4096 H, 1938-39, Chart No. 53, CANTARIA.

B. TOWN

- i) POPULATION 8000. Majority are farmers; rest are tradesmen and artisans.
- ii) WATER SUPPLY A few houses have water laid on. Wells-sources are many public fountains. Water comes through an underground aqueduct from the mountains at CINCOPALSO.
- iii) ELECTRICITY Majority of the houses have electricity laid on. Streets are illuminated by lights suspended in the center of the road or hung on brackets on the corners of the houses. Source of electricity is CATANZARO.
- iv) GAS None. Cooking and heating are done by wood and charcoal.
- v) SEWERAGE Most of the houses have inside WC, and the town has a modern underground sewerage system which empties in the countryside.
- vi) POSTAL FACILITIES A small 1-room structure in the center of the town serves as the post office. Mail arrives from CATANZARO by bus once daily and is distributed immediately. Telephone and telegraph facilities are available at the Post Office only.
- vii) HOTELS There is only one 2-room inn, located in the Square.
- viii) SCHOOLS The school is a 2-story structure. P/W states that there are 25 rooms on each floor and that the school has a capacity of 1000 pupils. (?)
- ix) INDUSTRIES None.

C. BEACHES

- i) BEACH AT CATANZARO
P/W is familiar with the stretch of beach along MARINA DI CATANZARO for a distance of 1 km. North from the Southern edge of the town. The sand is 20 m. wide, hard and firm. The water is free from shells and rocks and one can walk 4 m. from the water's edge into the sea before getting out of depth. Beyond this point the bottom drops off sharply. There are no bluffs between the beach and the mainland and tracked vehicles can find numerous entrances to the mainland anywhere along the beach. The beach serves as a popular bathing resort.

D. WATERWAYS

- i) RIVER CORSE A non-navigable river NE of the town. From head to bank it is about 10 m. wide. Its banks are steep and the bed is sandy. In winter-time the water attains a depth of about 2 m. and in the summer about 1 m. The current is medium and the adjoining land is never flooded. Current is negotiated by W.
- ii) BRIDGE over the RIVER CORSE. This bridge is a steel structure of which details appear in the Sketch in Appendix A over which passes the coastal road and railway.

- iii) TELECOMMUNICATIONS Majority of the houses have electricity laid on. Streets are illuminated by lights suspended in the center of the road or hung on brick-
 one on the corners of the houses. Source of electricity is CATALAN.
- iv) GAS None. Cooking and heating are done by wood and charcoal.
- v) SEWERAGE Most of the houses have inside WC, and the town has a modern under-ground sewerage system which empties in the countryside.
- vi) POSTAL FACILITIES A small 4-room structure in the center of the town serves as the post office. Mail arrives from CATALAN by bus once daily and is distributed immediately. Telephone and telegraph facilities are available at the Post Office only.
- vii) HOTELS There is only one 2-room inn, located in the Square.
- viii) SCHOOLS The school is a 2-story structure. P/W stated that there are 25 seats on each floor and that the school has a capacity of 1000 pupils. (7).
- ix) INDUSTRIES None.

C. REMARKS

1) MARINA DE CATALAN

P/W is familiar with the stretch of beach along MARINA DE CATALAN for a distance of 1 km. North from the southern edge of the town. The sand is 20 m. wide, hard and firm. The water is free from shoals and reefs and one can walk 4 m. from the water's edge into the sea before getting out of depth. Beyond this point the bottom drops off sharply. There are no bluffs between the beach and the mainland and tracked vehicles can find numerous entrances to the mainland anywhere along the beach. The beach serves as a popular bathing resort.

D. WATERCOURSES

- i) RIVER COURSE A non-perennial river NE of the town. From bank to bank it is about 10 m. wide. Its banks are steep and are bed in mud. In winter-time the water attains a depth of about 2 m. and in the summer about 1 m. The current is rapid and the adjoining land is never flooded. Cannot be negotiated by W.
- ii) BRIDGE over the RIVER COURSE. This bridge is a steel structure of which details appear in the Sketch in Appendix A over which passes the coastal road and railway.

E. COMMENTS

a) ROADS

- i) ROAD CATALAN - MARINA DE CATALAN. A metalled road with asphalt surface permitting 2-way W traffic. It has bridge spans 50 m. wide and 20 m. deep on both sides. The road slopes gently down to the sea. Cyclists can negotiate most of the distance uphill without difficulty. Scattered trees afford little or no shade for W. Road is normally in good condition and is not affected by rain.
- ii) ROAD CATALAN - CATALAN. A metalled road with gravel surface and a drainage ditch on the North side only, permitting 2-way traffic. There are no walls bordering the road but it is treacherous on approaching W. where there are numerous curves along the edge of ravines. Even along road are generally well and afford W. convenient for W. Near CATALAN this road winds along a wall maintain an extremely dangerous after heavy rain because of the risk of boulders falling from the mountainside onto the road. Along both ends, tracked vehicles have easy access to the adjoining countryside.

MOIST STRAIGHTROBILA (PROV. CAMPANZANO) Cont. (2)RAILWAY

1) RLY CAMPANZANO - MARIN. DE CAMPANZANO There are both a standard and a narrow-gauge Rly connecting between these towns. Both are single-track. The Rly Station at MARIN. DE CAMPANZANO is a 4-story structure 30 m. x 15 m. with six sidings. This Station serves only the standard-gauge Rly. The Station of the narrow-gauge Rly is a small structure next to this Station. There are no sidings for the narrow-gauge at this Station. The narrow-gauge Rly is a two-track.

2) CHANCIE - MARIN. DE CAMPANZANO - SINDING A single-track, standard-gauge Rly. No other details available.

MARIN. DE CAMPANZANO serves as an important Rly junction for trains operating from ROYAL CAMPANZANO, MARIN. DE CAMPANZANO, and CAMPANZANO.

COMMENTS

Except for a small mountain East of the town, the terrain in the region is generally flat and fertile. It is cultivated with corn and small fruit trees yielding little crop for 15. The ploughed fields do not become very fertile after heavy rains and dampen some soil, the area is negotiable by tractor vehicles. Drainage is naturally to the sea.

100-100000

CAMPANA (Prov. Caserta)

4. SOURCE

P/W Cpl CRILLO FRANCESCO, 24-year-old peasant, uneducated, but fairly reliable. He was in CAMPANA last in Feb. '45. Prior to his induction he had ventured scarcely 10 km. from CAMPANA.

5. TOWN

- i) POPULATION 1,500, practically all farmers.
- ii) WATER Probably less than 10 houses have water laid on. 4 fountains supply the population with water; it is never rationed.
- iii) ELECTRICITY This service to the houses is furnished by a small power plant at CASINO which also supplies CASALI and MANATONICCO. Power is brought in on tension lines which run cross-country. The current is AC. There are no street lights.
- iv) GAS None.
- v) SEWERAGE No sewerage system exists. P/W believes there are no cesspools, either.
- vi) GARAGE A 2-room garl is also the headquarters of the 3 local CC. NN. Trismere are kept here no longer than 24 hours, after which they are taken to CAMPANA.
- vii) FOODSTUFF FACILITIES All are combined in a 4-room, 1-story building.
- viii) HOSPITAL None; there is not even an infirmary. A doctor serves the entire town.
- ix) HOTEL None.
- x) SCHOOL There is a 1-story, 5-room elementary school building.
- xi) INDUSTRY None.

WATERCOURSES

a) PUGNICA RIVER

PUGNICA RIVER, which has its source in the mountains near CAMPANA, winds its way East and empties into the Gulf of TARANTO. P/W is familiar with the PUGNICA RIVER from CAMPANA as far as RIONE LA FORESTA, for which distance it is not navigable. Many small streams flow into this river.

At RIONE CICILIO the river is about 20 m. wide. In summer it is about 1 m. deep; in the winter it reaches a depth of 2 to 3 m. The banks are very steep at this point.

According to P/W the river is not passable to AT at any point except near CAMPANA.

There are no bridges of any sort, so far as P/W knows. The paths follow the banks fairly closely on either side.

D. COMMUNICATIONS

a) ROADS

i) CAMPANA - CASALI This is a provincial, secondary road with a gravel and earth surface. Its width of about 4 m. permits only 4-way traffic. According to P/W, whenever 2 vehicles meet on this road, one must pull over to the side to permit the other to pass. During the rainy season (Oct. to Mar.), when it rains continuously for 3 or 4 days, the road becomes flooded and impossible to AT. There are numerous, dangerous curves, with many ascents and descents. The slopes are fairly steep, necessitating careful, slow travel. There are no guard rails.

P/W traveled the entire length of the road CAMPANA - CASALI in a small lorry.

- iv) GAS None.
v) SWIMMING No swimming system exists. P/W believes there are no swimming pools, either.
vi) CLOOL A 2-room gas is also the headquarters of the 3 local CO. HQ. P/W believes are kept here no longer than 24 hours, after which they are taken to CHIANTI.
vii) POSTAL FACILITIES All are combined in a 4-room, 1-story building.
viii) HOSPITAL None; there is not even an infirmary. 1 doctor serves the entire town.
ix) HALL None.
x) SCHOOL There is a 1-story, 5-room elementary school building.
xi) LUNGERY None.

2. WATERWAYS

a) PUNICIA RIVER

PUNICIA RIVER, which has its source in the mountains near CHIANTI, enters its way East and empties into the Gulf of TARRANTO. P/W is familiar with the PUNICIA RIVER from CHIANTI as far as RIONE LA MONTANA, for which distance it is not navigable. Many small streams flow into this river.

At RIONE CIELLO the river is about 20 m. wide. In summer it is about 1 m. deep; in the winter it reaches a depth of 2 to 3 m. The banks are very steep at this point.

According to P/W the river is not possible to lift at any point except near CHIANTI.

There are no bridges of any sort, so far as P/W knows. Mule paths follow the banks fairly closely on either side.

3. COMMUNICATIONS

a) ROUTES

i) CHIANTI - CHIANTI This is a provincial, secondary road with a gravel and earth surface. Its width of about 4 m. permits only 1-way traffic. According to P/W, whenever 2 vehicles meet on this road, one must pull over to the side to permit the other to pass. During the rainy season (Oct. to Mar.), when it rains continuously for 3 or 4 days, the road becomes flooded and impossible to lift. There are tortuous, dangerous curves, with many ascents and descents. The slopes are fairly steep, necessitating careful, slow travel. There are no guard walls.

P/W traveled the entire length of the road CHIANTI - CHIANTI in a small lorry in about 3 hours. He claims the distance by road is 35 km. It crosses several small concrete bridges, 3 to 4 m. long and about 3 m. wide.

ii) STAZIONE DI CAMPANA - MANTAVICCHIO This is a gravel and earth road 2 to 3 m. wide. It begins at STAZIONE DI CAMPANA on the coast and ends at MANTAVICCHIO.

P/W knew just a short stretch of this road and could give no additional details.

iii) BOCCICCHIERO Junction with CHIANTI - CHIANTI Road. This road is similar to (ii) above.

iv) EFFECT OF SNOW During the rainy season (Oct. to Mar.) the roads sometimes are covered with snow 1 m. deep and become impassable to lift.

v) ROAD REPAIRS A friend who used to board at P/W's home was the road repairman on the entire stretch of road, CHIANTI - CHIANTI. When he needed help he called upon local labor. Gravel and earth for repairs was easily and quickly obtained from the surrounding country, which furnished stores of all sizes. There was no road-building equipment available.

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MOST SECRET

CAMPANA (Prov. Cosenza) Cont.

E. COUNTRYLINE

The surrounding country is mountainous and rocky for the most part. There are many woods and forests; so many that trees have to be chopped down to make room for cultivation. The products grown include wheat, chestnuts, olives, chick-peas, lentils, figs and tomatoes.

Trees are of all sizes and diameters, varying in height from 3 to 30 m. After heavy rains the fields become muddy, but they are never inundated.

Mounds of earth up to 4 m. in height and loose stone fences separate fields.

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NOTE: SECRET

CASTROVILLARI (Barry, Cosarea)

A SOURCE

P/W MAYANO LUGI, clerk, 23 years of age. Lived there all his life. Lost there 34 years ago. Observant and reliable.

B TOWN

- i) POPULATION 13,500. Chief occupation farming.
- ii) WATER All houses have water laid on. Water comes from reservoir in the mountains 4 km. North of the town by means of underground cement pipes 20 cm. in diameter. The water pipes laid in the streets of the town are 10 cm. in diameter and of cast-iron, laid 1.50 m. below the street surface. In addition there are 3 public fountains each with one tap, located at the Square in the center of town. Water is never lacking and is not rationed.
- iii) ELECTRICITY All houses have electricity laid on. Streets are illuminated by lamps suspended in the center of the streets. Wires are strung on brackets along the edges of the houses. Source of electricity is a hydro-electric plant at the River COSCELA 21 km. NW of the town. This plant supplies only this town.
- iv) GAS None. Cooking and heating are done by wood and charcoal. There is an abundance of the latter.
- v) SEWERAGE All houses have WC's. The town has a modern underground sewerage system. Pipes are of cement and 30 cm. in diameter. Disposal point unknown but P/W believes it is disposed of at sea.
- vi) POSTAL FACILITIES The Post Office is a 1-story, 3-room structure located on Via ROMA. Post comes from COSENZA via railway. It is distributed twice daily, except Sunday, when it is delivered only in the morning. There is no rural delivery. Only offices and shops have telephones. Telegraph facilities exist only at the Post Office.
- vii) GOLF The golf is located in an ancient tower 2 km. South of town. It has 50 small cells. There is a CC. RF. Station with 4 CC. RF., 1 telephone and 1 Brigadiere, located next to the Post Office at Via Roma. It is a private house with 5 rooms.
- viii) HOSPITALS There is one hospital called "OSPEDALE CIVILE", a 2-story 6-room structure located at COSCO G. B. It is staffed with only one doctor and one nurse and has little modern equipment. There are 3 doctors in town. 2340 is no relief.
- ix) HOTELS There are 2 hotels, Hotel ROMA and Hotel S. MARIA. The ROMA is a 1-story structure with 14 rooms and is located at Via ROMA. The S. MARIA is a 1-story structure with 8 rooms also on Via ROMA. Both have restaurant facilities.
- x) SCHOOLS
 - 1) The elementary school is a 1-story structure with 30 rooms and a capacity of 600 students, located at Via ROMA. The school is of wood construction, very old and in need of repair. A new school was started but construction was suspended at the outbreak of war.
 - 2) The "COSCELA" is a 2-story building with 30 rooms on COSCO G. B. which was formerly the town hall.
- xi) INDUSTRIES Except for some small shops which make furniture chiefly for local sale, there are no industries in town.

C WATERCOURSE

- i) RIVER COSCELA Non-navigable river flowing about 1/2 km. West of town. About 3 m. wide from one bank to the other. Highest of banks above water level is 50 cm. in

- the edges of the houses. Source of electricity is a hydro-electric plant at the River COSOILE $\frac{1}{2}$ km. NW of the town. This plant supplies only this town.
- iv) GAS. None. Cooking and heating are done by wood and charcoal. There is an abundance of the latter.
- v) SEWERAGE. All houses have WC's. The town has a modern underground sewerage system. Pipes are of cement and 30 cm. in diameter. Disposal point unknown but P/W believes it is disposed of at sea.
- vi) POSTAL FACILITIES. The Post Office is a 1-story, 3-room structure located on Via ROMA. Post comes from COSSENZA via railway. It is distributed twice daily, except Sunday, when it is delivered only in the morning. There is no rural delivery. Only offices and shops have telephones. Telegraph facilities exist only at the Post Office.
- vii) GOLF. The golf is located in an ancient tower 2 km. South of town. It has 30 small holes. There is a CC. MR. Station with 4 CC. MR., 1 apartment and 4 Brigadiers, located next to the Post Office at Via ROMA. It is a private house with 5 rooms.
- viii) HOSPITALS. There is one hospital called "OSPEDALE CIVILE", a 2-story 6-room structure located at CORSO GARIBOLDI. It is staffed with only one doctor and one nurse and has little modern equipment. There are 3 doctors in town. 2336 is in malaria.
- ix) HOTELS. There are 2 hotels, Hotel ITALIA and Hotel SCARLETTA. The ITALIA is a 1-story structure with 14 rooms and is located at Via ROMA. The SCARLETTA is a 1-story structure with 8 rooms also on Via ROMA. Both have restaurant facilities.
- x) SCHOOLS
- 1) The elementary school is a 1-story structure with 30 rooms and a capacity of 600 students, located at Via ROMA. The school is of wood construction, very old and in need of repair. A new school was started but construction was suspended at the outbreak of war.
 - 2) The "GIMNASIO" is a 2-story building with 30 rooms on CORSO GARIBOLDI in what was formerly the Town Hall.
- xi) INDUSTRIES. Except for some small shops which make furniture chiefly for local sale, there are no industries in town.

C. WATERCOURSE

- i) RIVER COSOILE. Non-navigable river flowing about $\frac{1}{2}$ km. West of town. About 3 m. wide from one bank to the other. Height of water above water level is 50 cm. in the winter time and 1 m. in summer. Summer water depth is $\frac{1}{2}$ m. and in winter 2 m. Current strong enough to operate hydro-electric plant. Road nearby - impassable to tracked vehicles.
- ii) POWER PLANT ON RIVER COSOILE. Highway between CASTROVILLARI and NORDINO or about 36 km. NW of the town on the River COSOILE, there is a small hydro-electric plant which generates electricity only for the town of CASTROVILLARI. Its capacity appears to be small as bulbs larger than 20 candle-power are not permitted in town.

D. COMMUNICATIONS

a) ROADS

- i) CASTROVILLARI - COSSENZA. A newly constructed modern asphalt road, about 6 m. wide with drainage. Kitchens about 40 cm. wide and 20 cm. deep and permitting 2-way traffic. For almost its entire distance it is flanked by trees planted closely together, affording excellent overland. The road is free from steep grades and passes into the adjoining land is easy.

SECRET

CASTROVILLARI (Prov. Genova) Cont. (2)

- 14) MORBINO-CASTROVILLARI-FRASCINING The stretch from FRASCINING to CASTROVILLARI is a secondary road, metalled, of earth surface, permitting only 1-way traffic. That portion from CASTROVILLARI to MORBINO is metalled, of earth surface, but permits 2-way traffic. The road is treacherous in the mountainous region of MORBINO, otherwise it is in good condition even after rains. There are no tracks or walls bordering it. Much of the land adjoining this road on the North is rocky and impassable for MT.
- 15) BRIDGE over RIVER OSCHILE About 5 km. NW of the town on the road CASTROVILLARI-MORBINO there is a single-arch road bridge over River OSCHILE of reinforced concrete construction, 40 m. long and 6 m. wide, with walls 2 m. high, slightly curved and 3 m. above winter water level.

b) RAILWAYS

LEGNAREO-CASTROVILLARI to Belluno Junction 51 km. NW of LEGNAREO MARISSA The railway is single-track narrow-gauge between these points. It was not able to state whether the gauge was 95 cm. or 1 m., but did say it was "CALIBRE LUCERNA", which refers to a standardized gauge adopted by the railway association. From the Belluno Junction South to COSENZA, the line is single-track standard-gauge.

The Station serving CASTROVILLARI is located at the NE edge of town and is a 1-story, 3-room building with 4 sidings, partially unknown. The station crossing over the road CASTROVILLARI-MORBINO, about 50 m. West of the Station, is a level-crossing protected by a manually operated wooden rail. The crossing just NW of MORBINO is a 10y overpass.

c) COUNTRYSIDE

The town is surrounded by mountains on all sides except the South side, which is a flat region. The mountains are very steep and are cultivated because they are extremely rocky. The flat region is cultivated with cereals of all types, popovers, turnips, crops-vines, olive, fig, peach and pear trees. The terrain is generally firm and does not become soggy with rain. Although there are a few stone walls dividing the fields, fields are generally divided in this region by barbed wire fences of 4 strands, standing 2 m. in height.

SAN LUISITO (Prov. Cotacachi)

12

14

 Springer

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(5)

57

251

727 mm 24 39 29 4 9

M. J. Griffin

A perpendicular stream branches about 1500 ft. north of the dam. Farther east of the dam, the river is about 6 m. wide and about 50 m. deep with various ridges 1 to 5 m. above the surface of the water, but almost entirely as easy from the bottom. In the rainy season, and particularly during the month of Jan., and Feb., the river rises awfully and reaches a depth of about 1 to 1.5 m. and a width of about 7 to 10 m. The current is slow, with places and narrow horse hairlike and from clay with it. In 1931 the perpendicular branch at point 276.25 was destroyed by high waters and was so completely broken up that it is no longer navigable. It was that this branch was also destroyed and it is now said to be another branch.

4) FOOD, COOKING AND HOSTING are done with charcoal and wood.
POSSIBLE FACILITIES that Defense agencies can have on the West floor of a 3-story building in the center of town. Mail is delivered twice daily, morning and afternoon. Telephone facilities are available at the Post Office but there are no telephones.

will) call home. There are two O. ut. and an aqueduct. Houses are taken to Olanzi.
will) mountains home. There is one doctor. Gardens were are taken to Olanzi.
No provision stations.

STATIONERY & PRINTING

(2) WHEELS Went

• 1990

[illegible]

251

15

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Approximately 200 m. West of the town there is a beach 4 km. long and 40-50 m. wide. Directly behind the beach there are bluffs and steep hills about 250 m. high. The beach is reached from the town by means of a long stairway about 2 m. wide, made of stone and concrete. There are also a few winding feet in the landing over the beach to the town but absolutely no possible roads for it. Water depth varies considerably all along the beach. In some places the water is shallow, is about 1-25 m., in others, it is 1 km. The sea is extremely cold.

David A. Bricker

2015-2016

perennial stream located about 1500 ft. North of the town. During most of the year, the river is about 6 m. wide and about 50 cm. deep with banks rising 1 ft. to 3 m. above the surface of the water, but slopes gently up away from the stream. In the rainy season, and particularly during the months of Jan. and Feb., the river rises rapidly and sometimes a depth of from 4 to 5 m. above width of from 7 to 10 m. The current becomes very strong and carries large boulders and trees along with it. In 1934 the trail bridge located at point 3 on 19325 was destroyed by high waters and was replaced again by another one in 1935.

place. See Speech C, Appendix E.
of the water even from rainfall. Further, the south-eastern part of the
in the vicinity divert almost all or the water to the level of the

The fish are about 4 to 12 in. long and
have a round shape. They are very common
in the west of the river, about during the rainy
season, the river is about 30 in.
deep. In the rainy season, they are about 10
in. long and the silver fish is about 10
in. long. There is a small fish of
about 10 in. long. It is about 10 in. long.

Located about 1 mi. South of Hwy 10020. In the area between the River (ss). Road bridge at 2.777777 in stream in middle of Stream 1.

785015

05/01/2015 05:01

Sally LINDLEY (Mrs. V. Coleman) Cont. (2)

iv) Between SUN HUNG and WILLIAM in 1934 there was no even further attempt. Does not know details of things but knows they are always very exact during the rainy season. For small villages concludes these rivers are about the in Appendix D, Sketches 1 and 2.

67 CONTINUING EDUCATION

100

DATE RECEIVED - OUTGOING - STATION PHONE / FAX

This is a very unstable road with many a section or both sides. Road is reported to sink level and they also through hills and turn. Corrosion evident and is very much and is impossible to see. Being done 1 million and close the road to traffic during the winter. At points 2 775753 and 3 772133 there are big overhangs.

b) Nutzen: 440

Quantified self - January 1978 (1978)

A single-track standard-gauge RR with wooden sleepers. This RR is built on an embankment and crosses the canal pond at points A 172700 and 2 775735 (see Figure 10). The RR Station is in the center of the town and consists of a 3-story building. There are three sidings here each 60 to 70 m. in length.

(12) Branch Line VOLT - CONTINUED

About 1 mi. South of Fort. a spreading, low, single-branched tree with weedy elongate branches covers the hillside. It does not seem to belong to any of the species mentioned in the key. Further information available.

Not a duplicate. See also, for further information available.
 Not a sketch of the Big Island at 1 76790, see Appendix B, Sketch 1.
 Not a sketch of the Big Island at 1 76821, see Appendix B, Sketch 1.
 Not a sketch of the Big Island, see Appendix B, Sketch 2.

2. Ontogeny

The terraces in millstone and cultivated with pine trees, covered with wheat. The pines are divided by stone walls of a high and wide, which would prevent any passage of

100

METHODS

PAI states that there are more P.T. men placed west of the front. Further details not available. Indians consigned in blankets are all marked by soldiers. P.T. men not known number of soldiers in the area.

MIST SOURCEROZILANO (Prov. Cosenza)A. SOURCE

MARZET FRANCESCO, traveling merchant, seems fairly reliable but is security-minded. Lived in town all his life until May 28, '41 when he was drafted.

B. TOWN

- i) POPULATION About 6/7000. Main occupation is farming.
- ii) WATER SUPPLY A few houses have water laid on. Majority of people use 3 public fountains located in Via SANTA LUCIA, Piazza DOMINIO and Viale MARCONI. Source of water is not known to P/W, but he thinks it may come from SAVUTO RIVER, about 14 km. South of town. There is an underground pipe system, but details are not available.
- iii) ELECTRICITY Electricity is laid on in a few houses. The majority of the people use wax candles. Streets are illuminated. Baths have two kerosene attached to entrance of houses. P/W is not acquainted with source.
- iv) GAS None. Wood and charcoal are used for cooking and heating.
- v) SEWERAGE Most houses have a W.C. There is an underground sewerage system, but P/W is unable to furnish details as to its structure or outlet. Poorer peasants have latrines which are emptied periodically and excreta is used as fertilizer in fields.
- vi) POSTAL SERVICES 1-man Post Office located in Viale MARCONI. P/W thinks there are telegraph facilities.
- vii) GASOL 1 car. 4 CC. 12. Station with 2 or 3 CC. 12. and a Benetton is located near Piazza SAN DOMENICO. It is a 2-story, 3 or 4 room structure.
- viii) HOSPITALS None. One doctor and one midwife. No preventive diseases.
- ix) HOTELS None. Inn near Piazza SAN DOMENICO, a 2-story structure, 3 or 4 large rooms, capacity 20.
- x) SCHOOLS None. Elementary school classes are held in various houses.

C. IRRADIATIONS

- 1) CALABRO RIVER P/W states he is acquainted with a few km. stretch of this river, NW of ROZILANO and South and West of national highway. It is about 2 m. wide and dries up during summer. In winter depth varies from 10 cm. to about 1 m. Current is fordable on foot during summer. The stretch known to P/W flows through small valleys in mountainous region. Water is drawn by means of small canals to irrigate vegetable patches where region is flat. River bed is rocky and muddy. Further details not available.
- 2) LATA RIVER A small stream about the size of the CALABRO RIVER. P/W states he is acquainted with a 2 or 3 km. stretch SW of national highway. It flows through small valleys, dries up in summer, and is about 2 m. wide. In winter current becomes strong enough to carry debris and small trees down stream. Its depth varies in winter from about 10 cm. to about 1 m. It has a rocky and muddy bed. P/W states he knows this river and the CALABRO when he was a child and further details concern him. He remembers that LATA may be formed on foot in summer.
- 3) SAVUTO RIVER P/W states he is only slightly acquainted with this big river. It is about 14 km. South of town and about 15 m. wide. It is perennial. Current is very strong in winter. Its course runs through valleys. Further details not available, except that P/W thinks electric power of ROZILANO may come from it.

D. ORGANIZATIONSa) FAMILIES

National Highway, ROZILANO - COSENZA. A 2-way toll road about 6 m. wide.

- iv) GAS PUMP. Wood and charcoal are used for cooking and heating.
- v) SEWERAGE. Most houses have a W.C. There is an underground sewerage system, but P/W is unable to furnish details as to its structure or outlet. Poorer peasants have outhouses which are emptied periodically and excreta is used as fertilizer in fields.
- vi) POSTAL SERVICES. 4-room Post Office located in Viale Mazzini. P/W thinks there are telegraph facilities.
- vii) GAS. 100. RR. Station with 2 or 3 O.C. RR. and a Peignemore is located near Piazza SAN DOMENICO. It is a 2-story, 3 or 4 room structure.
- viii) HOSPITAL. None. One doctor and one midwife. No prominent diseases.
- ix) HOTELS. None. Inn near Piazza SAN DOMENICO, a 2-story structure, 3 or 4 large rooms, capacity 20.
- x) SCHOOLS. None. Elementary school classes are held in various houses.

C. MONTROUS

- 1) CALABRUE RIVER. P/W states he is acquainted with a few km. stretch of this river, NW of ROGLIANO and South and West of national highway. It is about 2 m. wide and flows up during summer. In winter depth varies from 10 cm. to about 1 m. Current is not strong enough to carry debris and small trees and bushes downstream. It is fordable on foot during summer. The stretch known to P/W flows through small valleys in mountainous region. Water is known by means of small canals to irrigate vegetable patches where region is flat. River bed is rocky and muddy. Further details not available.
- 2) LARA RIVER. A small stream about the size of the CALABRUE RIVER. P/W states he is acquainted with a 2 or 3 km. stretch SW of national highway. It flows through small valleys, dries up in winter, and is about 2 m. wide. In winter current becomes strong enough to carry debris and small trees downstream. Its depth varies in winter from about 10 cm. to about 1 m. It has a rocky and muddy bed. P/W states he knows this river and the CALABRUE when he was a child and further details escape him. He remembers that LARA may be forked on foot in summer.
- 3) SANJO RIVER. P/W states he is only slightly acquainted with this big river. It is about 1 1/2 km. South of town and about 15 m. wide. It is perennial. Current is very strong in winter. Its course runs through valleys. Further details not available, except that P/W thinks electric power of ROGLIANO may come from it.

D. COMMUNICATIONS

a) ROAD

- National Highway, RUGLIANO - ROGLIANO. A 2-way talled road about 6 m. wide with drainage ditches 1 m. wide and 50 cm. deep on both sides along the whole road.
- i) Section ROGLIANO - SAN STEFANO. Road is winding and has sharp curves. Terrain adjoining is hilly and not suitable for MT. Groups of large trees along road afford excellent concealment for MT.
- ii) Section SAN STEFANO - 1 km. South of ROGLIANO. Road is straight and flat with occasional gentle slopes. Trees are scattered and terrain adjoining road is cultivated chiefly with wheat, corn, and pasture land. MT could drive directly from road to land without any difficulty.
- iii) Section ROGLIANO - ROGLIANO. Road is winding with sharp curves and steep slopes. Stone walls about 1 1/2 m. high border the road on both sides. Adjoining terrain is mountainous and not suitable for MT. Large trees grow along road offering concealment for MT.

MOST SECRET

ROGLIANO (Prov. Cosenza) Cont.

BRIDGES There are three small bridges over the LAM. RIVER, 000678, the CALABRUCI RIVER 00247, and the LERICELLO RIVER 96775. Currents have washed away bridges at these points during the winter, but P/W is unable to furnish any details, except that bridges are very small and made of cement.

b) RAILWAY

ROGLIANO - COSENZA A single-track narrow-gauge Rly belonging to the CALABRO - LUCANO Co. It has wooden sleepers.

Station on Northern edge of town is a 1-story 4-room, white, stone and lime structure. There are 4 or 5 sidings.

P/W states he knows of no bridges, but is not able to furnish further details.

E. COGNACINESE

Terrain around the town is a mountainous section of the SIA. Vegetation includes wheat, potatoes, chestnuts, walnuts and various cereals like lentils, fava beans, and Mexican chick-peas (caci). Trees are found in rather thick groups. Foliage is thick during summer months. Barbed wire fences about 80 cm. high, and large stones at about 300 to 400 m. distance from each other, are used to divide fields. View is hindered by both mountains and trees. Terrain can not easily be negotiated, according to P/W, by MT.

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785015

MOST SECRETROSSANO (PROV. COSENZA)A SOURCE

UVA, ANTONIO, 29 year-old innkeeper. Last home in May 1940 on a 5-day through. Reliable and seems to know the area well.

B TOWN

- i) POPULATION 18,000. Factory-workers, tradesmen, artisans and farmers.
- ii) WATER. All homes have water laid on. Water is brought by underground aqueduct from a reservoir on the mountain of COZZO PERILLO. Water is retained during the months of July and August between the hours of 11 AM and 4 PM.
- iii) ELECTRICITY. All homes have electricity laid on. Streets are illuminated by lights on poles or on the sides of the buildings. Source of power is power plant located 5 1/2 km. North of town at SAN ANGELO Beach at 264164. The power plant consists of 3 large buildings, 3-stories high, constructed of stone and lime.
- iv) GAS. None. All cooking and heating is done with wood and charcoal.
- v) SEWERAGE. All homes have inside WC. City has underground sewerage system which empties into CHIANTI and OTTURI Rivers.
- vi) POSTAL SERVICES. Post Office is a 3-room 1-story stone building in PIAZZA SANTA ANGELO. Many homes have telephones. Telegraph Office and Telephone Exchange are located in 2-story structure on CORSO CARIBANI.
- vii) SAGOL. A 2-story stone and concrete structure 50 m. x 20 m. on the PIAZZA DEBOSAS with a capacity of about 100. There are about 15 CC. RS. under a Lieutenant. Bases are tried in the Town Hall, a 2-story stone and concrete structure on the PIAZZA SAN ANGELO.
- viii) HOSPITALS
 - a) SAN ANTONIO HOSPITAL for the aged is a 2-story, stone and lime structure located outside of town on the VIA CARPINONI. It is staffed by 5 or 6 nurses and has a capacity of about 200.
 - b) OSPEDALE CIVILE (General Hospital) is a 2-story lime and stone structure about 500 m. West of SAN ANTONIO HOSPITAL. It is staffed by 5 or 6 doctors and 20 nurses and has a capacity of about 700. The hospital has modern surgical equipment.

ix) HOTELS

- a) ALBERGO CENTRALE, owned by P/W, in a 3-story, 24 room, lime and stone structure on the PIAZZA CARIBANI. It has restaurant facilities.
- b) ALBERGO DUINO is a 2-story, 15-room, lime and stone structure without restaurant facilities.

x) SCHOOLS

- a) The High School is a 20-room, 2-story, lime and stone structure located on VIA SANTA CHIARA. Capacity about 375.
- b) Elementary School "CIVILE", a 20-room, 2-story, lime and stone structure located at PIAZZA SAN DOMENICO. Capacity about 500.
- c) Elementary School "SANTA CHIARA", a 12-room, 2-story, lime and stone structure located at PIAZZA SANTA CHIARA. Capacity about 300.

xi) INDUSTRIES

- a) Oil Refinery. A 2-story, lime and stone building located near the power plant.

785015

lights on poles or on the sides of the buildings. Source of power is power plant located 5 1/2 km. north of town at SAN ANGELO Beach at 244164. The power plant consists of 3 large buildings, 3-storers high, constructed of stone and lime.

iv) GAS. None. All cooking and heating is done with wood and charcoal.

v) SEWERAGE. All houses have inside WC. City has underground sewerage system which empties into CHIATI and OTTURI Rivers.

vi) POSTAL SERVICES. Post Office is a 3-room 1-story stone building in PLAZZA SANTA ANGELO. Many houses have telephones. Telephone Office and Telegraph Exchange are located in 2-story structure on CORSO GARIBOLDI.

vii) SAIL. A 2-story stone and concrete structure 50 m. x 20 m. on the PLAZZA DEPOSAS with a capacity of about 400. There are about 15 CC. RF. under a Lieutenant. Cases are tried in the Town Hall, a 2-story stone and concrete structure on the PLAZZA SAN ANGELO.

viii) HOSPITALS

- SAN ANTONIO HOSPITAL for the aged is a 2-story, stone and lime structure located outside of town on the VIA CAFFUCCINI. It is staffed by 5 or 6 nurses and has a capacity of about 200.
- OSPEZIALE CIVILE (General Hospital) is a 2-story lime and stone structure about 500 m. West of SAN ANTONIO HOSPITAL. It is staffed by 3 or 4 doctors and 20 nurses and has a capacity of about 700. The hospital has modern surgical equipment.

ix) HOTELS

- ALBERGO CENTRALE, owned by P/W, is a 3-story, 24 room, lime and stone structure on the PLAZZA GARIBOLDI. It has restaurant facilities.
- ALBERGO NUOVO is a 2-story, 15-room, lime and stone structure without restaurant facilities.

x) SCHOOLS

- The High School is a 20-room, 2-story, lime and stone structure located on VIA SANTA CHIARA. Capacity about 375.
- Elementary School "CIVILE", a 20-room, 2-story, lime and stone structure located at PLAZZA SAN DOMENICO. Capacity about 500.
- Elementary School "SANTA CHIARA", a 12-room, 2-story, lime and stone structure located at PLAZZA SANTA CHIARA. Capacity about 300.

xi) INDUSTRIES

- Oil Refinery. A 2-story, lime and stone building located near the power plant. Employs about 500.
- Tonno Canery. A 2-story, lime and stone structure located just South of the town. Employs about 100.
- Maccheroni Plant. A 2-story lime and stone building located about 600 m. South of the Stazione di SASSO. Employs about 100.
- Ice Plant. A 1-story lime and stone building located near SAN ANGELO HOSPITAL on VIA CAFFUCCINI. Employs about 25.

c) BEACHES

SAN ANGELO. P/W knows a 2 km. stretch of beach at SAN ANGELO, West of ROSSANO. The beach is about 6 to 7 m. wide and is composed of soft, firm sand. It slopes off rather sharply, the underwater gradient being about 2:3 m. The country immediately behind the beach is level and is covered with low bushes and shrubs. The soft sand might form an obstacle to MT but otherwise there would be no difficulty in reaching solid ground.

ROSSANO (PROV. CORTINA) CONT.

D. WATERCOURSES

a) The OSIURI RIVER, located 3 km. East of the town, is 24 m. wide and about 2 to 3 m. deep. The banks of the river slope gently towards the surrounding countryside and offer no obstacle to it. During the summer months the river is dry and can easily be forded. In the winter months the current becomes very swift and the river can not be forded.

b) The CELANI RIVER, located 1 1/2 km. SW of the town, is 6 to 9 m. wide and 2 to 3 m. deep. The banks slope gently towards the surrounding countryside. River floods after heavy rains in winter but the floods subside rapidly. During winter months, current is very swift and river can not be forded.

E. COMMUNICATIONS

1. ROADS

i) ROSSANO to STAZIONE di ROSSANO

A 2-way, metalled, asphalt surface road with drainage ditch, 1 m. wide and 1 m. deep on both sides. This road is very hilly and has dangerous curves with hills, 1 1/2 m. high and 1 m. wide, surmounting the road at various places. It could not drive off the road into the country because of the walls and rough terrain.

ii) STAZIONE ROSSANO to SAN ANGELO BEACH

A 2-way, metalled road with drainage ditch, 1 m. wide and 1 m. deep on both sides. Road is asphalt surface for 1 km. and gravel-top for the rest of the distance to SAN ANGELO. Road is flanked on both sides by pine trees, offering no obstacle for it but preventing cross-country movement. Road crosses to a sand and 10 to 15 m. from SAN ANGELO Beach.

iii) TARGO PISANO - INTERSECTION 262141 to CORRIANO

A 2-way, metalled, asphalt surface road with drainage ditch, 1 m. wide and 1 m. deep on both sides. It can drive directly from road to land. For bridge on road at point 203145, across CENO RIVER, see Sketch 2 Appendix 2. It has driven over this bridge several times but knows nothing of the river.

b) RAILWAYS

COASTAL RLY

Rly is a single-track standard-gauge Rly with wooden sleepers. There is no station at ROSSANO but a bus service makes connections with the Rly at Stazione di ROSSANO about 2 1/2 km. North of the town. It has travelled this line several times and was able to give particulars about two bridges over the COLACIATI RIVER at 282145, the TRONCO RIVER at 381144, and the VENO RIVER at 215141 (see Sketch 1, Appendix 2).

F. COUNTRYSIDE

Terrain to the North of the town is level and cultivated with wheat fields and vegetables. South of the town, the terrain is hilly and cultivated mostly with orchards. Fields are divided either by stone walls 1 m. high and 1 m. wide or by a line of hedges.

02021

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MOIST SUGAR

ECONOMICAL CONDITIONS

ROSEBANK

- | | |
|-----------|--|
| Bread | - 200 grams per capita daily.
Average price, 2.15 Lire per kilo. |
| Sugar | - 500 grams per capita monthly.
Average price, 7.50 Lire per kilo. |
| Olive Oil | - 150 grams per capita monthly.
Average price 40 - 42 Lire per Liter. |
| Meat | - 100 grams per capita weekly.
Average price 12 - 14 Lire per kilo. |
| Macaroni | - 100 grams per capita weekly.
Average price 3.00 Lire per kilo. |
| Rice | - 300 grams weekly (c) per capita.
Prices not available. |

1087 SECRET

PERSONALITIES

SAN LUCIDO

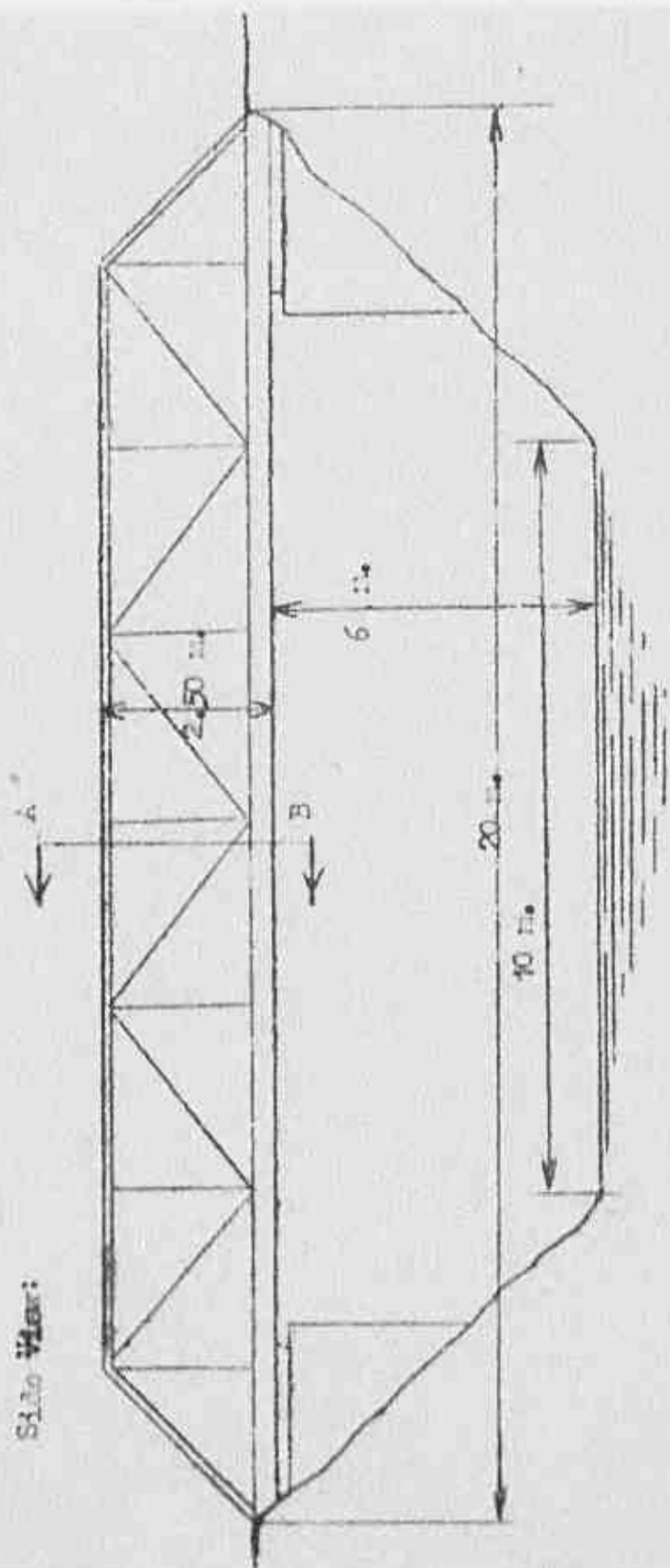
IONIO GASTARE - wealthy shop-keeper. Mild Fascist.
LOSIO CESARE - butcher, land-owner. Passive Fascist.
Dr. ROSCINI - Town doctor. Captain in reserves. Active Fascist.
Pruvencio Giovanni - Town surveyor. Active Fascist.

ROSSANO

DE FLORES ANTONIO - Mayor. Active Fascist.
Marchese MARTINO PIRO - large land-owner.
Baron DE NOGAS - " " "
Baron LIDONIA - " " "
CUNIZ GIUSEPPE - Elementary school teacher. Strong Fascist.
MAGNIE FILIBO - " " " " "
MENNIONE SILVIO - " " " " " Anti-Fascist.
TOZZI FRANCESCO - " " " " "

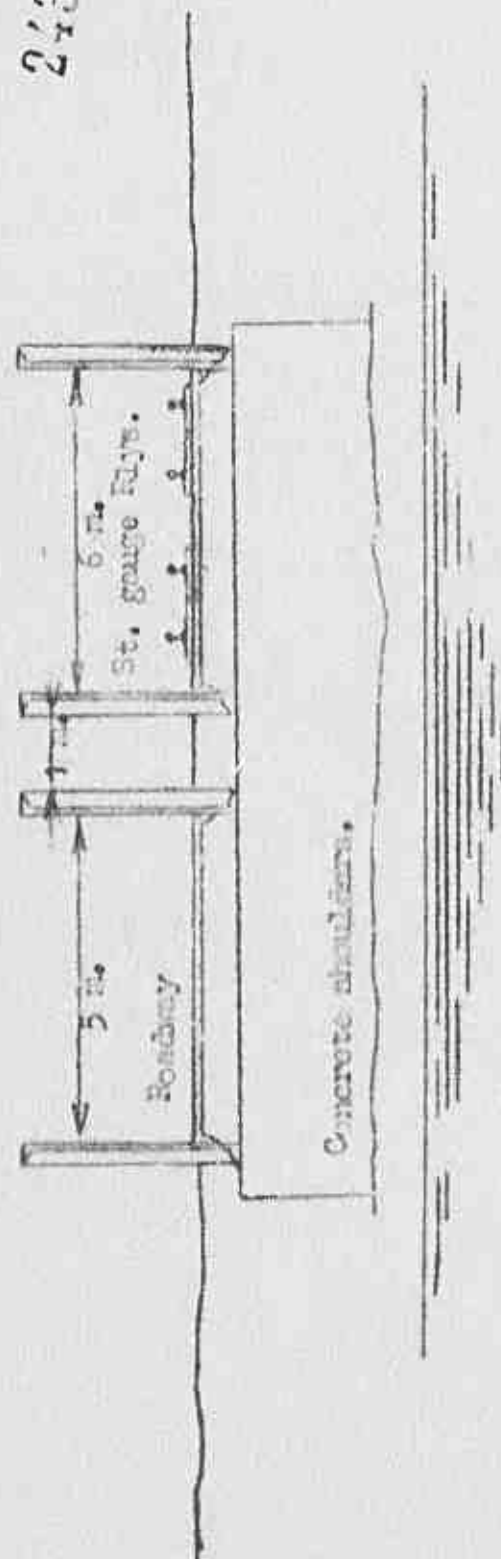
244

(1)

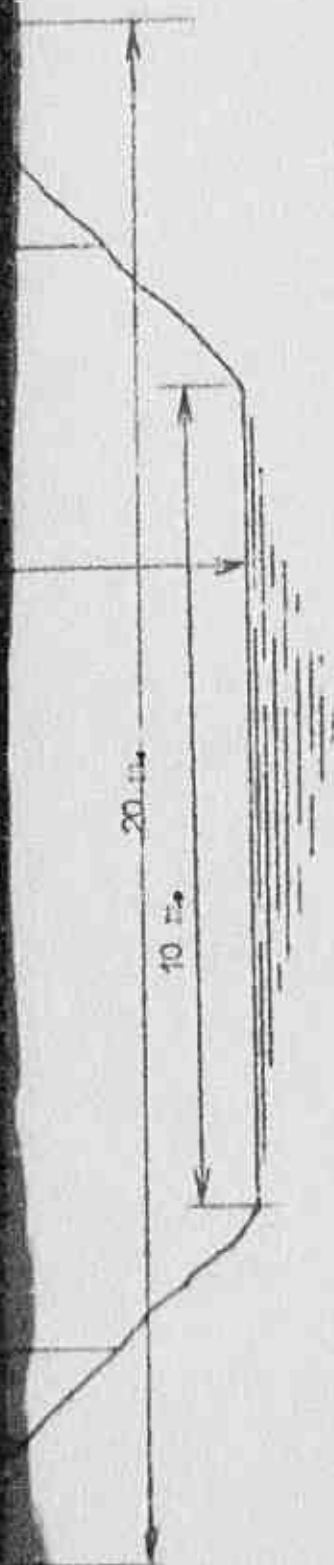


Front view on section A B

243

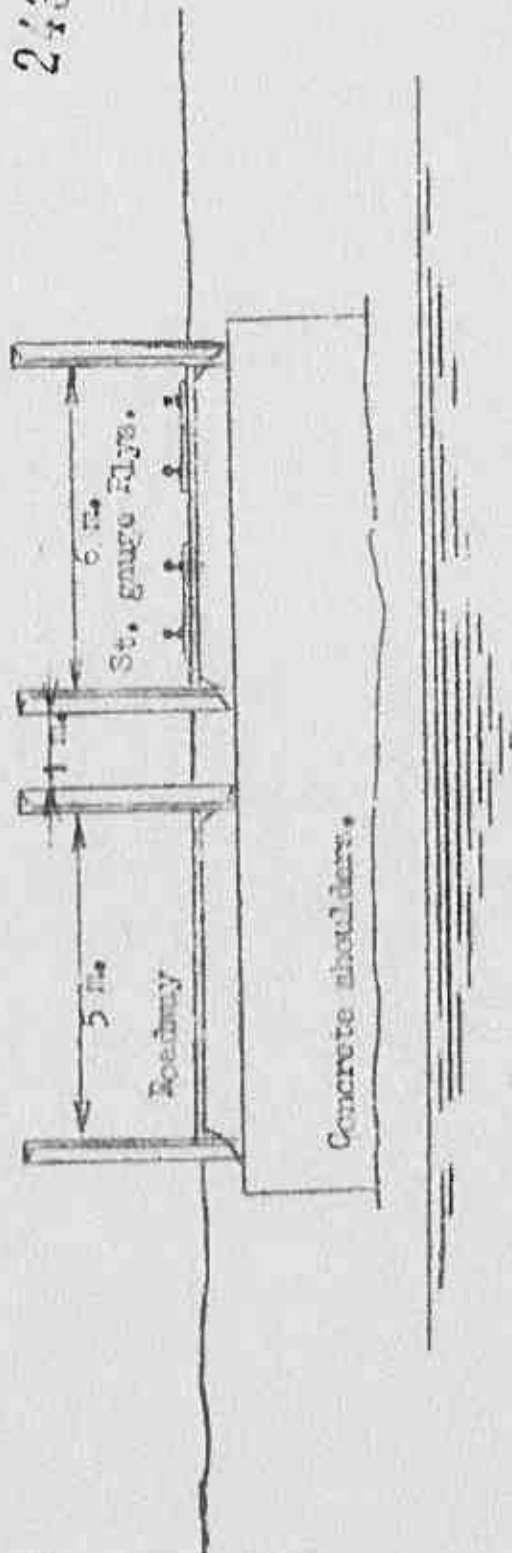


Rly and road bridges over the river gorge.



Front view on section A B

243



Rly and road bridges over the river Coraco.

The structure of these bridges is of steel (Box girder type)

The two bridges are very similar, and the concrete shoulders on the bridge are in common.

Appendix: A

08061

Declassified E.O. 12356 Section 3.3/NND No. 785015

ip

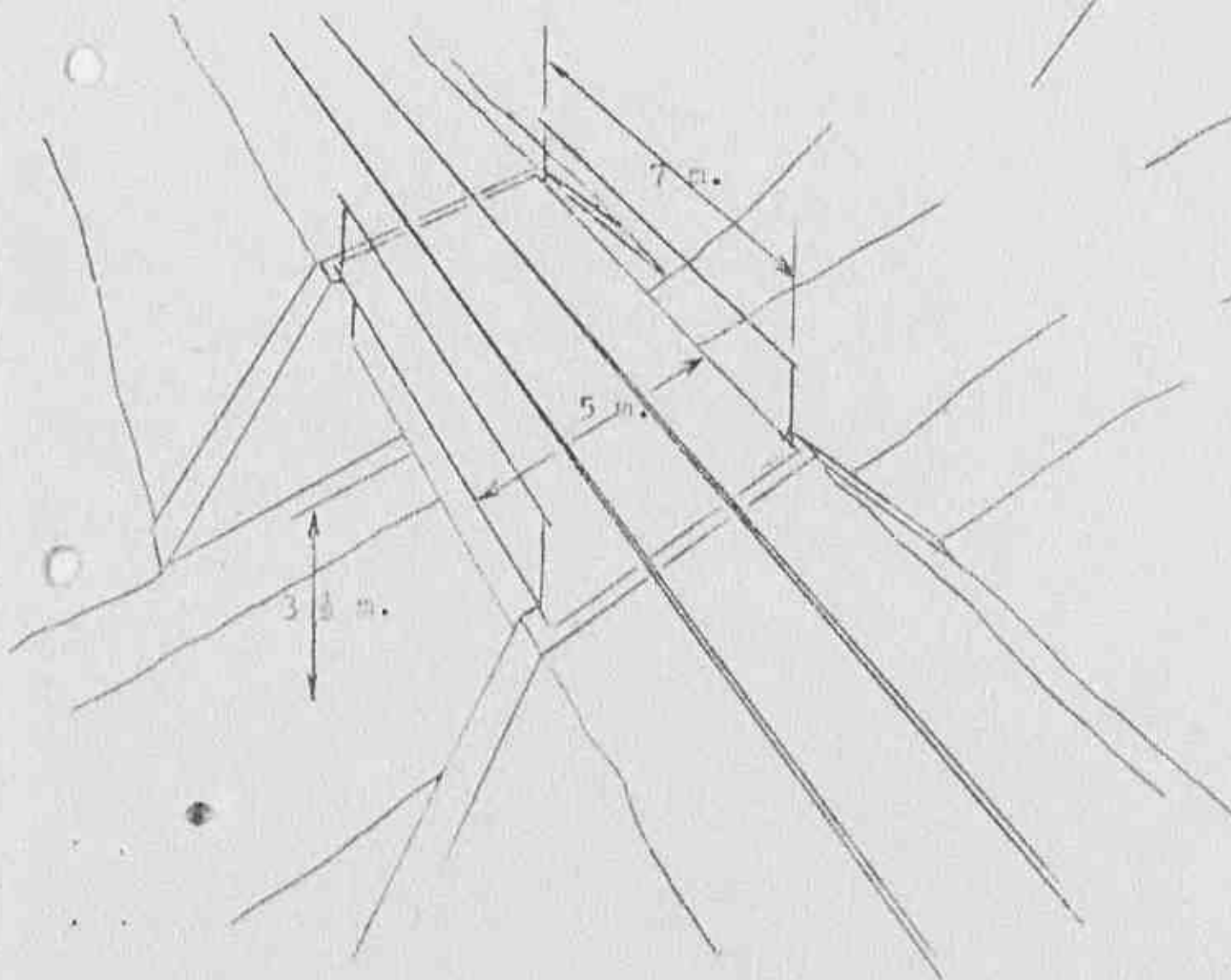
Rly bridges over the rivers

Deuro (Z 767800)

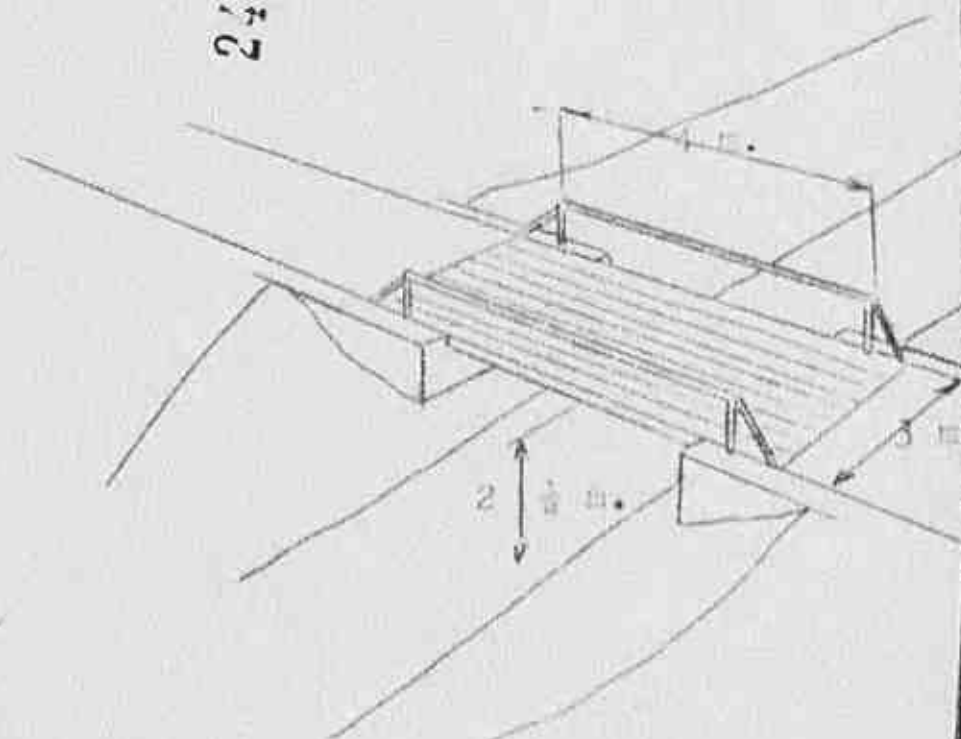
Turvelo (Z 760824)

= Steel span, stone and cement shoulders =

(1)



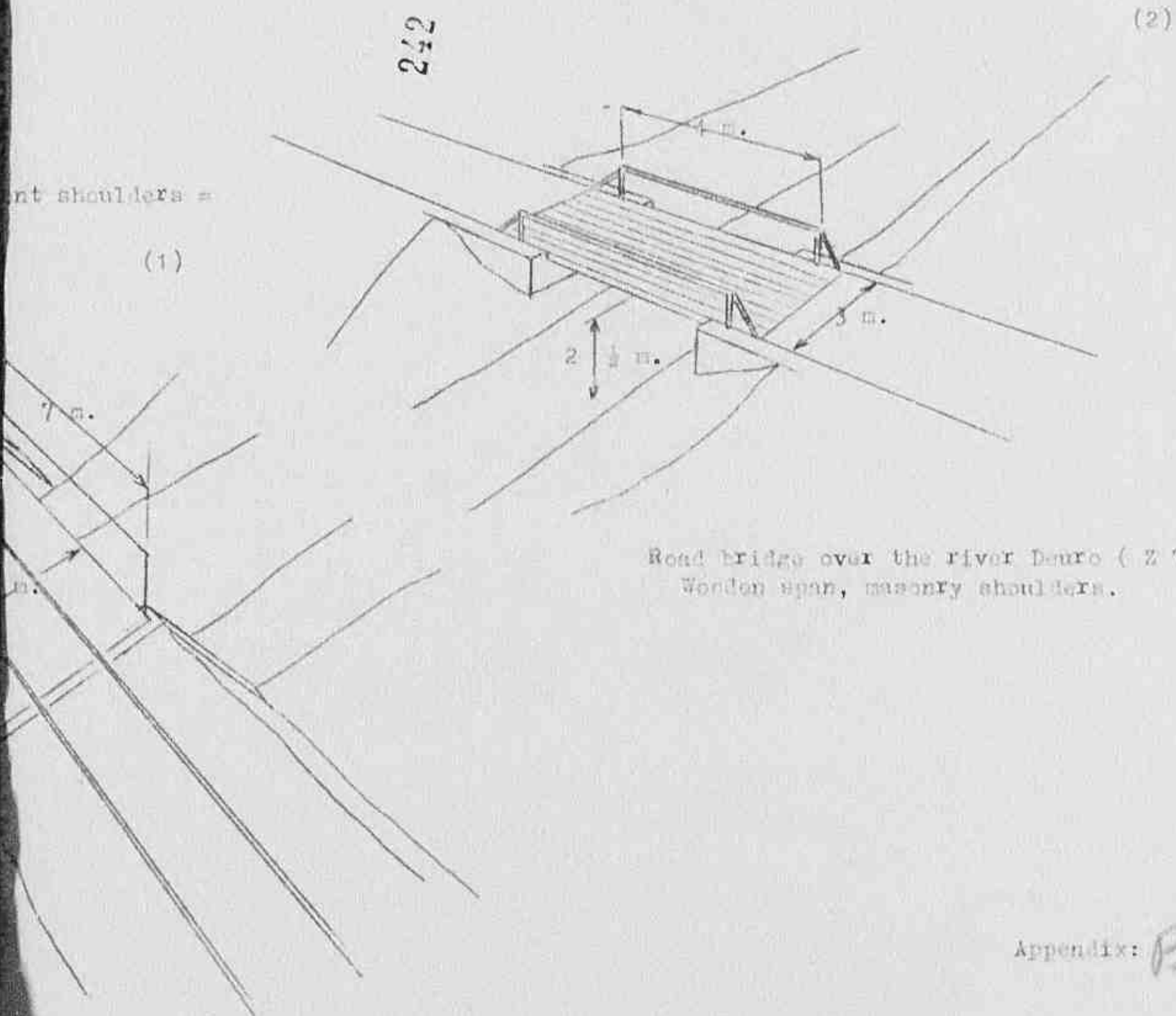
242



Road bridge over
Wooden span, 1

08021

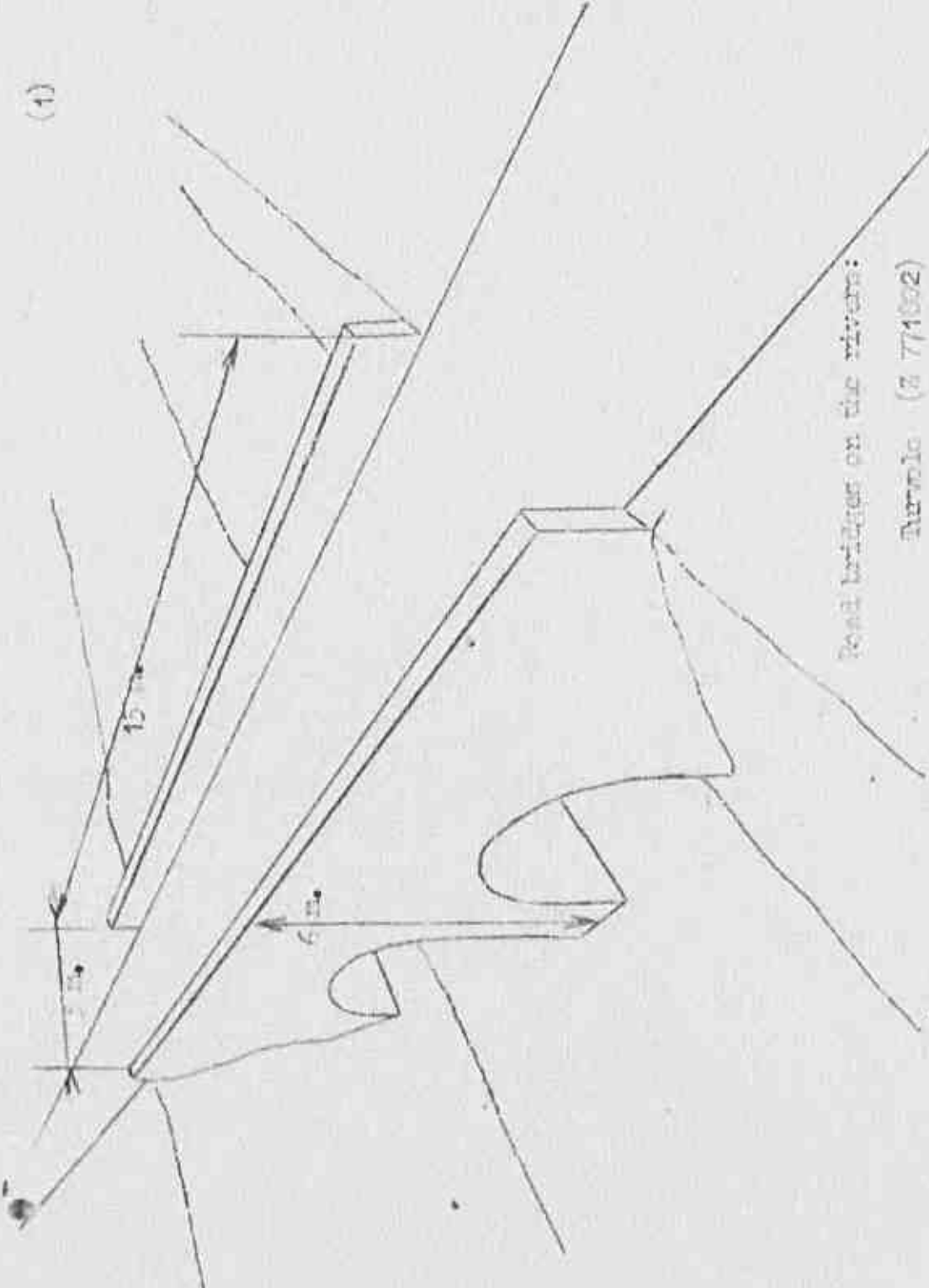
Declassified E.O. 12356 Section 3.3/NND No. 785015



03081

Declassified E.O. 12356 Section 3.3/NND No. 785015

(4)



Road bridges on the river:

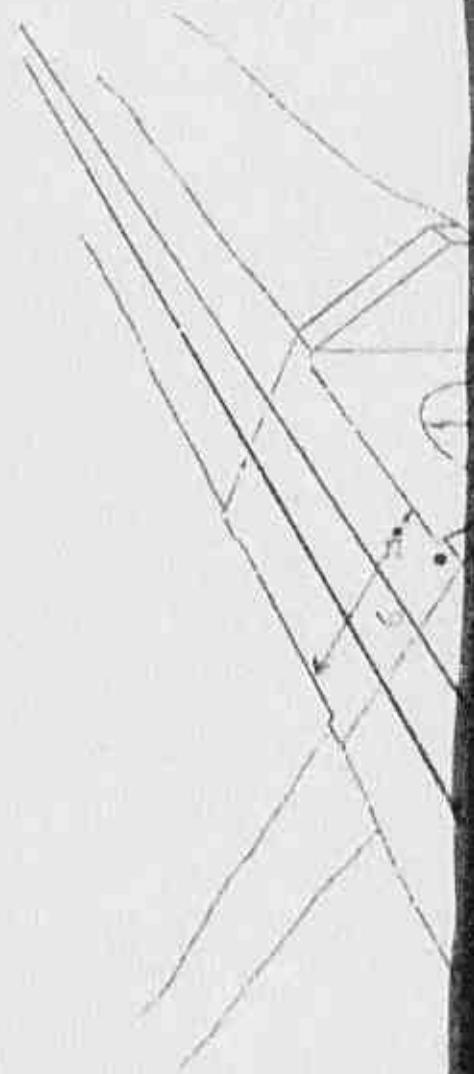
Burro (3 771002)

Guacior (2 772706)

=Stone and concrete structure=

271

(2)



Road bridges on the river:

Turulo (Z 771992)

Cacocicori (Z 772796)

Stone and cement structures

241

(2)

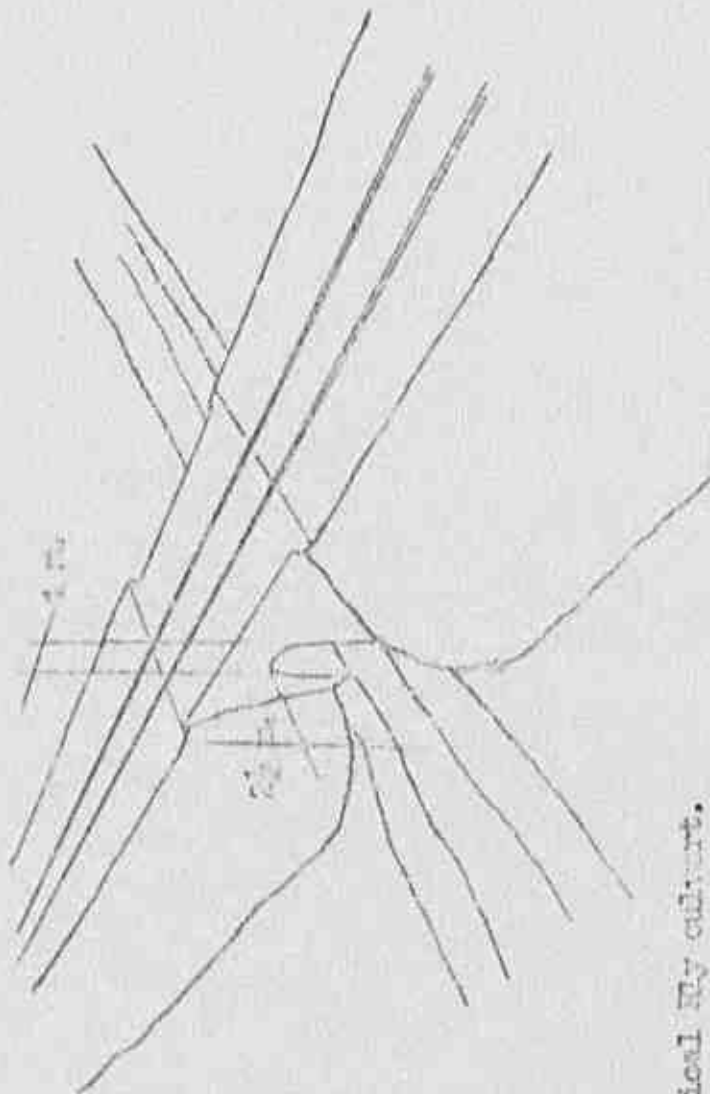
Rly overpasses at:

(Z 77219)
(Z 77575)

Stone and cement struct.

Appendix:

(1)



Typical highway culvert.

Stone and cement construction.

(2)



Typical section of highway culvert.

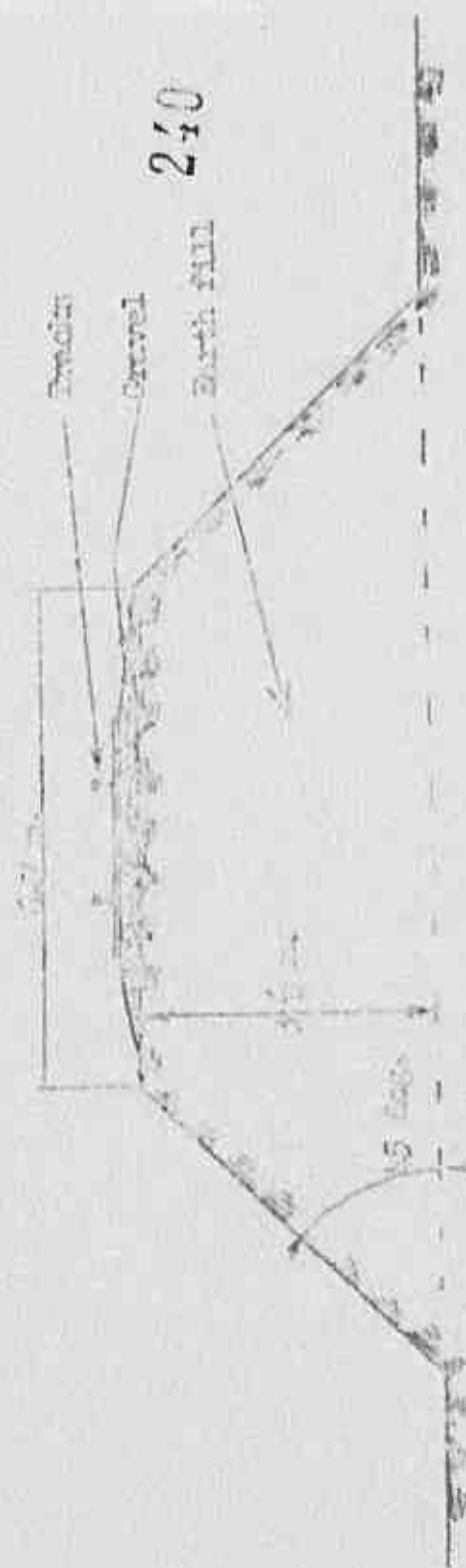
(3)



Typical dry culvert.

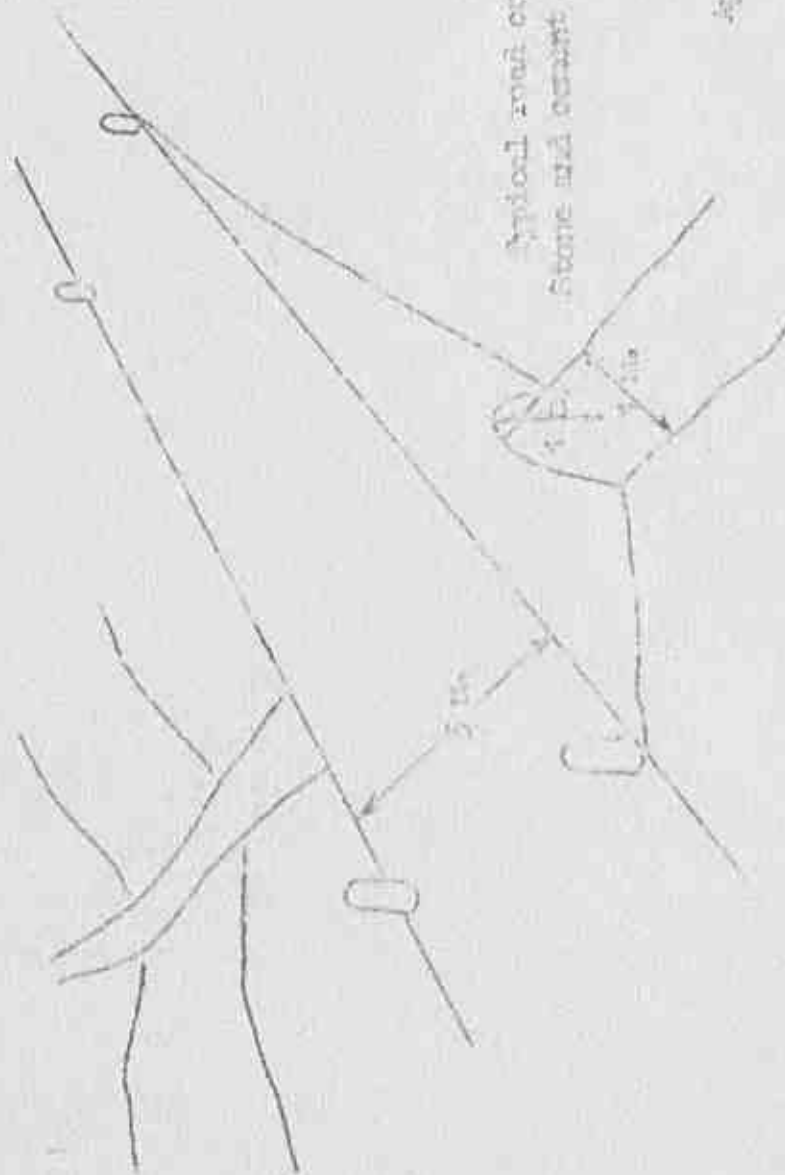
Stone and cement construction.

(2)



Typical section of dry culvert.

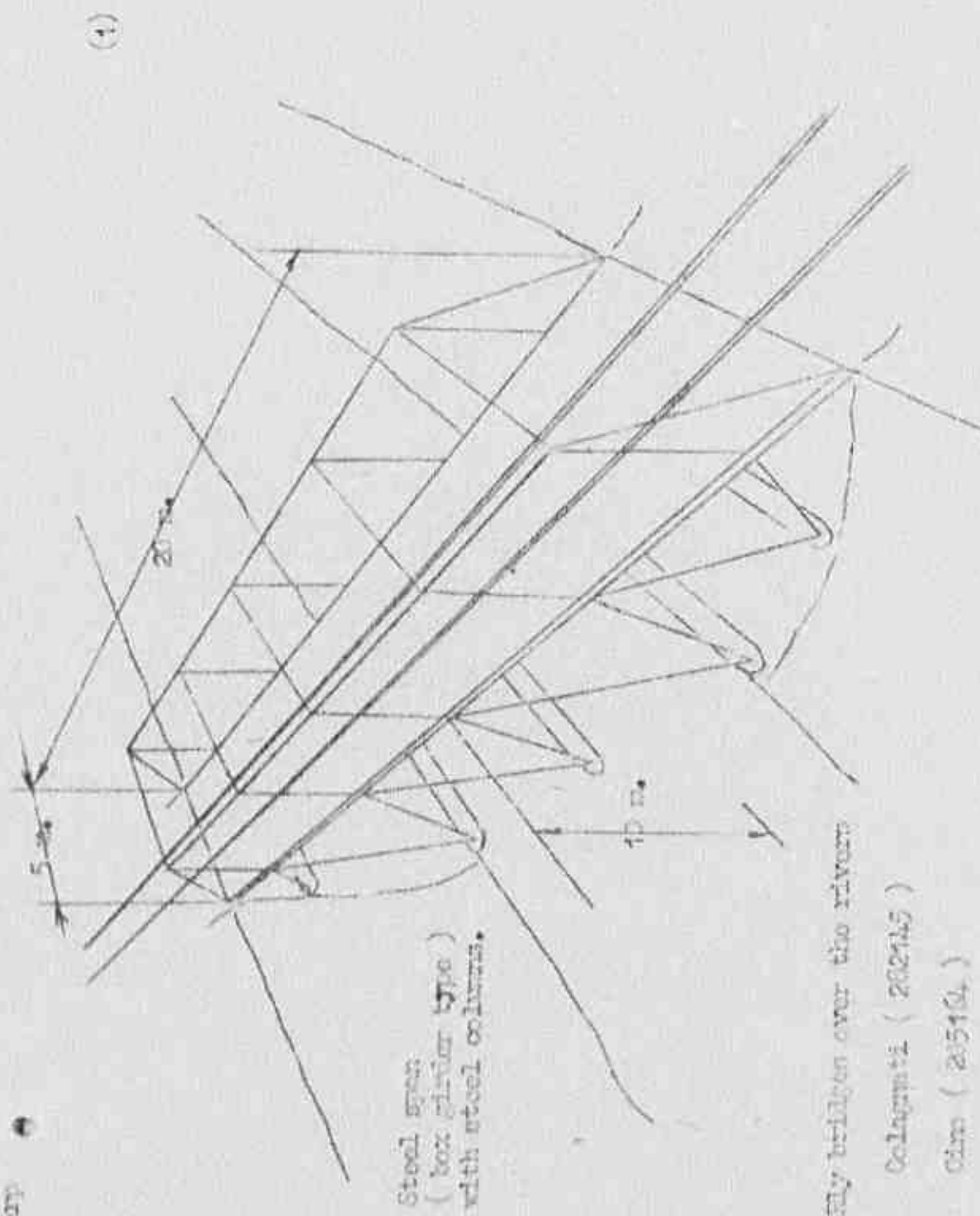
(3)



Typical road culvert.
Stone and cement construction.

Appendix: D

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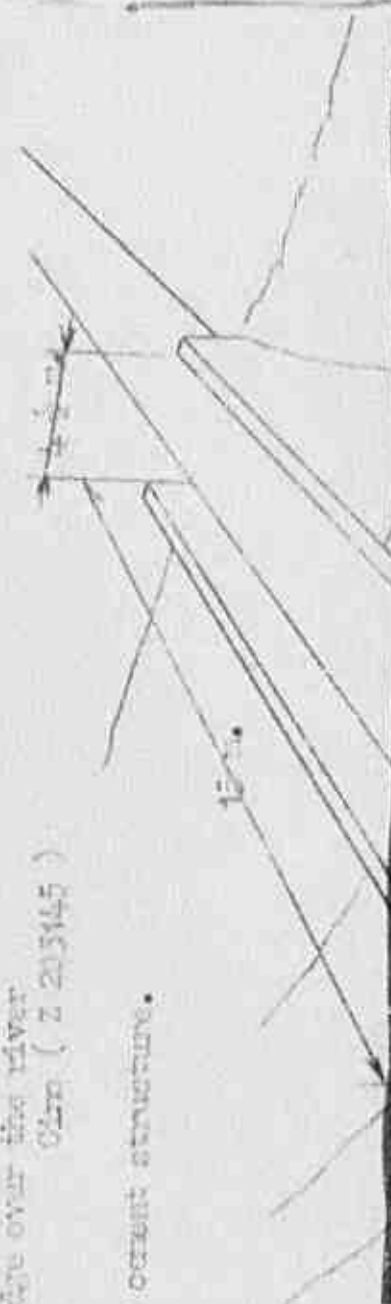


(The fly bridge over the river Grijanto (360454) 2341
has the same type of structure, but is 35 m. long.

(2)

Road bridge over the river
Cim (205145)

Stone and cement structure.



785015

Rly bridge over the river

Colacott (282145)

Cir (285104)

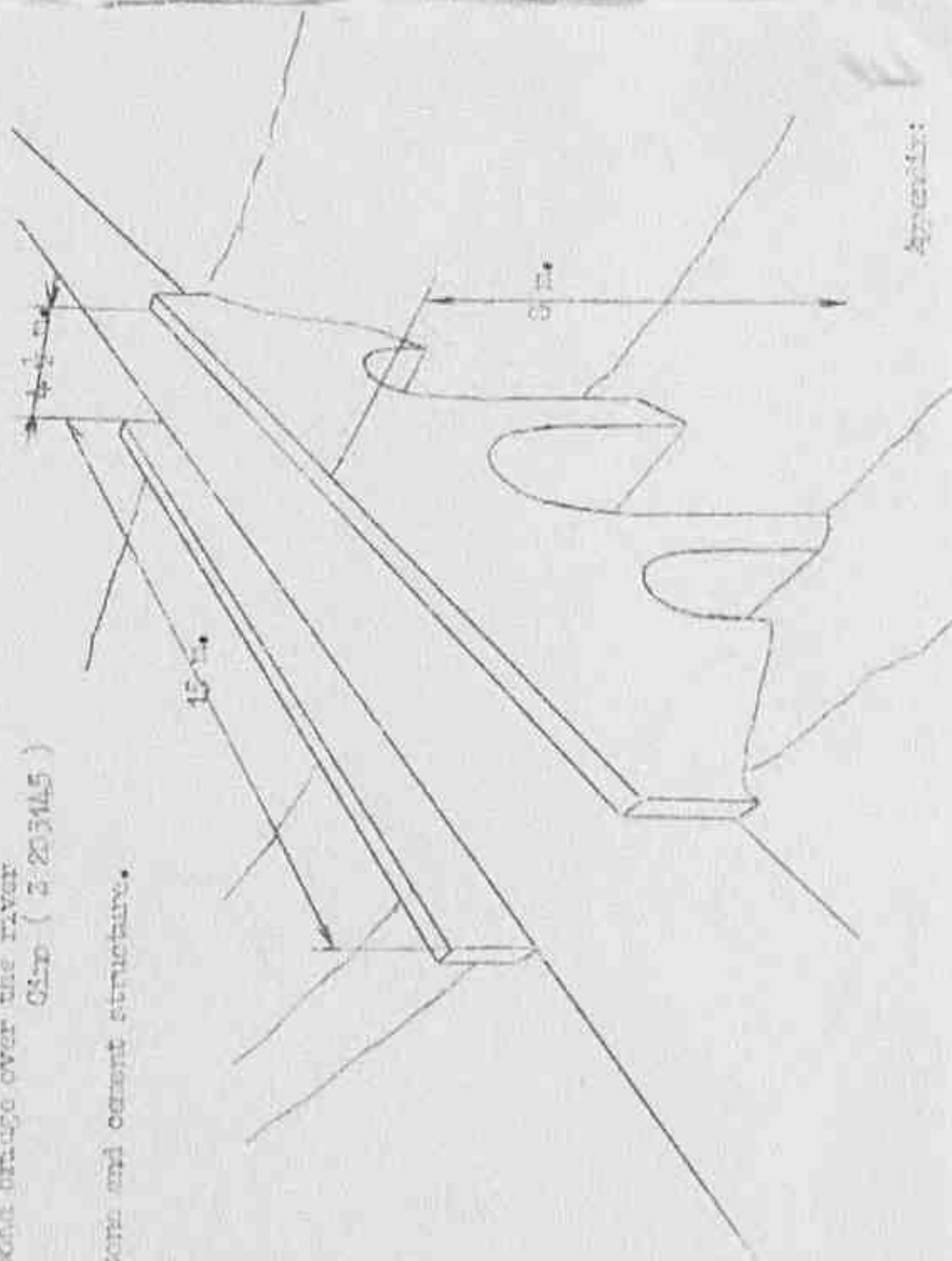
(The Rly bridge over the river Ontario (303134) 234
has the same type of structure, but is 35 m. long)

(2)

Load bridge over the river

Cir (283145)

Stem and cement structure.



Appendix

SECRET - OFFICIALS ONLY

22443
7878
FORCE 141

Ref. No. SS/C/4

INTERROGATION RECORDS

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G.S.D.I.O. (Spec. Sect.)
A.F.H.Q.

13 July 1943.

MOST SECRET

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This report contains information on the undermentioned places and subjects:-

1. General Introduction
2. Gravina (Prov. Bari)
3. Bari
4. Locoe - Foggia - Brindisi
5. Taranto
6. Matera
7. Altamura (Prov. Bari)
8. General (Including Military)
9. Economical Conditions and Personalities
10. Appendix A, Bridges at Gravina
11. Appendix B, Road Bridge at Taranto
12. Appendix C, Swing Bridge at Taranto

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W. L. MINTON
W. L. MINTON
Wing Commander RAF
Cmdg C.S.D.I.C. A.F.R.A.

MOST SECRETGENERAL INTRODUCTIONA. SOURCES

Pier, RAZZANI GIOVANNI and RIZZANI EMANUELE are natives of GRAVINA IN PUGLIA (Prov. Bari). They were both captured on PANTHERIA where they had been sent as punishment for insubordination and other infractions of military regulations.

RAZZANI is a 20-year-old student, intelligent, observant and very reliable. His military service was performed as follows: 18 Oct. 42 to 19 Feb. 43 at IAP w/ School at NAPLES; 22 Feb. to 26 Feb. at PALERMO; 26 Feb. to 30 Feb. at TRAPANI; 1 Mar. 43 to 41 June 43 at PANTHERIA. He was home at GRAVINA on leave for about a week in mid-Feb. 43.

He is anti-Fascist by conviction, due partly to the fact that his father was one of the leaders of the Italian Communist Party.

RIZZANI is a 30-year-old baker, observant and reliable. He lived in the United States for more than 10 years and speaks English very well. About 6 of his 10 years' service in the Italian Army were spent in CALABRIA and TUNISIA. For 2 years after the Ethiopian War he was stationed in East Africa. He was at PANTHERIA from Dec. 41 to 11 June 43. His last visit home was during Christmas 42.

This P/W's anti-Fascist dates from the time he was drafted into the Italian Army in 1933, while on a visit to Italy from America.

Both are willing to do anything for the Allied Cause.

MOST SENSITIVE

CRACHIA (Prov. Bacu)

A. SOURCE

See General Introduction.

B. THEM

- i) POPULATION 30,000; mainly farmers, artisans and small merchants.
- ii) WATER It is brought to the town by a secondary branch of the "ROMANIA" system. It is distributed to several public fountains and is laid on in the houses of the wealthy. Irrigation is not necessary even in summer.
- iii) UTILIZATION Almost every house and street has electricity laid on; some few use candles and oil lamps. Power is derived from the POTOL-BAIU line. It is in direct current (current continues). A small sub-station is located just outside the town.
- iv) SOIL FERTILE. Wood and charcoal are used for cooking purposes.
- v) CLIMATE The central part of the town has underground coverage, but the majority of houses still dispose of roofs in veranda and canopies, which are emptied periodically. The underground system empties into the ROMANIA channel, which passes near the town.
- vi) POSTAL FACILITIES The Post Office is a small 1-story structure of 3-4 rooms located on Via del Libertate. The only telegraph and telephone facilities are located here.
- vii) MIL The Carabinieri detachment, located in Via 2011, and consisting of one warrant officer and 40 men, has a 1-room building with a capacity of 40-42 prisoners. There is also a civil jail, 3 stories high, with a capacity of 100.
- viii) HOSPITALS

- 1) There is an infirmary (MARIA LUCIA CARMELITA) located in Via 2011, consisting of 4-5 rooms. Its main purpose is to give injections against malaria, which occurs occasionally in this area.
- 2) There is a civil hospital 3 stories high, capacity 200.
- ix) SCHOOLS The only hotel in town is the ALBINO HOTEL, a 4-story structure with accommodations for about 100, located on PIATA LIBERTATE.
- x) SCHOOLS The only elementary school in town is a 2-story building located on CALO VINTURU MAREMURU STR. It has a capacity of 400-500. A technical high school, 3 stories high, has a capacity of 300. There is also a secondary agricultural school in a 2-story building, capacity 200.
- xi) UNIVERSITIES There are only a few small libraries and olive oil presses.

C. UTILIZATION

The ROMANIA CRACHIA runs South of the town; its banks form a very steep ravine, 400 m. deep and 30 m. wide. The watercourse is about 3 m. wide and 50 cm. deep. It never dries up completely. Large heavy rains it rises to a height of 1 m. It is not possible to walk on, and only with great effort can it be crossed on foot.

D. CHARACTERISTICS

1) RIVERS

i) ROMANIA - CRACHIA. Road installed 4 m. wide with arill, easily accessible drainage ditches. This road is always passable even during rains. Although there are very curves in this road, there are no barriers. The road ends gradually for 200 m. to POTOL-BAIU. There are road markers about 20 m. apart along the entire stretch.

city of town still appears of ruins in barrels and concrete, which are emptied periodically. The telephone system operates into the TOWNHALL.

vi) POSTAL FACILITIES The Post Office is a small 1-story structure of 3-4 rooms located on Via del Littorio. The only telephone and telegram facilities are located here.

vii) GAD. The Carabinieri detachment, located in Via Roma, and consisting of one warrant officer and 10 men, has a 1-room building with a capacity of 10-12 prisoners. There is also a civil jail, 3-story high, with a capacity of 400.

viii) HOSPITALS

1) There is an infirmary (HOSPITAL) located in Via Roma. It consists of 4-5 rooms. The main purpose is to give injections against malaria, which occurs occasionally in this area.

2) There is a civil hospital 3-story high, capacity 200.

ix) HOTELS The only hotel in town is the ALBERGO DANIELI, a 1-story structure with accommodations for about 100, located on Via del Littorio.

x) SCHOOLS The only elementary school in town is a 2-story building located on CORSO VITTORIO EMANUELE III. It has a capacity of 400-500. A technical high school, 3-story high, has a capacity of 300. There is also a secondary agricultural school in a 2-story building, capacity 200.

xi) INDUSTRIES There are only a few small industries and olive oil presses.

C. INFRASTRUCTURE

The TOWNHALL is located South of the town; its building forms a very steep ravine, 100 m. long and 30 m. wide. The watercourse is about 3 m. wide and 50 cm. deep. It never dries up completely. During heavy rains it rises to a height of 4 m. It is not passable to vehicles, and only with great effort can it be crossed on foot.

D. COMMUNICATIONS

a) ROADS

i) GARDIA - TOWNHALL Road, paved 4 m. wide with small, easily passable drainage ditches. This road is always passable even during rains. Although there are many curves in this road, they are not dangerous. The road climbs gradually for 200 m. to TOWNHALL. There are road markers about 20 m. apart along the entire stretch.

A arch stone bridge is located immediately to the SW of the town on this road. (See sketch 1, Appendix A).

ii) GARDIA - SPINAZZOLA Road about 24 km. long; State road, paved, about 4 m. wide. Small ditches on either side and slight curves in center provide road drainage in time of rain. There are small trees on either side of the road, spaced 20-30 m. apart and 2-3 m. in height.

iii) GARDIA - GARDIA Road, paved 4 m. wide, just allowing 2-way traffic. There are very few curves, but several technical accidents and descents. Passable in rainy weather.

iv) GARDIA - TOWNHALL Generally the same as the Road GARDIA - GARDIA.

b) RAILROADS

i) A standard-gauge State railway passes through GARDIA via GARDIA DEL GARDIA and GARDIA, and from North to GARDIA and GARDIA.

ii) A standard-gauge railway line called GARDIA - GARDIA, which travels between GARDIA - GARDIA, passes through GARDIA and GARDIA.

SECRETSECRET (Prov. Part) Cont. (2)

iii) A standard-gauge, single-track State Rly runs north of the town over a stone and steel bridge (see Section, Annex A), which crosses the TIRRENTINE RIVER. There are three sidings at the station. This Rly comes from GIOIA DEL COLLE, ARIUNO, passes through MARINA and SPINAZZOLA.

2. COUNTRY

The fields are extensively cultivated with wine, wheat and vegetables. There are also a number of orchards; vines are also very common. Olive trees are planted about 10 m. apart. There is no dense tree growth except in the 10000 COMMONS (city woods), a heavily wooded area about 30 km. square, located about 15 km. SE of the town. The ground is always firm and the possibility of inundation is nil.

Low stone walls about 50 cm. high separate the fields.

SECRET

2422

2. SUMMARY

See General Introduction.

3. DATA

i) POPULATION About 250,000. Main occupations are dock and harbour work, crafts, lumber, movement, production, business and mining. Only a very small part of the City's population is engaged in farming.

ii) WATER The water supply is brought in by the AQUEDUCTO PRIMERO, one of the longest aqueducts in Europe. The source of the water is the SILE RIVER in CALZADILLA, which is also the source of water for most of the towns in PUEBLA. Water is plentiful and is never rationed or cut down. Nearly every house has water laid on.

iii) ELECTRICITY The City derives its electric power from ENERZSA, whence it comes by means of high tension lines. ENERZSA has a hydro-electric station which furnishes power to all towns in Tlaxi Province. The company in the ENERZSA LOCAL MANAGEMENT.

All streets have electric illumination; lamps hung from wires which are strung between buildings or from lamp-posts. Almost every house is wired for electricity.

iv) GAS Is produced in the City itself by a central gas works located near the A.O.I.R. (AGENCIA CENTRAL INDUSTRIAL PUEBLA), immediately South of the harbour area.

The majority of the houses have gaspans laid on, but in the poorer districts at SAN VICENTE, charcoal is still used for cooking purposes. Gas is not used for street lighting purposes.

v) TELEPHONE The system extends underground throughout most of the City, except in SAN VICENTE, where connections are still to be found.

vi) MAIL FACILITIES The main Post Office, located in the PLAZA DE ARMA I, is a new structure housing the only telegraph office in town, as well as the telephone exchange and all the regular mail offices. About 20 sub-offices are monitored throughout the City solely for the collection and distribution of mail and money order services.

Telephones are installed in many houses and in post offices and public buildings. vii) CLUB The main club, located in the PLAZA DE ARMA I, is a 2-storey structure with a capacity of about 1,000. Most of the inmates are kept in underground caves; the building itself is mainly used as administrative offices.

The main JUVENILE, and every police, Comandante and USM station have their own small vaults for a few prisoners.

viii) SCHOOLS

1) The ESCUELA DE SABERIA CENTRAL, located in the PLAZA DE ARMA I, across the street from the main club, consists of about 30 buildings of 1 1/2 storeys each. The entire building is new. Each building contains an average of 20 rooms with about 30 beds in each room. This is a general hospital to which military personnel is frequently sent.

2) The ESCUELA DE INGENIERIA, located in the SAN PABLO I, is a single large building, 4 1/2 storeys high. It is situated in the capacity to be about 5,000, on the basis of the fact that under the Great Convention an entire division was ordered into 233

3) The ESCUELA DE INGENIERIA, located in the PLAZA DE ARMA I, consists of the ground floor of the laboratory building. It has a capacity of about 500, and is used mainly for scientific research and for the production of air, water, etc.

4) The ESCUELA DE INGENIERIA (CLUB), located in the PLAZA DE ARMA I, has a capacity of about 450, and is used mainly for the treatment of venereal diseases. The vaccination houses and all the City's medical offices are also located here.

5) The ESCUELA DE INGENIERIA, located in the PLAZA DE ARMA I, covers the street

power to all towns in Vientiane Province. The company in the SOVIET Leningrad region... All streets have electric illumination; lamps hang from wires which are strung between buildings or from lamp-posts. Almost every house is wired for electricity. In the city itself, a central gas works is located near the... (ZILINA, GENARAL, BUILDING, etc.), immediately south of the harbour area. The majority of the houses have gas pipes laid on, but in the poorer districts at... charcoal is still used for cooking purposes. Gas is not used for street lighting purposes.

v) Sewerage. The system extends throughout most of the city, except in... where sewers are still to be found.

vi) Postal Facilities. The main Post Office, located in the CHAMUNH MANSION I, is a new structure housing the only telephone office in town, as well as the telephone exchange and all the regular mail offices. About 20 sub-offices are scattered throughout the city solely for the collection and distribution of mail and money order service. Telephones are installed in many houses and in most cafes and public buildings.

vii) Rail. The main rail, located in VIL CHAMUNH, is a 2-storey structure with a capacity of about 4,000. Most of the locations are kept in underground caves; the building itself is mainly used as administrative offices.

The main station, and every police, Carabinieri and GSI station have their own small cars for a few policemen.

viii) Hospitals

1) The HOSPITAL is SOVIET HOSPITAL, located in VIL CHAMUNH, across the street from the main rail, consists of about 30 buildings of 3/4-storey each. The entire hospital is new. Each building contains an average of 20 rooms with about 50 beds in each room. This is a general hospital to which military personnel is frequently sent.

2) The POLYCLINIC, located in PLOM SAN TROVALL, is a single large building, 4 1/2 storeys high. It is estimated its capacity to be about 5,000, on the basis of the fact that during the Czech invasion an entire division was crisscrossed into 233 sub-units at its quarters.

3) The UNIVERSITY HOSPITAL, located in PLOM SAN TROVALL, consists of the ground floor of the University building. It has a capacity of about 500, and is used mainly for emergency surgical cases resulting from accidents, air raids, etc.

4) The AMBULANCE STATION (Clinic), located in PLOM SAN TROVALL, has a capacity of about 400, and is used mainly for the treatment of venereal diseases. The vaccination bureau and all the city's medical offices are also located here.

5) The MAIN POST OFFICE, located in the CHAMUNH MANSION I, across the street from the main Post Office, is an old structure with a capacity of about 150. It is used mainly as a multipurpose station for military personnel.

6) About 12 private clinics are also to be found in the city. Their capacity and specialty are not known.

7) MEDICAL is prevalent, but not to any great extent; stomach and liver ailments are the most prevalent.

8) Venereal diseases occur almost a sharp increase, especially around women, after the Czech invasion, which brought thousands of soldiers to the city.

ix) CHURCHES

1) The CHURCH of the BLESSED VIRGIN, also called the ROSARIO, and located on the new PLOM SAN TROVALL, is a 4-storey, new structure, and is considered first-class. Prices for massing the day begin at about 100 Liras. The church is not known.

2) The CHURCH of the BLESSED VIRGIN, also called the ROSARIO, and located on the new PLOM SAN TROVALL, is a 4-storey, new structure, and is considered first-class. Prices for massing the day begin at about 100 Liras. The church is not known.

3) The CHURCH of the BLESSED VIRGIN, also called the ROSARIO, and located on the new PLOM SAN TROVALL, is a 4-storey, new structure, and is considered first-class. Prices for massing the day begin at about 100 Liras. The church is not known.

LAAL Cont (2)

- 3) Several other small hotels and inns are also to be found with daily room rentals of 10-12 lire.
- x) SCHOOLS
 - 1) The elementary school "GIUSEPPE MARCONI" is located on Via MARCONI. It is a 2-story building with a capacity of about 400 pupils.
 - 2) The elementary school "MADONNA DI SIOVIA", located on Via GIUSEPPE SUTTA, is a 1-story structure with a capacity of about 200 pupils.
 - 3) The elementary school "GIUSEPPE MARCONI" on Via GIUSEPPE SUTTA, is a 2-story building, capacity of about 300.
 - 4) There is also a fourth elementary school, name and location unknown, of 2 stories and about 100 capacity.
 - 5) The High School "PAOLO FERRARI", located on the LARGO MARCONI SAURO, is a new 2-story building with a capacity of about 1,000 pupils.
 - 6) The scientific High School, "VITTORIO CESARE" on CORSO CANTU, is also 2-storied high and with a capacity of about 1,000.
 - 7) The Business Institute "DE CAVALLERIE" on LARGO MARCONI SAURO, is located in a large building. It has a capacity of about 500.
 - 8) The Teachers' Institute (for males) on Via CANTU, is a 3-story structure, capacity 1,000.
 - 9) The Teachers' Institute (for females) on PIAZZA MARCONI I, is 2 stories high and has a capacity of about 500.
- xi) INDUSTRIES

- 1) The chief industries of the City are centered around the harbour. Thousands of men are employed as stevedores, longshoremen, dock-workers, etc.
- 2) The A.S.I.E. (AZIENDA GENERALE VALLI DI PAVIA), a government trust for the refining and distribution of petrol, has a refinery south of the harbour. More than 1,000 are employed here.
- 3) In peacetime a good part of the poorer people earned a livelihood by fishing, but wartime restrictions and the draft of the younger men has seriously curtailed this industry. No details available on fishing restrictions.
- 4) The PAVIA Furniture factory, on the City's outskirts, employ about 500 men and women.
- 5) The LA ROSA Patis and Vegetable Cannery, producers of canned goods and well-known throughout all Italy, employs about 500 men and women.
- 6) Two mechanical manufacturers, names unknown, employ about 400.
- 7) The ENTE VINO, a government agency for control of the production and sale of alcoholic beverages, employs about 200.

o MARITIME

The harbour of LAAL was enlarged and improved considerably in the period of the Albanian and Greek Campaigns. It is divided into two parts, PAVIA CANTU and PAVIA MARCONI. Ships of the size of the "GIUSEPPE MARCONI" (25,000 tons) have been observed in PAVIA CANTU.

Complete loading and unloading facilities are available, but PAVIA does not know details concerning miles and depths, etc. There is a dry dock nearby the harbour area, not connected with the main dry dock. This makes it necessary to unload merchandise from trains onto lorries at the station for transportation to the harbour area.

PAVIA does not know of the existence of any drydock, slipway or repair yard. In Feb. '43 PAVIA refitted a net across the harbour entrance, but he cannot be more specific. There is only one lighthouse in the harbour, as far as PAVIA knows.

- 2-storey high and with a capacity of about 1,000.
- 7) The Business Institute "DI CAVALLI" on IMMERSALE N. ZAPPALO GARD, is located in a large building. It has a capacity of about 500.
 - 8) The Teachers' Institute (for males) on Via CAVALLI, is a 3-storey structure, capacity 1,000.
 - 9) The Teachers' Institute (for females) on PIAZZA IMMERSALE I, is 2 storeys high and has a capacity of about 500.
- 14) INDUSTRIES

- 1) The chief industries of the City are centered around the harbour. Thousands of men are employed as stowmen, longshoremen, dock-workers, etc.
- 2) The A.G.I.P. (AZIENDA GENERALE ITALIANA PETROLIO), a government trust for the refining and distribution of petrol, has a refinery South of the harbour. More than 1,000 are employed here.
- 3) In recent times a good part of the poorer people earned a livelihood by fishing, but war-time restrictions and the draft of the younger men has seriously curtailed this industry. No details available on fishing restrictions.
- 4) The FUGLIATO Furniture factory, on the City's outskirts, employ about 500 men and women.
- 5) The LA MOLA Knit and Veneable Company, producers of timed goods and well-known throughout all Italy, employs about 500 men and women.
- 6) Two mooring manufacturers, names unknown, employ about 400.
- 7) The ENTE VINCIGLIA, a government agency for control of the production and sale of alcoholic beverages, employ about 200.

C HARBOUR

The harbour of Bari was enlarged and improved considerably in the period of the Albanian and Greek occupations. It is divided into two parts, PORTO GRANDE and PORTO PICCOLO. Ships of the size of the "GRANDI PILOTTI" (25,000 tons) have been observed in PORTO GRANDE.

Complete landing and unloading facilities are available, but P/W does not know details concerning cranes and jetties, etc. There is a fly line serving the harbour area, but connected with the main fly line. This makes it necessary to release merchandise from trains onto lorries at the station for transportation to the harbour area.

P/W does not know of the existence of any drydock, slipway or repair yard. In Feb. '43 P/W noticed a net across the harbour entrance, but he cannot be more specific. There is only one lighthouse in the harbour, so far as P/W remembers.

D BEACHES

a) PORTO GRANDE

i) Beach IMMERSALE. The slope is gentle, about 20 m. wide, and strewn with boulders and rocks. Not suitable for most of its length. The length of the water increases gradually so that 20 m. offshore it is about 2 m. deep. It then drops suddenly to a much greater depth. 10 m. of firm, level earth lies between the beach and the coast road.

ii) Beach S. ST. VINCIGLIA. This has pretty much the same features as the beach IMMERSALE, except that the coast road extends inland a distance of about 100 m.

iii) Beach TRINTE. This is level and practically level with the beach. The sand is firm and smooth and suitable for all use. The coast road adjoining the beach about 50 m. from the water's edge. The depth of the water is unknown to the P/W.

MOSE SECRETLAKE Cont. (3)

- iv) Beach WLA Di LAKE-MUNDISI P/W stated, though they did not know in detail, that this beach has more or less the same features as the beaches above-mentioned.
- There are no large rocks or reefs anywhere along the Beach PARI-MUNDISI.
- b) Beach PARI-MUNDISI
- i) Beach PARI-S. SPIRINO (North of LAKE) This beach is sandy, level and about 30 m. wide on the average. The land rises gently towards the coast road and is firm enough for MT. The depth of the water is about 2 m. at 20 m. offshore.
- ii) Beach S. SPIRINO-MUNDISI-MUNDISI (North of LAKE) P/W stated that, although he does not know this beach in detail, it is always level and sandy, except for a few short tracts where rock formations are found on the beach. The water depth is about 2 m. at 20-25 m. offshore.

3. COMMUNICATIONSa) LAKE

- i) LAKE-MUNDISI This stretch of littoral road is asphalted and 6 to 10 m. wide. It is in excellent condition and generally level except for a few slight inclines. There are no sharp turns throughout its length. Low stone markers line the road. Drainage ditches along either side are only about 20 cm. deep and offer no barrier to MT. No walls border the road, except in the immediate outskirts of the town. P/W faintly remembers a bridge on this road near WLA Di LAKE but cannot describe it in detail.
- ii) Road-blocks or defences of any kind, up to Feb. '43.
- iii) LAKE-MUNDISI LAKE-MUNDISI This is a metalled, asphalted road about 5 m. wide and permits 2-way traffic. It has very shallow drainage ditches which present no obstacle to MT, and is almost never bordered by walls. It is fairly level throughout its length with no hazardous curves.
- P/W did not recall any bridges along this road. The land on either side is firm enough for MT. There are stone markers along its length about 20 m. apart. No defences along this road, (Feb. '43).
- iv) LAKE-MUNDISI-MUNDISI Metalled, asphalted; 5 m. width permits 2-way traffic. This road has very shallow ditches and is fairly level from LAKE-MUNDISI. From LAKE-MUNDISI it rises steeply, has many curves, and is often bordered by safety walls.
- v) SHEDDING roads leading out of LAKE are about 3/4 m. wide, of earth and gravel and are well-maintained, so that they are passable during heavy rains. The few drainage ditches that they have are shallow enough to permit MT to cross.
- v) LAKE-MUNDISI-MUNDISI Metalled, asphalted, about 5-6 m. wide. Well ditches provide good drainage. The road is level and straight for practically the entire distance.

b) LAKE

- i) LAKE-MUNDISI The main coastal highway runs North through LAKE to PARI and South to MUNDISI and LAKE. It is single-track standard-gauge with wooden sleepers.
- ii) LAKE-MUNDISI (Pari via LAKE) This road runs via THORNTON 231

B. COMMUNICATIONS

a) ROAD

i) BARLETTA-TRIESTE This stretch of littoral road is asphalted and 8 to 10 m. wide. It is in excellent condition and generally level except for a few slight inclines. There are no sharp turns throughout its length. Low stone markers line the road. Drainage ditches along either side are only about 20 cm. deep and offer no barrier to traffic. No main barrier the road, except in the immediate outskirts of the town. A few faintly marked a bridge on this road near MIA in TRIESTE but cannot describe it in detail.

ii) TRIESTE-TRIESTE This is a metalled, asphalted road about 5 m. wide and permits 2-way traffic. It has very shallow drainage ditches which present no obstacle to traffic, and is almost never bordered by walls. It is fairly level throughout its length with no dangerous curves.

iii) TRIESTE-TRIESTE Metalled, asphalted; 5 m. width permits 2-way traffic. This road has very shallow ditches and is fairly level from TRIESTE to TRIESTE. From TRIESTE, Northward it rises steeply, has many curves, and is often bordered by safety walls.

iv) TRIESTE-TRIESTE This road is level and straight for practically the entire distance.

v) TRIESTE-TRIESTE This road is level and straight for practically the entire distance.

vi) TRIESTE-TRIESTE This road is level and straight for practically the entire distance.

b) RAILWAYS

i) TRIESTE-TRIESTE The main coastal line runs North through TRIESTE to TRIESTE and South to TRIESTE and TRIESTE. It is single-track standard-gauge with wooden sleepers.

ii) TRIESTE-TRIESTE (Porto del SUD EST) This road goes via TRIESTE 231, TRIESTE-TRIESTE-TRIESTE, TRIESTE-TRIESTE-TRIESTE. A branch line runs from TRIESTE-TRIESTE-TRIESTE, TRIESTE-TRIESTE-TRIESTE, where it rejoins the main line.

iii) TRIESTE-TRIESTE A branch of the Ferrovia del SUD EST goes to TRIESTE via TRIESTE-TRIESTE-TRIESTE-TRIESTE-TRIESTE-TRIESTE-TRIESTE-TRIESTE.

iv) A single-track narrow-gauge electric tramway line runs from TRIESTE-TRIESTE. The station is on Via TRIESTE. Trains on this line are composed of 6/7 wagons. Each wagon has a capacity of 50 passengers. This line makes 6/8 trips daily at 2-hour intervals.

v) TRIESTE station has about 8 sidings, further details unknown.

c) AIRPORTS

Vine, vegetable and fruit orchards are the principal items cultivated in the neighborhood of TRIESTE. Olive trees are often found but they are planted too far apart to offer any real concealment for transport. The ground is always firm and level. There are no steep slopes to be found and the fields are usually divided by low stone walls.

POST SECRET

E A R I Cont. (4)

C FISHING

In penacotins IARI's fishing industry flourished. Very little fishing is now permitted. Fishing at night is prohibited. Permits are required for daylight fishing and then only permitted within 5 miles of the harbor. The type of boats used now are 8 m. long, row boats and "trabacoli", which are 42 m. sailboats.

N MILITARY

a) ORDER OF BATTLE (Feb. '43)

- i) 139 Inf. Regt. Depot (Davi Div.) at IARI.
- ii) 140 Inf. Regt. Depot (Davi Div.) at IARI.

b) INSTALLATIONS

i) The barracks of the 139 Inf. Regt. consists of a 3-storey structure in PLAZZA PICCO, called "CAMPAL PICCO".

ii) The barracks of the 140 Inf. Regt. (Davi Div.) is a single-storey structure located on Via GARIBOLDI.

iii) The 9 QM (Supply) Regt. is located in a 2-storey structure on Via FRANCESCO CRISTO; the CALABRESI LIAISON and the MILITIA ITALIANA are on the LAVORANTE MARITIMO STREET.

iv) Oil storage tanks are located inside the A.G.I.P. factory, South of the harbor area.

Underground pipelines lead from this plant to other refineries in IARI. The oil is brought to IARI on tankers and transported to the A.G.I.P. in tank trucks.

v) P/W stated that there are 41 batteries on the outskirts of the City and in the harbor zone, but he does not know any details.

vi) P/W Camp at IARI.

P/W SERRI was attached to the IARI Div. during the latter half of '42 when the Div. was stationed in IARI. He noted an escort officer for Allied P/W on duty between IARI-IARI. There is a large P/W Camp for British and Americans, capacity about 10,000, at IARI TRUSSA, near IARI. This is a transient Camp.

vii) P/W SERRI described another P/W Camp for French P/W at IARI near IARI. Also a transient Camp.

viii) P/W IARI and IARI know of a P/W Camp 4 km. East of IARI in IARI. They claimed that in Feb. '43 this Camp had 16,000 British of whom 8,000 were officers and NCO's. This was a permanent Camp with stone and wooden barracks.

c) ORDER OF BATTLE (Feb. '43)

i) P/W know of the existence of coastal battalions from IARI-IARI. They are armed with rifles and MG. 10 search patrol about 1 km. of the coast.

ii) From the train running along the coast P/W saw no guns or gun emplacements of any kind.

LEOCE FOCIA BRINDISILEOCEA. SOURCE

See general Introduction.

B. TOWN

- i) POPULATION About 50,000, mainly artisans.
- ii) WATER Laid on in most homes.
- iii) ELECTRICITY Most homes and streets have electricity. Power is derived from PATENZA.
- iv) GAS None.
- v) SEWERAGE There is an underground sewerage system.
- vi) POSTAL FACILITIES There are all postal, telegraph and telephone facilities. Some houses have telephone service.
- vii) SCHOOL There is a 2-storey school, it is 20 X 10 m. and has a capacity of about 200.
- viii) HOSPITALS The town is served by a CHL (CHLCL PESS. ITALIA), which is 2 storeys high.
- ix) HOTELS The ALBERGO RMI has 2 storeys. There are also several rooming-houses.
- x) SCHOOLS Two elementary schools with 20 classrooms each; 1 secondary school, 1-storey high capacity 100. 2 high schools which together have a capacity of 500.
- xi) INDUSTRIES P/W thought there were some industries, but cannot specify.

C. COMMUNICATIONSa) RAILS

- i) LEOCE-BRINDISI-BAI, and LEOCE-TARANTO (see report on BAI).

b) AIRWAYS

- i) LEOCE-BRINDISI is a continuation of BAI-BRINDISI, main State Rd described in BAI report.
- ii) LEOCE-TARANTO is also a main State Rd.

D. COUNTRYSIDE

In the countryside are to be found principally pears, melons, olives and wheat. Trees usually reach a maximum height of 5 to 6 m.

E. MILITARY

- i) Regt of 149 Inf. Regt. (BAI Div.) located in town.
- ii) At 0.22 on Target Chart No. 3 - 163 - BA (LEOCE) there is a munitions and powder depo; in the barracks.

A. SOURCE

See general Introduction.

B. TOWN

- i) POPULATION 70,000, practically all of whom are farmers.
- ii) WATER Is laid on in most homes.

LEOCE

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- v) SEWERAGE There is an underground sewerage system.
- vi) POSTAL FACILITIES There are all postal, telegraph and telephone facilities. Some houses have telephone service.
- vii) RAIL There is a 2-storey road, it is 20 x 10 m. and has a capacity of about 200.
- viii) HOSPITALS The town is served by a CMI (CANCER RESEARCH INSTITUTE), which is 2 storeys high.
- ix) RETAILS The ALBERTA RAIL has 2 storeys. There are also several rooming-houses.
- x) SCHOOLS Two elementary schools with 20 classrooms each; 1 secondary school; 1-storey high capacity 100. 2 high schools which together have a capacity of 500.
- xi) INDUSTRIES I/M thought there were some industries, but cannot specify.

C COMMUNICATIONS

- a) RELAIS
 - i) LEOCE-JENNINGS-RAIL, and LEOCE-TAMANTO (see report on TMI).
- b) RAILWAYS
 - i) LEOCE-JENNINGS is a continuation of RAIL-JENNINGS, main State Rly described in RMI report.
 - ii) LEOCE-TAMANTO is also a main State Rly.

D COUNTRYSIDE

In the countryside are to be found prickly pears, mulens, olives and wheat. Trees usually reach a maximum height of 5 to 6 m.

E MILITARY

- i) Depot of 140 Inf. Regt. (RMI Div.) located in town.
- ii) At 22 on Target Chart No. 3 - 185 - M. (LEOCE) there is a munitions and powder depot in the barracks.

F POLICE

G SUGAR

See general Introduction.

H TOWN

- i) POPULATION 70/80,000, practically all of whom are farmers.
- ii) WATER Is laid on in most houses.
- iii) ELECTRICITY Houses and streets are almost all equipped with electric lights.
- iv) GAS None.
- v) SEWERAGE There is an underground sewerage system into which sewerage is sent by most houses enters.
- vi) GAZ No information.
- vii) POSTAL FACILITIES Unknown to P/M. Some houses have telephones.
- viii) HOSPITALS There are 2 military hospitals; one a CMI (CANCER RESEARCH INSTITUTE) called "LEOCE-RAIL", cares for wounded and tuberculars. It is a 4-storey high and covers a considerable area. Its capacity is 2,500. The other, COUNTRY MILITARY HOSPITAL, is a 2-storey affair, with a capacity of 1,000.
- ix) RETAILS There are 2 hotels "ALBERTA RAIL" and "ALBERTA RAIL". Each is of 2 storeys and has a capacity of 200.
- x) SCHOOLS P/M knew of 2 elementary schools, 2 secondary schools, each 2 storeys high, and the RAIL LEOCE COUNTRY which has 3 storeys.
- xi) INDUSTRIES 3,000 are employed in a cement-plant and oil-refinery works, which is completely militarized. The management is under military officers and the workers are militarized. The factory is 2/3 km. outside of town; P/M did not know location more definitely. 5 or 6 friends of P/M worked in this factory.

MOST SECRET

19002 POPULA HINDISI (Cont.)

20251A (Cont.)

C. COMMUNICATIONS

a) MOATS

i) FORTAL-RAH (see report on IAH)

P/W were not familiar with other roads in this vicinity.

b) RAILWAYS

i) ELECTRIFIED State Rly with overhead wires begins here and branches off in two directions, one to NILES and RME, the other to POLYNE and MILAN.

ii) A State Rly, standard-gauge, runs South to MOCHERVA 2510-SPDU 2200A-GRUNTA-GRILA. DoI COME-RAH.

iii) POPULA is an important Rly center. It is equipped with all repair facilities, and has a large coal depot. There are about 15 sidings at the Station.

D. COUNTRYSIDE

The countryside abounds in wheat fields, fir trees and other farm produce. The trees reach a maximum height of 7/10 m.

E. INDUSTRIES

A. SOURCE

See General Introduction.

B. DATA

- i) POPULATION 50/60,000, mainly farmers, arsenal and harbour workers, fishermen.
- ii) WATER Laid on in most homes.
- iii) ELECTRICITY Streets and homes are equipped with electric lights.
- iv) GAS None.
- v) SEWERAGE There is an underground sewerage system.
- vi) POSTAL SERVICES Postal, telephone and telegraph services are available.
- vii) SAIL P/W did not know about sails.
- viii) RESIDUALS P/W knew of a civilian hospital, but lacked details.
- ix) HOTELS There were 3/4 hotels of 2/3 stories.
- x) SWIMMER P/W did not know.
- xi) TRANSPORT None other than those concerned with the port and naval arsenal.

C. REACHES

The beach, mentioned in Military (ii) below, is 10-12 m. wide, 200-300 m. long and of fine sand. It is probably not fit for it. There is a plain behind the beach on which there are many watermelon fields.

D. COMMUNICATIONS

a) MOATS

(See report on IAH).

b) RAILWAYS

- i) HINDISI-GRUNTA; a standard-gauge 4-track State Rly.
- ii) For others, see report on IAH.

The countryside abounds in wheat fields, fir trees and other farm produce. The trees reach a maximum height of 7/8 m.

See generally *Intellectual Property*.

i	POPULATION 50/60,000, mainly farmers, artisanal and harbour workers, fishermen.
ii	WATER laid on in most homes.
iii	ELECTRICITY Streets and homes are equipped with electric lights.
iv	GAS None.
v	SEWERAGE There is an underground sewerage system.
vi	LOCAL SERVICES Postal, telephone and telegraph services are available.
vii	RAIL P/W did not know about gaols.
viii	HOSPITALS P/W knew of a civilian hospital, but lacked details.
ix	Hotels There were 3/4 hotels of 2/3 storeys.
x	SCHOOLS P/W did not know.
xi	INDUSTRIES None other than those concerned with the port and naval arsenal.

The beach, mentioned in Military (14) below, is 10-12 m. wide, 200-300 m. long and of fine sand. It is probably not fit for use. There is a plain behind the beach on which there are many watermelon fields.

SET/01

ADVERSE-IMPACTING

P/W had not been in JMWAVE recently and doesn't know of contacts on.

Background

1) At CONTRACT, MONTHERING (P 12, Map 79, revised edition Mar. '43, MINNESOTA) just West of the Western arm of the inner harbour, there is a navy magazine depot. A guard detachment of about 100 sailors is stationed there.

(ii) At POLYMERUM (Aviation Depot) Calais, located on the coast 4 to 5 km. (7) North of MINNESOTA, there are 10 single storey houses protected by barbed wire. On Target Chart No. 3-41-50, IGNORANT Port, "Cape de Sable" D/D, it is at approximately 170 53' - 43', 170 50' - 42'. Large quantities of powder (triple) are stored in these houses which extend from 25-50 m. inland to a distance of about 300 m. from shore.

(iii) At POLYMERUM, 1/10th, D/9 km. (?) South of MINNESOTA and near the coast (P 12) was unable to be more precise) large quantities of powder used for rifle and 105 mm. ammunition are stored in houses similar to those described in (ii) above.

MOST SECRET

TARANTO

A. SOURCE

See General Introduction.

B. TOWN

- 1) POPULATION 140,000; main occupations are farming, arsenal work, harbour work, fishing.
- ii) WATER Is laid on in most houses.
- iii) ELECTRICITY Facilities exist in most streets and houses.
- iv) GAS None.
- v) SEWERAGE There is an underground system that empties into the sea.
- vi) SOCIAL FACILITIES Yes; there are telephones in many houses.
- vii) CASH No information.
- viii) HOSPITALS There is 1 GRU (GRUPPO ROSSA ITALIANA) HOSPITAL, 2 storeys high with a capacity of 500 to 500. 2/3 of 1 civilian hospital.
- ix) HOTELS The largest hotel is the ALBERGO ROMA which is 4 storeys high and has a capacity of 200 to 300. There are also 3 or 4 smaller hotels.
- x) SCHOOLS 1 2-story secondary school, 300 to 400 capacity; RADIO LICEO GIMNASIO, 2 storeys 200 capacity; SCUOLA TECNICA, 1 story, 100 capacity; 2 elementary schools, capacity 200 each.
- xi) INDUSTRIES Naval arsenal, harbour.

C. COMMUNICATIONS

a) RADIO

See report on HART.

b) RAILWAYS

- i) TARANTO-METAPONTO-CROTONE. This is a single-track standard-gauge State Rly with wooden sleepers.
- ii) TARANTO-PRANDIVILLA FONTANA-BRUNESI. This is a single-track standard-gauge State Rly with wooden sleepers.
- iii) There is a narrow-gauge Rly around the naval dock-jetties.

D. MILITARY

a) ORDER OF BATTLE (Feb. 43)

- i) At least 1 coastal bn stationed in the town.
- ii) "Many" (details lacking) German soldiers and sailors were seen in the vicinity of the naval base and airport.

b) PORT (June 42)

- i) The bridge (PONTE CINEVOLT, see sketch Appendix C) leading into MARE PICCOLO from MARE CRANIE, port which all naval vessels must go to enter the inner harbour, swings in toward MARE PICCOLO. It is of steel construction and operated electrically by machinery located under both approaches. 2/3 claimed it was about 400 m. long. A single-track electric tram crosses this bridge. It is well guarded at all times.
- ii) At the commercial port there is a stone and cement bridge about 240 m. long. (See sketch Appendix B.) Only very small boats can pass under it.
- c) NAVAL

Since the beginning of '43 the Italian and German Fleets in the Mediter-

via) Same as information.

- viii) HOSPITALS There is 1 CHI (CROCE ROSSA ITALIANA) HOSPITAL, 2 storeys high with a capacity of 400 to 500. P/W know of 1 civilian hospital.
- ix) HOTELS The largest hotel is the ALBERGO ROMA which is 4 storeys high and has a capacity of 200 to 300. There are also 3 or 4 smaller hotels.
- x) SCHOOLS 1 2-story secondary school, 300 to 400 capacity; REIMS LICER GYMNASIO, 2 storeys 200 capacity; SCUOLA TECNICA, 1 storey, 100 capacity; 2 elementary schools, capacity 200 each.
- xi) INDUSTRIES Naval arsenal, harbour.

C COMMUNICATIONS

a) ROADS

See report on RAIL.

b) RAILWAYS

- 1) TARANTO-METAPONTO-CROTONE. This is a single-track standard-gauge State Rly with wooden sleepers.
- ii) TARANTO-FRANCIVILLA PORTANA-BRINDISI. This is a single-track standard-gauge State Rly with wooden sleepers.
- iii) There is a narrow-gauge Rly around the naval dock-yard.

D MILITARY

a) GROUND OF BATTLE (Feb. 43)

- i) At least 1 coastal bn stationed in the town.
- ii) "Merry" (details lacking) German soldiers and sailors were seen in the vicinity of the naval base and airport.

b) PORT (June 42)

i) The bridge (PONTE VENEZIA, see sketch Appendix C) leading into MARE PICCOLO from MARE GRANDE, past which all naval vessels must go to enter the inner harbour, swings in toward MARE PICCOLO. It is of steel construction and operated electrically by machinery located under both approaches. P/W claimed it was about 100 m. long. A single-track electric trolley crosses this bridge. It is well guarded at all times.

- ii) At the commercial port there is a stone and cement bridge about 240 m. long. (See sketch Appendix B.) Only very small boats can pass under it.

c) NAVAL

Since the beginning of '43 the Italian and German fleets in the Mediterranean have been amalgamated. There are now mixed crews on Italian warships. Practically all Italian naval craft are under German command.

MOST SECRETMATERA (Prov. Matera)4. SOURCE

See General Introduction.

B. TOWN

- i) POPULATION 35,000; main occupation is farming.
- ii) WATER It is fairly plentiful, but few homes have water laid on.
- iii) ELECTRICITY Is laid on in main streets and in many homes.
- iv) GAS None.
- v) SEWERAGE An underground system empties into the TORRENTE GRAVINA.
- vi) POSTAL FACILITIES There is a large new Post Office, 4 storeys high. Telephone and telegraph facilities are available at the Post Office.
- vii) GARAGE There is a central garol 4 storeys in height.
- viii) HOSPITAL There is a small infirmary, capacity unknown.
- ix) HOTEL The ALBERGO IREXO, of 4 storeys, has a capacity of about 100.
- x) SCHOOLS The REGIO LICEO GIUSEPPE EMANUELE D'NI and the adjoining SCUOLA TECNICA, both 1-storey structures, have a combined capacity of 400 students. EMANUELE D'NI COLLEGE, adjacent to the above, is a 3 storey structure with a capacity of 100. P/W attended the MAESTRALE, which accommodated about 800 students in a 3-storey building of 30 rooms.
- xi) INDUSTRIES None.

C. COMMUNICATIONSa) ROADS

(See report on GRAVINA).

b) RAILWAYS

- i) A single-track standard-gauge Rly, runs from BARI-TERMO-ALTAMURA-MATERA-MONTESCATALFANO-FERRANDELLA-PISTOCCI-IDENTINANO.

D. COUNTRYSIDE

The countryside is studded with wheat-fields, olive groves and fig trees.

E. MILITARYa) YUGOSLAVS in Italian Army

- i) SOURCE : SUC LALICI, Cpl., Yugoslav, anti-Fascist, reliable. 22
- ii) INFORMATION regarding Yugoslavs P/W SUC had three brothers in the 355 Forestry Labor Special Coy. (Carpignia Speciale Lavori Forestali), which was located at POLIGNANO, Province of MATTEO. He had received a letter from them dated 4 Apr. '43. This Coy was composed almost entirely of Yugoslavs. They were used as wood-choppers and worked in the mountains of MATTEO Province.

The presence of Yugoslav soldiers of the Italian Army doing such work in MATERA was confirmed by P/W RIZZI, who had heard of it when he was home on leave in GRAVINA, near MATERA.

- iii) WATER It is fairly plentiful, but few homes have water laid on.
- iiii) ELECTRICITY Is laid on in main streets and in many homes.
- iv) GAS None.
- v) SEWAGE An underground system empties into the TORRENTE GRANVA.
- vi) POSTAL FACILITIES There is a large new Post Office, 4 stories high. Telephone and telegraph facilities are available at the Post Office.
- vii) CABLE There is a central 2nd 4 storeys in height.
- viii) HOSPITAL There is a small infirmary, capacity unknown.
- ix) HOTEL The ALBERGO DEPO, of 4 storeys, has a capacity of about 100. Several furnished room houses are also to be found.
- x) SCHOOLS The REGIO LICEO GIUSEPPE ROMANELLO DI NI and the adjoining SCUOLA TECNICA, both 1-storey structures, have a combined capacity of 400 students. ROMANELLO DI NI COLLEGE, adjacent to the above, is a 3 storey structure with a capacity of 100. P/W attended the MAGISTRATE, which accommodated about 600 students in a 3-storey building of 30 rooms.
- xi) INDUSTRIES None.

C COMMUNICATIONS

a) RAILS

(See report on GRANVA).

b) RAILWAYS

- i) A single-track standard-gauge Rly, runs from BARI-GRANO-ALTAMURA-MATERA-MONTESCAPIOSO-FERRANDINO-PISTOCCI-MONTALINO.

D COUNTRYSIDE

The countryside is studded with wheat-fields, olive groves and fig trees.

E MILITARY

c) YUGOSLAVS in Italian Army

- i) SOURCE : SUC LUGI, Cpl., Yugoslav, anti-Fascist, reliable. 32
- ii) INFORMATION regarding Yugoslavs P/W SUC had three brothers in the 355 Forestry Labor Special Coy. (Carpenter Svecinco Laveri Horstall), which was located at PULICATO, Province of MITTEL. He had received a letter from them dated 4 Apr. '43. This Coy was composed almost entirely of Yugoslavs. They were used as wood-choppers and worked in the mountains of MATERA Province.

The presence of Yugoslav soldiers of the Italian Army doing such work in MATERA was confirmed by P/W RIZZUTI, who had heard of it when he was home on leave in GRANVA, near MATERA.

MOST SENSITIVEALTAMIRA (PROV. BARI)A. SOURCE

See General Introduction.

B. TOWN

- i) POPULATION Approximately 40,000, mainly farmers.
- ii) WATER There is an adequate supply of water.
- iii) ELECTRICITY There is electricity in most homes and streets. (See report on GRAVINA for details.)
- iv) GAS None.
- v) SEWERAGE An underground sewerage system runs through the town; details unavailable.
- vi) PORTAL FACILITIES No information.
- vii) CANAL No information.
- viii) HOSPITALS The town has 1 military hospital, 2 stores high, with a capacity of about 200.
- ix) HOTELS None; there are several rooming houses, however.
- x) SCHOOLS The PRIMO LIGIO GEMELLI CATHEDRAL and the College CARMATI are located in a 2-storey building; together they have a capacity of 400. 2 elementary schools, capacity unknown, are also located in the town. There is 1 secondary school, 2-storeys high, with a capacity of 300.
- xi) INDUSTRIES None.

C. COMMUNICATIONSa) ROADS

See reports on GRAVINA and BARI.

b) RAILWAYS

See reports on GRAVINA and BARI.

NOT SECRETGENERAL

The following is included here because it is not directly related to any of the towns discussed above.

a) MEDICAL

Malaria, though not common in Puglia, does exist. There are no particular malarial areas. Some of the natives take quinine successfully, especially those who live in areas, where there are stagnant pools.

b) MILITARY

i) At LUCERA (Prov. Bari) there is a jail for political prisoners where P/W DALIAVI's father was imprisoned for 26 months during '41-'42.

ii) The airport at GALLATINA (Prov. Lecce) is completely controlled by the Germans.

iii) At GALATONE (Prov. Lecce) there are barracks for an aviation recruiting centre. Ground crews for aircraft are trained here.

iv) At GROTTOLE (near TARANTO) there are many troops, unidentified, both German and Italian. They are stationed at the airport and around the town.

v) At LECCE/SAN DONATO (Prov. Lecce) there are many Germans, number and units not identified.

vi) At FRANCAVILLA FONTANA (near TARANTO) there are about 3,000 Italian infantrymen in special detached units.

vii) In Bari Province at SAN NICOLA, CONVERSANO, PUTIGNANO, PASANO, NOCI, CASSELLANA and ALZORIO are stationed mobile units. In '40-'41 each of these towns had about a bn. They are quartered in large houses, school buildings and convents.

viii) P/W RIZZINI heard through the rail that a landing-ground or airport was under construction in May '43 at MINERVINO MURGE (Prov. Bari).

c) RAILWAYS

i) SPINACCIOLA (Prov. Bari) is a fly center. There are six sidings at the station.

22

EXERCISE CONDITION AND RESISTANCE

Figure 1. The effect of the concentration of the inhibitor on the rate of polymerization of α -methylstyrene in the presence of SnCl_4 at 25°C .

Notes: The above are typical of those found in the
vicinity of the station. The following are also present in the
vicinity of the station.

The transportation of fertilizer and other materials apply to the County Office (Department), which handles the trading necessary for the job.

All children can be taught to read by the age of five.

Dr. J. H. Williams, Nashville,
Tennessee; Dr. J. H. Williams,
Nashville, Tennessee.

Alfredo Neri, 62 years old, Father of 27, has a university education. He is a long-standing member of Italian Communist Party. In 1926 he was sentenced to 26 months' imprisonment by the Fascist Tribunal. He is still active in the underground movement.

(iv) Dr. ROBERT GINSBURG, 50 years of age; physician, who was tortured by the
Thamils.

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[illegible]

(5) $\text{Ca}(\text{OH})_2 + \text{H}_2\text{SO}_4 \rightarrow \text{CaSO}_4 + 2\text{H}_2\text{O}$

[illegible]

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

1. The first part of the paper is devoted to the study of the asymptotic behavior of the solutions of the system (1) as $t \rightarrow \infty$. It is shown that the solutions of the system (1) are bounded and tend to zero as $t \rightarrow \infty$ if the matrix A is stable. The second part of the paper is devoted to the study of the asymptotic behavior of the solutions of the system (1) as $t \rightarrow \infty$ if the matrix A is not stable. It is shown that the solutions of the system (1) are unbounded and tend to infinity as $t \rightarrow \infty$ if the matrix A is not stable.

1974, *Spettatore Fedorov*,
1974, *Trasferta*.

- ### ANTI-PASOS ANTIPIETI LE DONNE

- ## II. BUILDING AND TYPES OF COUNTING

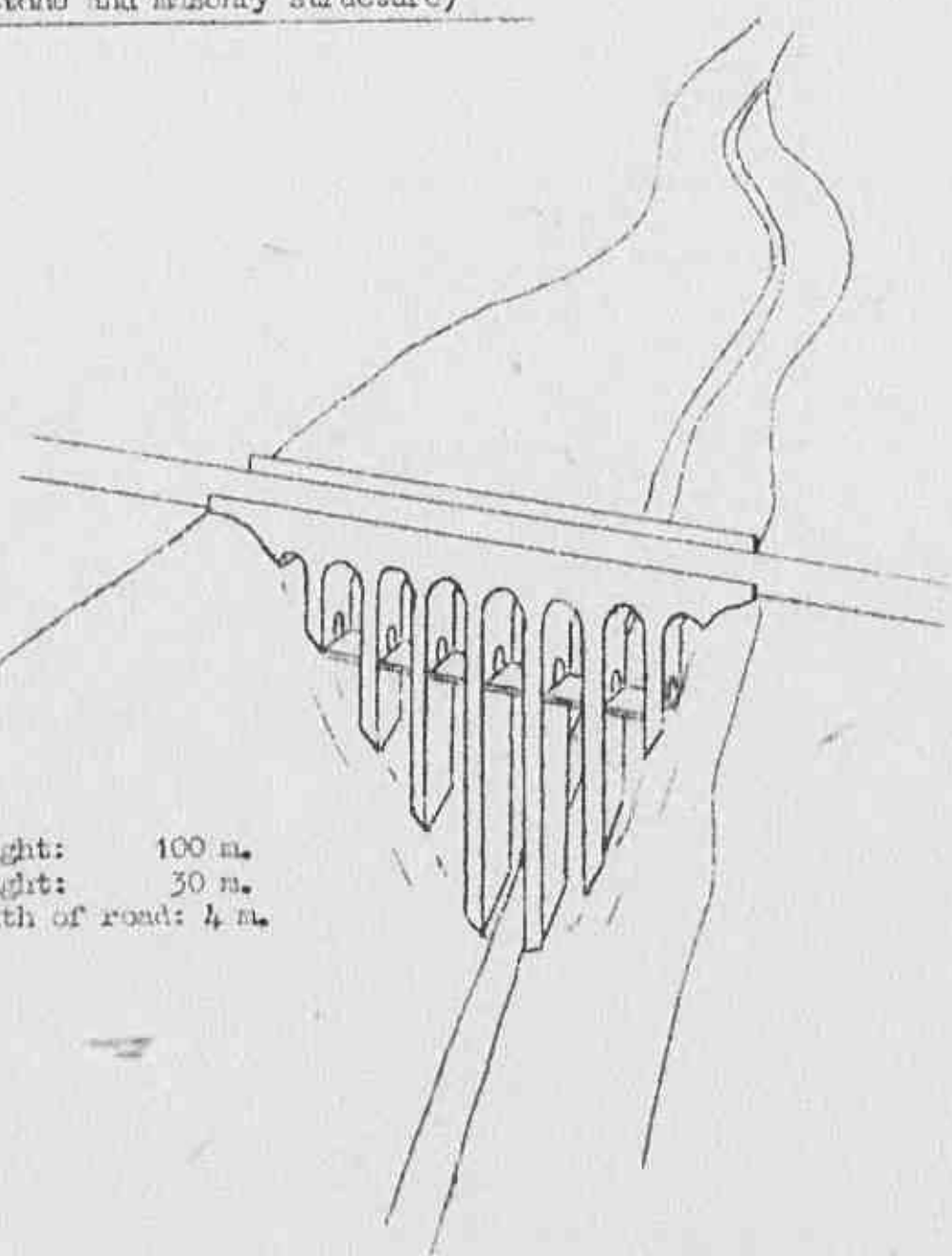
0839

Declassified E.O. 12356 Section 3.3/NND No. 785015

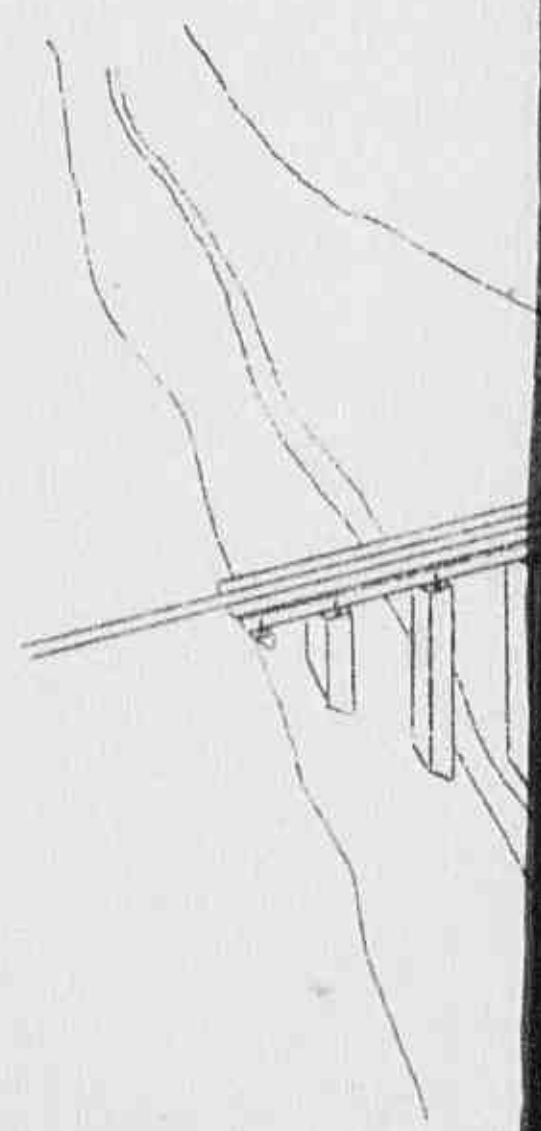
(1)

Road bridge over torrent GRAVINA
South West of GRAVINA in PUGLIE
(Stone and masonry structure)

Height: 100 m.
Length: 30 m.
Width of road: 4 m.



Rly bridge
West of G
(Steel sp)



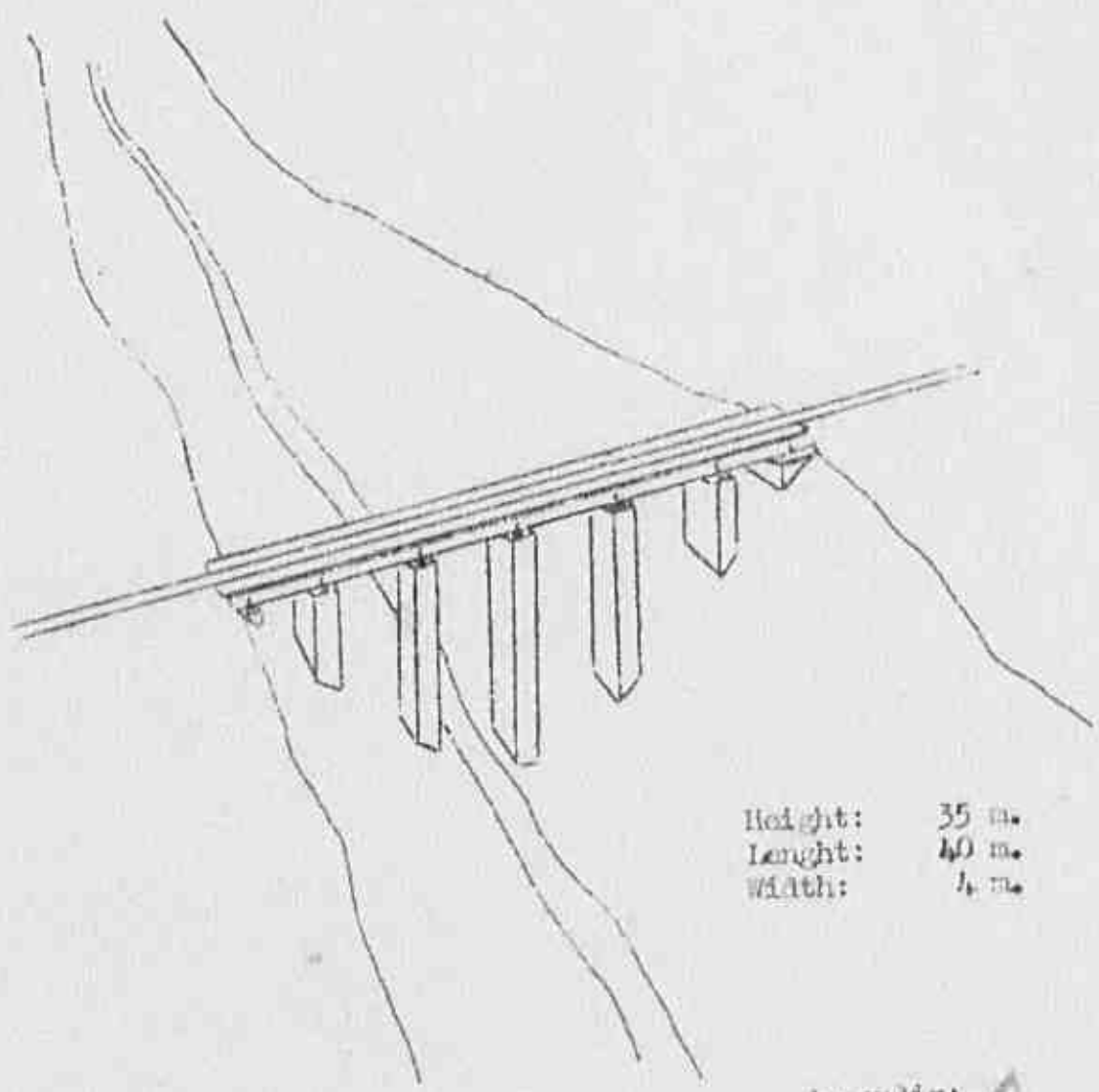
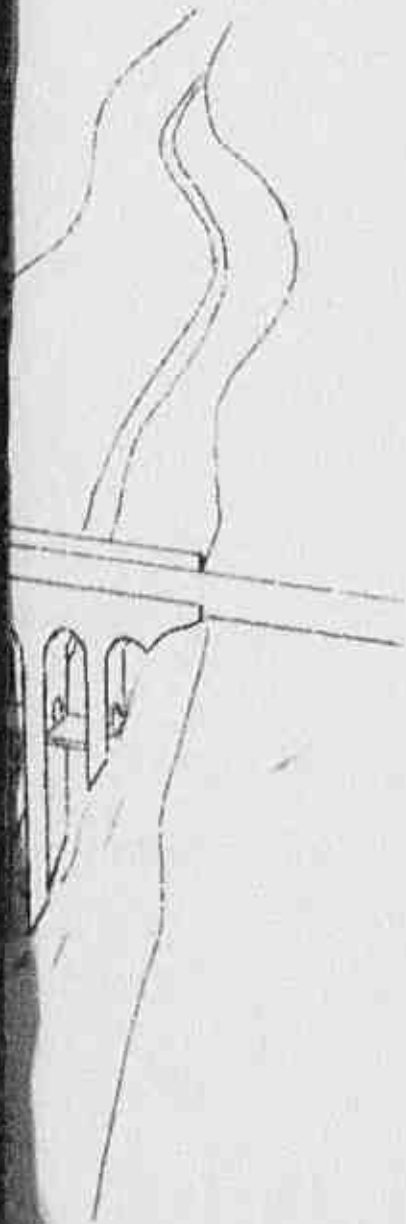
0840

Declassified E.O. 12356 Section 3.3/NND No. 785015

(1)

(2)

27
27
27
Rly bridge over torrent GRAVINA
West of GRAVINA in PUGLIE
(Steel span, stone pillars)

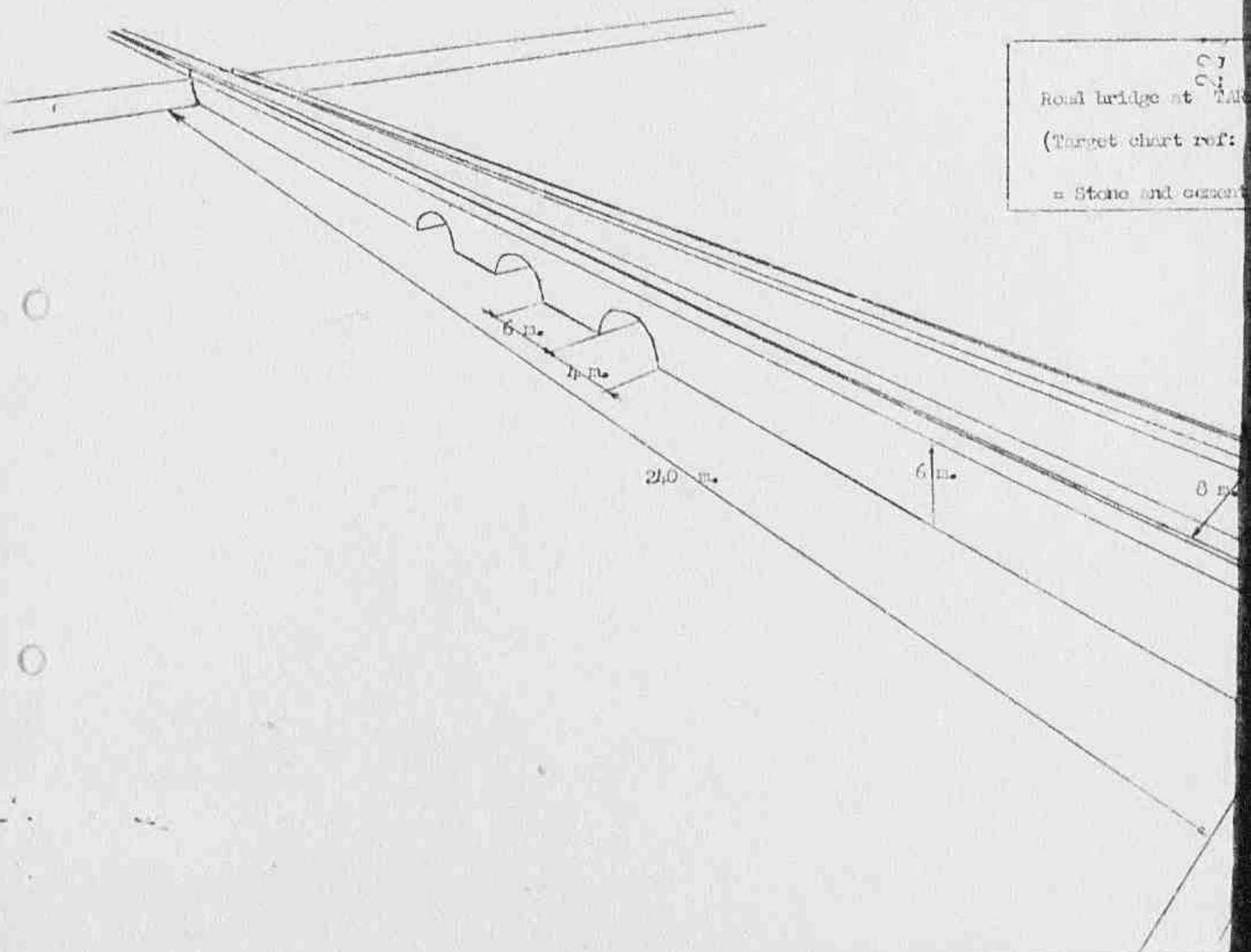


Height: 35 m.
Length: 40 m.
Width: 4 m.

Appendix: A

0 8 4 1

Declassified E.O. 12356 Section 3.3/NND No. 785015

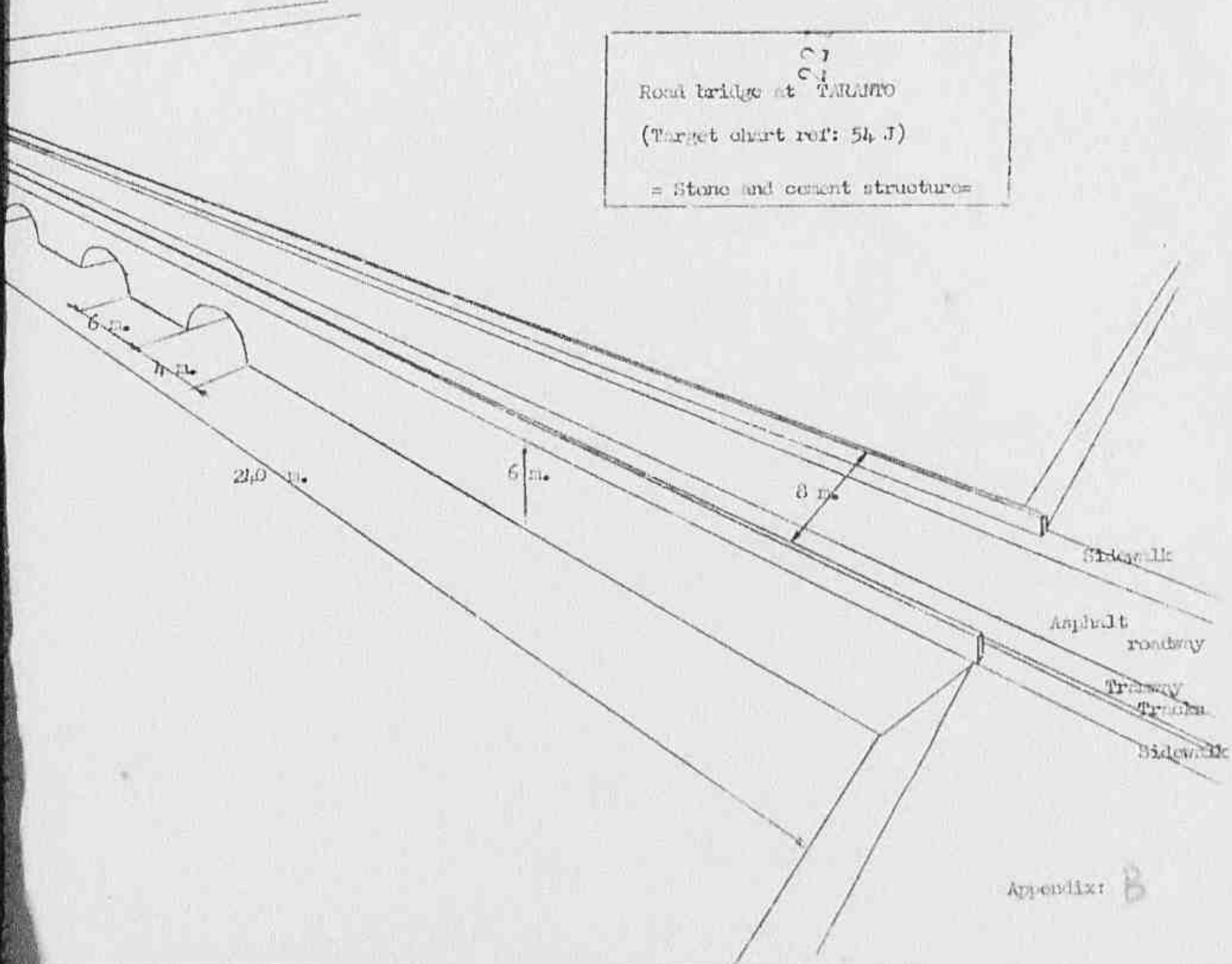


0 8 4 2

Declassified E.O. 12356 Section 3.3/NND No. 785015

(1)

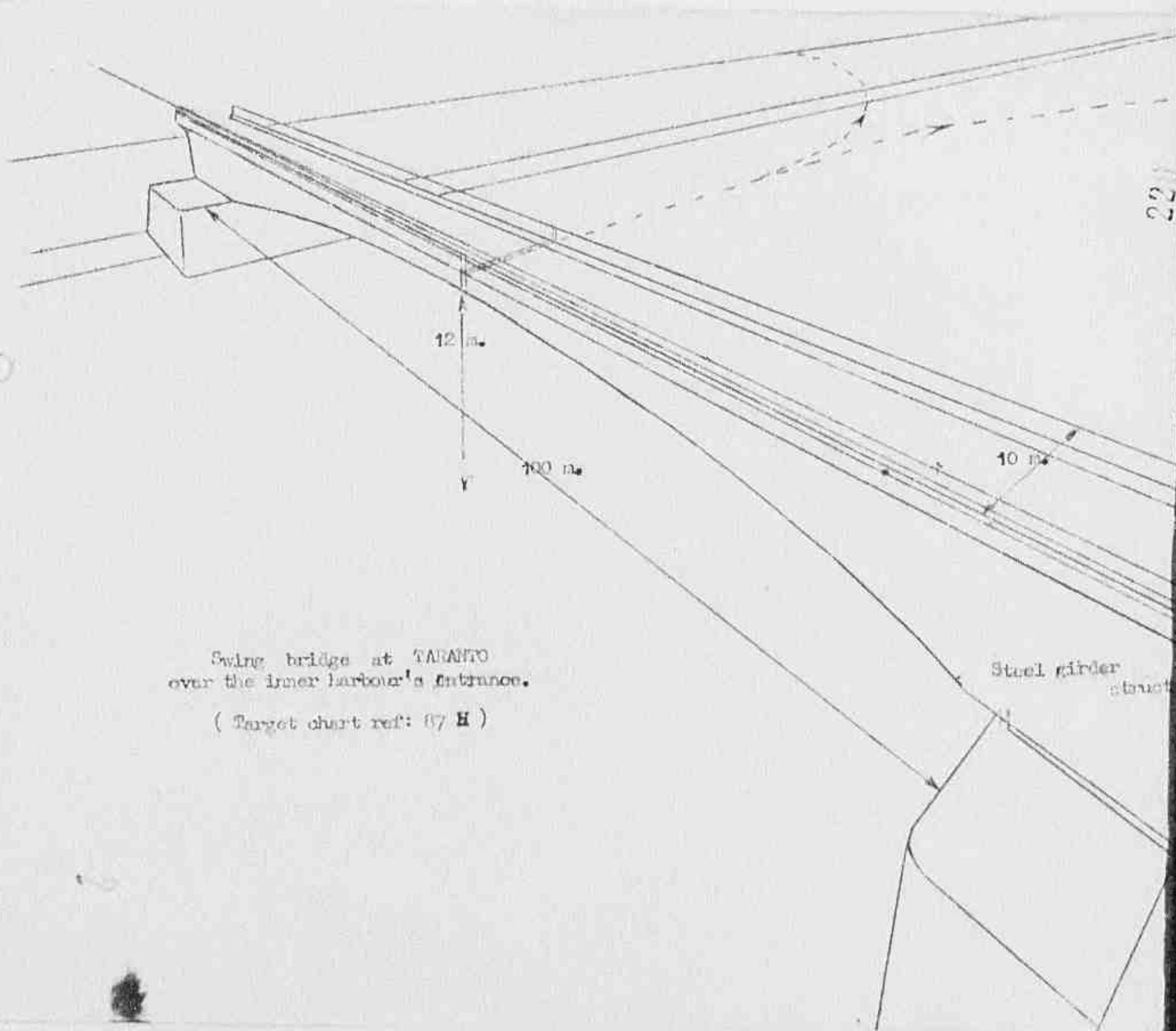
^{C1}
^{C4}
Road bridge at TARANTO
(Target chart ref: 54 J)
= Stone and cement structures



Appendix B

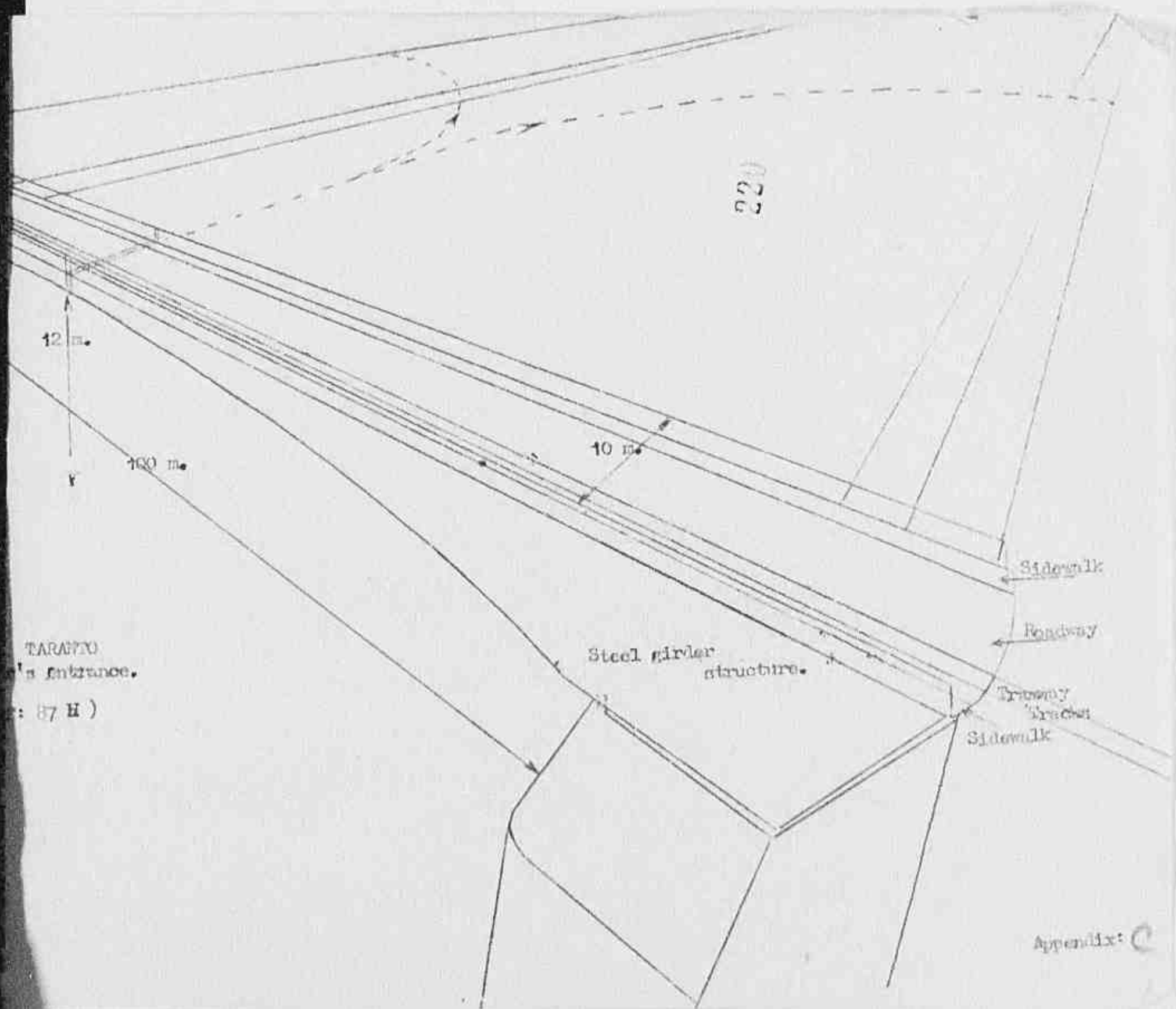
0 8 4 3

Declassified E.O. 12356 Section 3.3/NND No. 785015



0-8-41

Declassified E.O. 12356 Section 3.3/NND No. 785015



Appendix: C

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

785015

SECRET.
SUBJECT: - Interrogation Report.

G.S.I(b),
H.Q. 15 Army Group,
B.N.A.F.

15AG/7878/CA.

21.Jul.43.

15
Reference your 15AG/1475/3/G(Ib)
of 20.Jul.43, G.S.D.I.C. Report No.
MU 1/2/71 dated 18.Jul.43 is returned
herewith.

AMMOT H.Q.,
15 Army Group,
B.N.A.F.

G.B.
Lt.Col.

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

785015

SUBJECT: CSDIC Report

SECRET

15AG/1473/3/G(Ib)

20 July 43

AMGOT

The attached CSDIC Report No. MU 1/2/71 dated 18 July 43 is forwarded for information.

Will you please return.

G.S.I(b)
H.Q. 15 Army Group,
B.N.A.F.

Belknap Capt. R.
Brigadier,
B.G.S.(I),
15 Army Group.

Public Safety
Civil ^{Plan} Supply

To see & return early please

218
PB 2/7

extracts from CSDIC report to MU 1/2/71
dated 18 July 43

0647

Declassified E.O. 12356 Section 3.3/NND No. 785015

14

7 July 43

Major Nolan -

There is some good dope
here on prices paid farmers
by the Germans for their
wheat

Fritz

HEADQUARTERS
DATE 7 JUL 1943
NO 78781
FORCE 141

REF. SS/XIV

MOST SENSITIVE - OFFICIALS ONLY

INTERREGGATION ERRORS

INHERIT

This report deals with the following subjects:-

1. Defences and Order of Battle
2. Radio Jamming Service
3. Radio Intercept and Transmission Stations etc.
4. AMMASEI
5. Government Organizations
6. Personalities
7. Effects of Air Attack on Pantelleria

DISTRIBUTION

02	A.T.H.Q.	12 copies
02	141 POWER	5 copies
0.I.O.		2 copies
S.O. (1)	(1 for photographic interpreter)	1 copy
S.O. (1)	Levant	2 copies
S.O. (1)	Med.	3 copies
E.N.I.	U.S.	2 copies
E.M.I.	War Office	3 copies
C.S.D.I.C.	H.Z.	2 copies
Lt. Col. William 545 Force		3 copies
Mr. Gen. Lord HENRI		2 copies
DISTRIBUTION		1 copy

1 copy

217

2. Radio Warning Service
3. Radio Intercept and Transmission Stations etc.
4. ADMASSI
5. Government Organizations
6. Personalities
7. Effects of Air Attack on Participation

DISTRIBUTION

02	A.N.H.Q.	13 copies
02	144 WDCB	5 copies
C.I.O.	(1 for photographic interpreter)	2 copies
S.O. (4)	Levant	1 copy
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D.H.I.	War Office	2 copies
C.S.D.I.C.	M.E.	3 copies
is. Col.	William 545 Borne	2 copies
Major Gen.	Lord REMELL	1 copy
CONTINUED		1 copy
ENCL		3 copies

U.S.D.I.C. (over. over.)
.....
for J. C. H. 1912
J. C. H. 1912
Order C. C. H. 1912

1. Mealy's 2nd

9/A 10/1/2

01
02
03
04
05
06
07
08
09

Sgt. Maj. PISANI MARCOLOMO, Italian Royal Army; radio operator, anti-aircraft, reliable.

At A 53534 there is an h.o. bag of 5-6 small suberose oolites believed to be m.

- 11) At A 542356, 4-6 mm. gms, 105 (4), 152 (9) in concrete employee
north.
12) At A 538360, about 2 mm and 2.20 m/m (9) A.A. gms.
13) At A 604368, 2.87 at 70 mm x 1 mm.

2) North by of 4 June (195, 152 (2)) in concrete conglomerate, facing South, on eastern half of the island.

- iv) 4.35 and 2 small a.m. gun (20 m/m ?) at Eastern end of Island.
v) On the Eastern half of the Island there are also several low houses used as stores, magazines and similar weapons dumps. Boats land and unload these weapons on the adjacent quay. A narrow gauge Rly runs between these houses and the quay.
vi) 2 MT at 4.651358.
vii) 2 MT at approximately 4.709364.
viii) 6 (?) naval gun of 452 (?) in concrete emplacements at approximately 4.710380. There are probably 100 nearby to protect the guns.

In Aug. '14 there were about 700-800 Chickadees in Pottsville Ind. There
were also 700-800 Ind. throngs and fewer than 40 very small throngs. (C "I")

27th Street), an LAR 34b, who drove landed at FANTALEMIA on 30 June 45. He stated that his brother was in the 46 Coy of the 7888 CAV. He visited him on May 22 at Leyte, but when he called to see him once again on June 17 he found that the unit had moved, he was told, to Southern Leyte.

POLES APART FROM EVIDENCE OF CONTINUED GROWTH.

Dr. V. J. Best advised that a relative residing at 10000 E. 10th Ave., Denver, Colorado, was a relative of patient.

[illegible]

L. 12-2085
and at S. Gate Avenue in Albany, but never from there
after it was located on 9-4-15. It is still

- 11) At A 542356, 4-6 mil guns, 105 (?), 152 (?) in concrete emplacements.
- 111) At A 538560, about 2 mil and 2.20 m/m (?) A.A. guns.
- 112) At A 581366, 2 MG at 1100 ft.

C. GENERAL INFORMATION (IN ITALIAN)

- 1) Naval base of L. guns (105, 152 (?)) in concrete emplacements, facing South, on Western half of the island.
- 11) 4 MG and 2 mil A.A. guns (20 m/m ?) at Eastern end of island.
- 111) On the Eastern half of the island there are also several low houses used as mines, toyedons and similar weapons dumps. Boats land and unload these weapons on the adjacent pier. A narrow gauge Fly runs between these houses and the pier.
- 112) 2 MG at A 684558.
- 113) 2 MG at approximately A 709561.
- 114) 6 (?) naval guns of 152 (?) in concrete emplacements at approximately A 740560. There are probably in nearby to protect the guns.

D. OTHER OF INTEREST

In Aug. '41 there were about 300-400 blackbirds on Lavinia Island. There were also 700-800 Int. troops and fewer than 40 very small tanks. (C U 5?)

E. GENERAL INFO.

P/W SOLIX, an Int. Sgt. who served longest at PATTINIA on 30 June 43 stated that his brother was in the 46 Coy of the 111th Div. He visited him on May 22 at L'ESPRESSO, but when he called to see him once again on 5 June 43 he found that the unit had moved, he was told, to Southern Italy.

P/W 2nd Lt. MUSEO indicates the unarmamented U.S.'s.

H.O. FORTI ARABIA DELLA SICILIA, at CALABRITTORE in May 43.

H.O. VI. ARABIA situated in a public building at CORRENTI Prov. of PALERMO.

P/W was there once early June 43, but cannot pinpoint it.

H.O. 12 CORRENTI was at S. CORRENTI barracks in PALERMO, but moved from there after it was bombed on 9 May 43. P/W understands it is still at L'ESPRESSO.

THOMAS J. J. ARABIA, of 20 FORTINER DIV. at CORRENTI. The P/W. Atself is stationed

in CORRENTI but there are quite a few troops at the base of

3 Regt Incl. Cavalry and personnel returned from CORRENTI.

As to 6 May 43 the report had not indicated any head 111.

COMBINED LAF AND CAP H.O. at CORRENTI in the S. CORRENTI and PALERMO 214.

Source: Capt. J. J. ARABIA (CIC)

RADIO JACKIE - DISCOUNT, etc.

152

R/F PISA 1, an anti-Fascist. A radio operator in civilian and military life. Desires to help Allied cause and has extensive Italian contacts of interception and jamming. Captured in Tunisia.

© 2000 Blackwell Science Ltd

From about 1937 to 1940 FBI was concerned in the Radio Pacific service carried on in Italy in order to prevent repatriation to London, originally to Russia and Southern Spain, and since Italian entry in the war, to Allied properties.

It is stated that in every town of any size the underground network for 6 or 8 is organized to be used only for sending.

3.2.3.3. Subgroup of configuration

100

1

1000

1000

[illegible]

100

Page 10 of 10

7760017

100

Background of Question

215

There is therefore no Italian judge involved in connection to the 0690 issue, but rather Italian to the 0690 issue, and to 0690 issue.

22. **EXHIBITS**

Q17. Presently in the U.S. I am concerned of the possible negative effect to the industry of the Internet, which

1058 800000

RADIO STATIONS - INTERCEPT etc. (Cont. 2)

INTERCEPT STATIONS

P/S has served at various naval intercept stations immediately before Italy's entry into the war. Interceptive stations between the Fleet and Africa. He knows the following:-

- a) CRISTO SPAIN. The intercept station is near PULLO PAGO. P/S was an operator there for the last three months of 1939. He has however not many a friend since who is working at the station. At this time about 8 - 10 five valve MARSHALL receiving sets were available. Some might have been the ALFRED PACIFIC Type able to operate from 10-4000 k. The station was able to cover most of the Mediterranean. When P/S left at the end of 1939 a new station with a number of receivers was being built nearby. This station is also equipped with a 5/5 installation (conductor).

b) FANTASIA ISLAND

This intercept station is located about 2/300 m. inland from PULLO MARSHALL and is equipped with 5 or 6 receivers and has 5/5 installation.

c) WILLIAMS

This station about 6 km. South of the town was closed down up to about 4 or 5 months ago but may have been reopened since. There also there is a 5/5 installation.

d) MESSINA

At the Italian consulate - intercepting messages from Gibraltar.

e) CROVONE - MESSINA and POIN have also intercept stations.

f) MESSINA REMOTE

The Admiralty in 1939 allotted definite frequencies to the various receivers of such stations at the one at CRISTO SPAIN with the possible exception of one receiver which might have a "radio combination" on a very narrow wave band.

Immediately a message was picked up the operator would advise the P/S station in order to get the correct direction.

Both the intercepted messages and the direction would then be telegraphed to HQ by ordinary land lines. HQ in turn would advise a number of naval ships provided with P/S to fix the position of the ship sending the message.

Two messages would have the highest priority. Should a land line be out of order the message was relayed to one of the main transmitting stations at MESSINA, MESSINA or MESSINA. The land relayed messages were not re-transmitted in 1939 but probably are today.

The local electric current was used by all intercept stations, but in the case of a breakdown, batteries were available.

RECEIVING STATIONS

near Admiral (V) MESSINA is believed to be head of naval intercept service. Capt. MESSINA (Messina) is also one of the officers of intercept at HQ.

RECEIVING STATIONS IN AFRICA

a) TUNIS

It was heard that a transmitting set was being erected at TUNIS to receive the one at PULLO - no details known.

- b) INTERCEPT STATION
This intercept station is located about 2/300 m. inland from PUNTA
MISALA and is equipped with 5 or 6 receivers and one 3/2 installation.
- c) RECEIVERS
This station about 8 km. South of the town was closed down up to about 4
or 5 months ago but may have been reopened since.
There also there is a 1/2 installation.
- d) TRANSMITTERS
At the Italian consulate - intercepting messages from Gibraltar.
e) CODES - ALPHABET and KEY have also intercept stations.

f) MESSAGE BY AIRMAIL

The identity in 1932 of the definite frequencies to the various re-
ceivers of such stations as the one at PUNTA MISALA with the possible
exception of one receiver which might have a "radio connection" on a
very narrow wave band.

Immediately a message was picked up the operator would advise the 1/2
station in order to set the correct direction.

Both the intercept message and the direction would then be telegraphed
to Rome by ordinary land lines. Both in turn would advise a number of
naval ships provided with 1/2 to fix the position of the ship sending the
message.

These messages would have the highest possible priority. Should a land
line be out of order the message was passed to one of the radio transmitting
stations at MISALA, ALGERIA or VIGOR. The intercepted messages were
not re-encrypted in 1932 but probably are today.

The local electric current was used by all intercept stations, but in
the case of a breakdown, batteries were available.

g) PERSONALITY OF OPERATORS

Major Admiral (?) MASSIMI believed to be head of naval intercept service.

Capt. MASSIMI (nicknamed Procedo) is also one of the officers of intercept
at PUNTA.

h) TRANSMITTING STATIONS IN ITALY

w) TRANSMIT

It is known that a transmitter was being ordered at TARIAMI to replace the
one at PUNTA - no details known.

x) TRANSMITTING STATIONS

In this group of ISLANDS there are three transmitting stations using

8. 40 sets. They are:

i) On Island of LEMNOS near the Souda Bay Station.

ii) On Island of VARETTO - situated at Punta GINIA.

iii) On Island of SAVIGNA at the Souda Bay Station.

These stations are mainly used to communicate between the three islands
and MISALA. The stations are running on batteries of 12 Volts which must
be recharged by means of a foot pedal arrangement after a transmission of
only about 5 minutes.

c) ALGERIA An underwater station has been built here on a hill at a short dis-
tance from the town. It serves also as an R/T centre like the one of MISALA.

i) TRANSMITTING STATION AT TARIAMI This station is used for communicating with ships
in port and for a radius of 30 miles.

21

MOST SECRET

RADIO JARRING - INTERCOM - etc. (C.N.S. 3)

J. MILITARY USE OF CIVILIAN TELEGRAPH

Military teleprinter lines exist in SIOLLY and the mainland but the island is not covered entirely by a military net. This necessitated using the civilian telegraph services over certain structures.

K. VOLTAGE IN SIOLLY

Current is alternating. The current available at FACTORY comes in from CASSIDUE has a voltage of 150 whilst at THARAF it is 120 V. POWER is also available. P/W believe this to be direct current of 220 V.

L. RADIO EQUIPMENT IN USE

As to the fall of PASTHILLIA the radio transmitters working for the NAVY at

NEARBY
ANGUSTA
MESSINA
VITTORIA
PASTHILLIA

were working on the following wavelengths:

By day from 0630 - 2000 hrs 51.59 m.
By night " 2001 - 0629 hrs 78.4 m.

M. CODE NAMES

Code names were only used for small coastal freighters. Warships did not have code names.

N. CALL SIGNS

Transmitting stations have a book of call signs issued by the Admiralty in 1906. The call signs are changed every six months or so and the Admiralty thinks it necessary. The books have an additional leaflet inserted which changes the original letters indicated or number.

Call signs for Surface Warships in 1 number and 2 letters.

Call signs for Submarines in 2 numbers and 1 letter. (P/W is not certain of this last).

08571

785015

1987 SECRET

ADMINISTRATIVE

A SOURCE

Pte. DANIEL GIOVANNI, 20 years old, intelligent, anti-Fascist and very reliable. Was in GRAVINA Prov. Bari in Feb. 43. Captured in FARMACIA.

B L'AMASSO OPERAZIONE (CENTRAL REQUISITION)

L'AMASSO OPERAZIONE is supervised and directed by the "Direzione Generale della Cereale Cultura" at Rome, a branch of the Ministry of Agriculture and Forestry. The General Directorate has sections in every province of Italy; each municipality in turn has its own organization known as "AMASSO". P/W BENTON worked as a clerk in the office of a municipal AMASSO organization (MUNICIPAL COMMISSIONER) in the Province of Bari.

Provincial sections (Sezioni Provinciali) were in charge of inspectors who were usually professors of agronomy or agriculture. These inspectors were assisted by Fascist enforcement agents who periodically and systematically searched farmlands to ensure that no produce was withheld from the "AMASSO". Forest guards and public security guards were also utilized in this work. P/W claims that 40 enforcement agents were killed in the Province of Bari in '42 by irate farmers.

It was the duty of the farmers to obtain harvest tickets (biglietto della mietitura) at the municipal office of the "AMASSO", called the "MUNICIPIO". The head of which was known as Capo Mucchio. These tickets indicated the total amount of the harvest intended for the various products. Farmers had to obtain also a card permitting them to weigh their harvest (biglietto di pesatura). This card would record when and where the weighing was to take place, the name of the farm, its owner or tenant, etc.

After the weighing of the produce, which always took place on the farm, the farmers reported the weight to the "Mucchio Comunale" of the AMASSO. The head (Capo Mucchio) decided how much the farmer was to receive for the needs of his family and for sowing.

In return for the produce a card entitling one to payment (biglietto di pagamento) was received. This card would be returned at the local, designated bank. Amounts of produce were placed into two categories. a) A farm worked by owner and family; these were granted two quintals of grain per year for each member of the family regardless of age. b) A farm worked by hired labour; the owner of such a farm (Contadino in Economia) received 14 quintals of grain per year for each member of his family.

Farm labourers were generally paid weekly or fortnightly. Their pay varied from 50-150 lire daily depending upon the quantity of labour, the kind of work (pulling beans (fave) was worth 150 lire in 1943), and the worker's bargaining ability. Often bread and wine was furnished in addition. There were few agricultural syndicates, but labourers were not compelled to join. In '42 the daily wage established by the syndicate was 30 lire. The labourer would then make his own arrangements with the farm proprietor and, in all especially, was able to secure a considerably higher wage.

Following are some prices paid by the "Mucchio":

Wheat from 160 to 220 lire (depending upon whether it was soft or hard,

(more expensive or more expensive).

Beans from 100 to 150 lire per quintal.

Barley from 150 to 200 lire "

"Rice" from 120 to 150 lire "

searched for means to ensure that no produce was withheld from the "MAGGIORE". Forest guards and public security guards were also utilized in this work. P/W claims that 40 enforcement agents were killed in the Province of Bari in '42 by Irato farmers.

It was the duty of the farmers to obtain harvest tickets (*biglietti della mietitura*) at the municipal office of the "MAGGIORE", called the "MAGGIORE". The head of which was known as Capo Mucio. These tickets indicated the extent of the harvest itemizing the various products.

Farmers had to obtain also a card permitting them to weigh their harvest (*biglietto di pesatura*). This card would record when and where the weighing was to take place, the name of the farm, its owner or tenant, etc.

After the weighing of the produce, which always took place on the farm, the farmers reported the weight to the "Mucio Camerale" of the "MAGGIORE". The head (Capo Mucio) decided how much the farmer was to receive for the needs of his family and for sowing.

In return for the produce a card entitling one to payment (*biglietto di pagamento*) was received. This could be redeemed at the local, designated bank.

Quantities of produce were placed into two categories. a) A farm worked by owner and family; these were granted two quintals of grain per year for each member of the family regardless of sex. b) A farm worked by hired labour; the owner of such a farm (*Contadino in Economia*) received 14 quintals of grain per year for each member of his family.

Farm labourers were generally paid weekly or fortnightly. Their pay varied from 50-150 lire daily depending upon the quantity of labour, the kind of work (pulling beans (fava) was worth 150 lire in Bari), and the worker's bargaining ability. Often bread and wine was furnished in addition. There were Fascist agricultural syndicates, but labourers were not compelled to join. In '42 the daily wage established by the syndicates was 30 lire. The labourer would then make his own arrangements with the farm proprietor and, in '43 especially, was able to secure a considerably higher wage.

Following are some prices paid by the "MAGGIORE":

Wheat from 160 to 200 lire (depending upon whether it was soft or hard, (grain maliciose or grane corvella).

Wheat from 100 to 150 lire per quintal.

Oats from 150 to 200 lire "

Barley from 150 to 200 lire "

"Rove" from 120 to 150 lire "

chickpeas from 200 to 250 lire per quintal.

Lentils from 250 to 300 lire "

Potatoes from 80 to 100 lire "

Flax from 400 to 500 lire "

Olive Oil from 700 to 1000 lire per hectoliter.

All exchange is requisitioned by the government directly; P/W does not know price paid.

The prices fixed by the Capo Mucio were final.

Large landowners frequently accepted large quantities of grain, broken into small and enforcement officers, but the grain filled and mixed with all kinds of ground fish-bone and other foreign matter, and then sold on the black market where it brought as high as 3000 lire per quintal.

In Jan. - Feb. '43 many farmers, meeting in groups in various parts of the Province of Bari, had decided to withhold all grain from the "MAGGIORE" because of the low prices and the small amount permitted the farmers.

100-100000

GOVERNMENT ORGANIZATION

A. SOURCE

211
Dan L. MURDOCK, teacher, anti-Fascist, reliable. In SICILY last
for one month up to 8 June '43.

B. ITALIAN PROVINCIAL SYSTEM OF GOVERNMENT IN SICILY

The mayor (podestà) is largely a figure-head; the title is more or less
honorary. He is named by the Party on the recommendation of the Fascists. He
is invariably a resident of the town.

The Prefect is appointed by the Ministry of the Interior at Rome. He is
usually not a native of the town. Prefects are career officers whose jurisdic-
tion extends over the entire province. Recently prefects have been appointed
who are not career men, but are "deserving" Fascist party members.

Federali theoretically have jurisdiction only over Fascist party matters,
but in fact they are the governors of the provinces behind the scenes.

PROTESTANTISM IN SICILY

1. Monsignor PIANO, Archbishop of MESSINA and an important political figure
who had in close with Fascists.
2. SCALFONE SANO, Ex-Fascist (1939) - still a power in town, a liberal.
3. BOSCHI, Ex-Vice-Prefect replaced in May '43. (Commissioner to Stromboli
at Corfu)
4. Commissioner MICELI, Secretary General of the Province. Became rich by
exploiting infant and university institutions.
5. PULICANI GABRILO, Suburban of Gruppo Misure "Dante".
6. DODDIO CANTIERI, Suburban of Gruppo Misure "Dante".
7. ANTO' VITALE, Capo Servizi Amministrative (head of Registry Office). An
inquiry was held twice concerning him but was always protected by the Party.
8. ANTO', brother of the above; works in Palermo; an old-time Fascist
who participated in March on Rome.
9. BOSCHI GIOVANNI, Palermo, allowed every sort of action at the "Conservatori
Sindacati" to the detriment of the population.
10. PULICANI, Commissioner in various districts (justice control administration), also
President of Giovanni Fascisti.
11. PULICANI, Commissioner (Palermo) of MESSINA.
12. ANTO' VITALE, Suburban, member of Prov. Council, one of the founders of the
Fascist party in SICILY.
13. ANTO' VITALE, Secretary General of Gruppo Misure.
14. PULICANI, Prefect (recently dismissed).
15. PULICANI, Suburban (minor).
16. PULICANI, Suburban (leader) of the Fascist Party.

honorary. He is named by the Party on the recommendation of the Federale. He is invariably a resident of the town.

The Prefect is appointed by the Ministry of the Interior at Rome. He is generally not a native of the town. Prefects are career officers whose jurisdiction extends over the entire province. Recently prefects have been appointed who are not career men, but are "deserving" Fascist party members.

Federals theoretically have jurisdiction only over Fascist party matters, but in fact they are the governors of the provinces behind the scenes.

PERSONALITIES AT LESSINA

1. Monsignor PAMEL, Archbishop of JESSINA and an important political figure who has in close with Fascists.
2. SCALFONE SANO, Ex-Federale (1939) - still a power in town, a libertine.
3. CASSI, Ex-Vice-Prefect replaced in May '43. (Commissario Straordinario di Cassi)
4. Commendatore NICOLI, Secretary General of the province. Known rich by exploiting infant and maternity institutions.
5. GIULIANO OLIVIO, Bandiera di Gruppo Rionale "Tovoli".
6. CACCIO CUCULIARO, Bandiera di Gruppo Rionale "Biscanti".
7. ANTO' VINCENZO, Capt. Servizi Armato (head of Registry office). An inquiry was held twice concerning him but was always protected by the party.
8. ANTO', brother of the above; works in Federations; an old-time Fascist who participated in March on Rome.
9. ROSSO GIOVANNI, Federale, allowed every sort of abuse at the "Consorzio Sindacato" to the detriment of the population.
10. PAIO, Comandante la murale civile (prior control administration), also president of Giovinetti Fascisti.
11. DE LINDO, Comandante (Colonel) of Militia.
12. AVV. VILFILI CENAMO, member of Prov. Council, one of the founders of the Fascist party in Sicily.
13. AVV. ZIEA, Secretario Generale of COMUNE JESSINA.
14. PIZZINELLI, Prefect (recently dismissed).
15. SCALFONE, Bandiera (1939).
16. SIMONE GIOVANNI, Piacentini (leader) of the Manci Fardelli.

PERSONALITY AT SICILIA (SICILIA)

SAVINO' LUCIO, a Protestant minister and a strong anti-Fascist.

MOSS CRISTOREPORT OF AIR ATTACK ON PANTELIERAA SOURCE

210

Sgt. M.J. PIERRE BUCCHIERI, Royal Navy; radio operator, anti-Fascist, reliable.
 2nd Lt. MOSSO CRISTO, intelligent, teacher, well informed, anti-Fascist, reliable.
 Pte. LAMIANI GIOVANNI, student, chauffeur, intelligent, anti-Fascist, reliable.

The garrison of PANTELIERA was prepared to resist an invasion from the sea. It was hardly more than a defensive base. There was no intention to interfere with enemy shipping so long as it kept out of range from its shore batteries.

The batteries and especially their intensity were completely unexpected. When the first wave of Allied planes appeared on May 14, hardly anyone believed they were enemy planes. It did not take long for them to change their minds; the confusion following the bomb burst was complete.

From the first day on, the entire garrison including all the officers, was terror-stricken. Practically everybody, except some A.A. gunners, took to the underground caves and hangars and remained there, refusing to go out even to the W.C. Soldiers moved in their sleep; officers cursed the luck and the Fascists, saying, "these so-and-so's should be here to face this with us".

The demoralization which set in from the first day was not alleviated day by day because, in addition to the bombings, no Axis planes or warships came to their support, while Allied air and naval supremacy was evident everywhere. One P.W. claims he saw at least 100 Allied warships surrounding PANTELIERA. Another factor was the systematic destruction of the A.A. batteries. Added to all this, water and bread were getting low.

The official reason given for the surrender was the lack of water. However P.W. insist that, although some cisterns were destroyed, there was still sufficient water to resist for some time.

The Governor probably would have surrendered after the first ultimatum, and almost certainly after the second. The matter, however, was settled from May 14. A question of honor was also involved. It would have been humiliating to have surrendered immediately after the first ultimatum, especially since everything had always referred to PANTELIERA as the chosen outpost of Italy which would be the central MEDITERRANEAN air concentrations and that it might also have served as a jumping off point for an invasion of ALGERIA.

AIR ATTACK ON PANTELIERA

P.W. repeatedly urged the bombing of Italy and especially of the government buildings where the Fascist hierarchy (central system) are safely ensconced. They say that the Italian people want the Fascist leaders to get a taste of the bombing they have caused, and which have brought such death and destruction to the Italian people generally, and to the Sicilians in particular.

Wang, Zhenzhen

HEADCLASSES

Outline

7878.

FORCE 141

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A.F.H.Q.

25 June 1943.

To 522

LT COL FARRLEY - 1000

Capt Graham
Public Security
209

08851

Declassified E.O. 12356 Section 3.3/NND No. 785015

208

1. Calceolaria (Prov. Caceres)
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5. Calceolaria (Prov. Caceres) including Calceolaria Maritima -
Cerro de la Cruz - Santa Fe de Bogota
6. Calceolaria (Prov. Caceres)
7. Calceolaria
8. Calceolaria 1. North South of Caceres
9. Calceolaria 2. North South of Caceres
10. Calceolaria 3. North South of Caceres
11. Calceolaria 4. North South of Caceres
12. Calceolaria 5. North South of Caceres

U. L. HENDER
Plant Designer
C. S. S. I. O. ...

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6. **CONCLUSIONS AND RECOMMENDATIONS**

785015

but the streets are all illumined either by lights suspended over the center of the street or extending from buildings. A few not know where carnival is located say it was sold or maybe.

44 } and none. All bodies are heavily in fact of wood. The bodies are of
+ } STANDARD Navy. All bodies have POWER facilities. The bodies are of
bodies were and are listed about 1-11 E. I/A thinks the model is in the
see. had correct information.

twice daily.
Note: There is a small 2-story building which serves as the end of rail line at C. B. Station. The C. B. Station is also a passenger build-
ing and is located on the north end of town. The rail is at the South end of town.

107 years.
viii) HOSPITAL. There is a hospital about 1 km. North of town on the main road to M^onkton. It is a 2-story building, about 50-60 m. long. Road is paved about 50 m. from the city. It is utilized for emergencies.

SECRET//NOFORN (S)

94
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14) ACQUITTAL - NOT GUILTY. The jury, which turns to 101110000, pronounced NOT GUILTY - NOT A REASON FOR IT. 019900. It proceeds to 101110000. Up to here it is uncontrolled and permits heavy traffic. Prop. 2 017902 it is also uncontrolled but permits only heavy traffic. It requires the amount of 04 0000 and proceeds "forward" to 101 01 000000.

414) WHEELER - DENVER 1/2 way into briefly a short stretch of this road. One animal caught at road junction 3/25/92. It is covered with square pine cones, mostly 2-way traffic and has 1200 stone drain - road blocked. This station is in very bad condition.

2000

USPSA. - CALIF. - The H&H Express through the town are on 18-track line, with 160 cars stopped. Station is directly west of town about 100 ft., in a small 1-story building with three large rooms. There are two sidings about 200 ft. long to enable trains to pass each other. These are on wooden platforms.

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MOSE 820-37

ACIREALE (Prov. Catania) Cont.

2. COUNTRYSIDE

Land around ACIREALE is rolling, rising away the sea gradually. Low, olive trees and vineyards grow over GI. S. ANTONIO. The land is not rocky but is firm and fertile.

3. FISHING

Fishing was carried on a small scale, mostly for the consumption of people in ACIREALE. Since the war it has been cut down considerably though some fishing is still done during the day only.

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785015

crises and village life now poor. LI S. ANTOLO. The land is not rocky but is firm and fertile.

FISHING

Fishing was carried on a small scale, mostly for the consumption of people in JOLIBALI. Since the war it has been cut down considerably though some fishing is still done during the dry only.

208

MOST RECENT401 232224 (Rev. Catalina Cont.)

The harbour solo has a more or less smooth finish and is constructed of stone, bound with cement. The portion, running out at right angles to the beach, is 10 m. long, 2 m. wide and 1 m. above water level; towards its end it is built on a large rock (see sketch). The portion, running parallel to the land is 20 m. long and has a 1 m. high super-structure with steps at each end. There is a 50 cm. wide sidewalk on either side of wall super-structure. This solo has 12 iron mooring rings fixed to it.

The harbour has a maximum depth of 2 m. and the fishermen rarely sailing by diving the sand and removing it in parts at low tide.

Inside the harbour, there is a rocky section in its southernmost corner close to land. Numerous rocks emerging above water will also be found outside to the East and South. The Northern end and entrance is completely free, but the beach on either side of the harbour itself is rocky.

D. BEACHES

P/W is familiar with a 2 km. stretch of the beach. On the portion of the beach running along the side of the town for approximately 1 km., the sand is about 10 m. wide and slopes gently into the sea. Rocks, however, line the edge of the beach along this stretch for a distance of about 40 m. into the sea. There are no roads leading from the beach into town but the beach is hard enough to permit it to climb on to the mainland without roads. On the portions of the beach on either extremity of the town, beach is backed by cliffs about 5 m. high. The underwater portions would appear to be very steep, as P/W stated that, 3 m. offshore a person would be out of his depth.

E. COMMUNICATIONSa) RATS

1) J 02354 - 401 23224 - J 02363

This is a small, red, round, flat, of 101 mm. diam., which permits only 1-way traffic. It has no means of hitching on the sides and there are no walls for holding it.

2) J 02363 - J 02375

This is a small, red, round, flat, of 101 mm. diam., which permits only 1-way traffic. It has no means of hitching on the sides and there are no walls for holding it. Large and olive trees and a few vines are grown on the adjacent land.

F. COUNTRYWIDE

The terrain is rather even, rising gradually away from the sea. The land is fertile and cultivated with olive and lemon trees and some vineyards. Stone walls are not used to divide the fields.

G. FISHING

Fishing is permitted only during the day, and not beyond 3 km. from the coast.

along the east and remove it in parts at low tide. Inside the harbor, there is a rocky section in its Southeast corner close to land. Numerous rocks emerging above water will also be found outside to the East and South. The Northern end and entrance is completely free, but the beach on either side of the harbor itself is rocky.

D. BEACHES

E/W is familiar with a 2 km. stretch of the beach. On the western of the beach running along the edge of the town for approximately 1 km., the sand is about 10 m. wide and slopes gently into the sea. Rocks, however, line the edge of the beach along this stretch for a distance of about 40 m. into the sea. There are no roads leading from the beach into town but the beach is hard enough to permit it to climb on to the mainland without roads. On the portions of the beach on either extremity of the town, beach is backed by cliffs about 5 m. high. The underwater gradient would appear to be very steep, as E/W stated that, 5 m. offshore a person would be out of his depth.

E. COMMUNICATIONS

a) ROAD

i) J 023854 - J 023855 - J 023856

This is a metalled road running East of J 023854, which permits only 4-way traffic. It has no drainage ditches on the sides and there are no walls bordering it.

ii) J 023863 - J 023865

This is a metalled road and permits 2-way traffic. E/W does not know whether there are drainage ditches along its sides. There are no walls bordering it. Lemon and olive trees and a few vines are grown on the adjoining land.

F. COUNTRYSHIRE

The terrain is rolling country rising gradually away from the sea. The land is fertile and cultivated with olive and lemon trees and some vineyards. Stone walls are not used to divide the fields.

G. FISHING

Fishing is permitted only during the day, and not beyond 3 km. from the coast.

MOST SECRET

ACI TREZZA (Prov. Catania)

A. SOURCE

P/W GREGO ANTONIO, seaman. Born in ACI TREZZA Sept. 11, 1922. Left there in June 1942. Seems to be very cooperative and truthful.

B. TOWN

- POPULATION 3,000. Farming and fishing are the main occupations.
- i) WATER water is laid on in houses and there are also public fountains. It always maintains the same pressure.
 - ii) ELECTRICITY Installed in houses and streets. Wires are strung along poles and buildings with lights at each corner.
 - iii) GAS None. All heating and cooking are done by wood or charcoal.
 - iv) SEWERAGE Some houses have sewerage installation with outlets to the sea near the beach. Houses not provided with a water closet have back houses.
 - v) POSTAL FACILITIES Postal and telegraph offices are in a very small building on the Southern part of town. Mail is distributed each morning.
 - vi) TAX No tax. There is a customs station with 5-6 guards with a small office i/c. All prisoners are taken to CATANIA for trial.
 - vii) HOSPITAL None. Pharmacist renders all first aid.
 - ix) HOTEL None.
 - x) SCHOOLS Houses have been rented and changed into school rooms.

C. HARBOUR

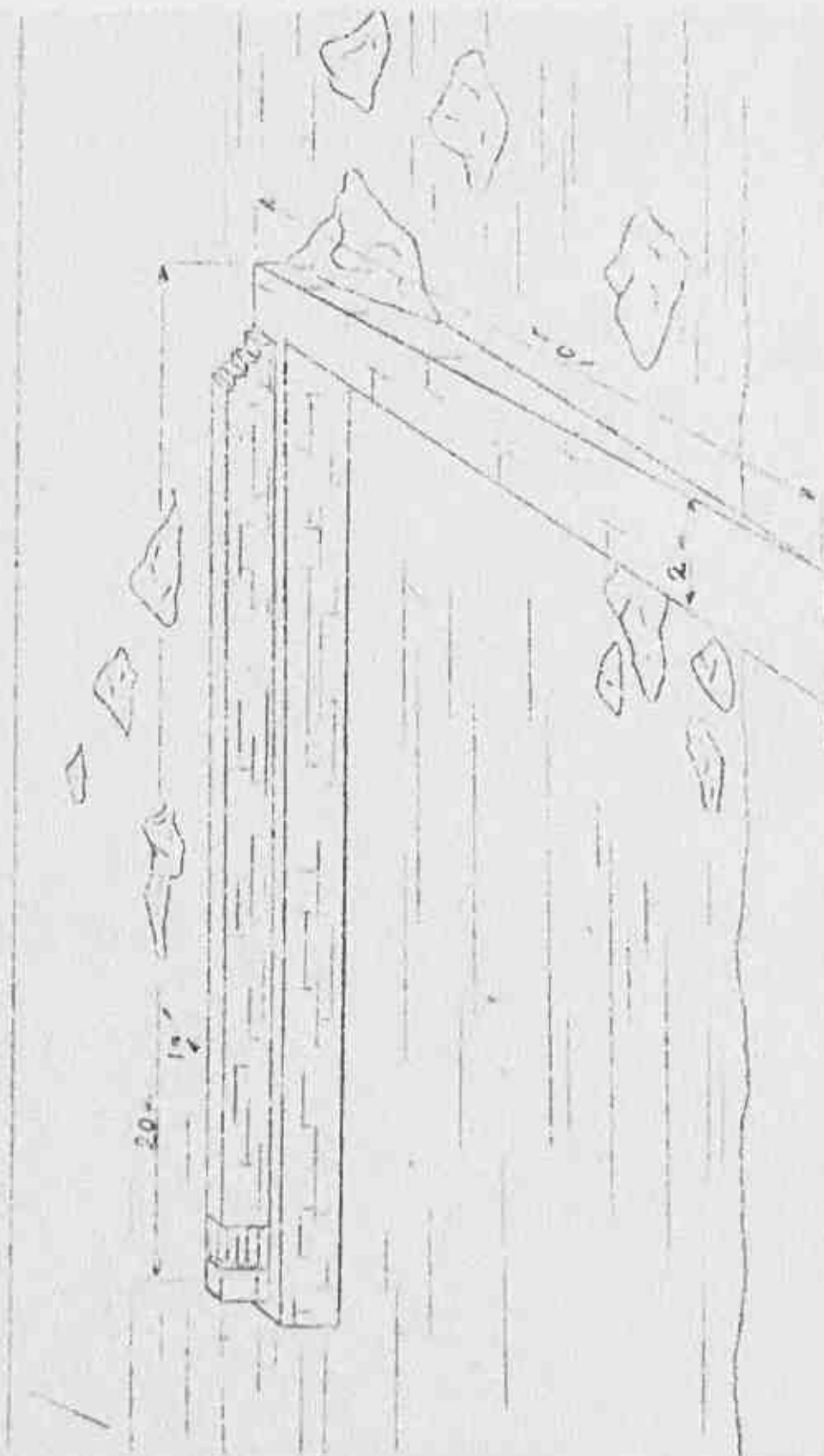
This town has a small harbour as shown in the sketch below, constructed immediately in front of the town.



- iii) Water is laid on in houses and there are also street fountains. It always maintains the same pressure.
- iv) ELECTRICITY Installed in houses and streets. Wires are strung along poles and buildings with lights at each corner.
- v) GAS None. All heating and cooking are done by wood or charcoal.
- vi) SEWAGE Some houses have sewerage installation with outlets to the sea near the beach. Houses not provided with a water closet have back houses.
- vii) POSTAL FACILITIES Postal and Telegraph offices are in a very small building on the Southern part of town. Mail is distributed each morning.
- viii) RAIL No rail. There is a customs station with 5-6 guards with a RIFA-MIKE I/c. All prisoners are taken to CUBANA for trial.
- ix) HOSPITAL None. Pharmacist renders all first aid.
- x) HYDRO None.
- xi) STABLES Houses have been rented and changed into school rooms.

c. HARBOURS

This town has a small harbour as shown in the sketch below, constructed entirely in front of the town.



Harbour of Acil-cera

MOST SECRET

CATANIA

A SOURCE

P/W GENTILE ROSARIO, born in ACICOLA, Prov. Catania, but lived all his life in CATANIA. Was called to the Army in 1938 and returned there in October 1939 for a ten-day leave. Served very alert and observant. He is not able to give much military information on coastal defenses. May inf. I.S.I.S. No. 85096040 and Italy 1:25,000.

B TOWN

- i) POPULATION 250,000. Main occupations are: mill tailor or shoe design, sulfur refining, chemical works, fishing and farming.
- ii) WATER Water is laid on in nearly every house and there are also many public fountains. Two firms, Casaleto and Vignatelli had the contract of CATANIA's water supply. Water did not diminish during summer months.
- iii) P/W does not know where water system is nor where water source is.
- iv) ELECTRIFICITY Streets are illuminated by electricity. Nearly all houses have it installed. The power station is near the port, while a sub-station is near the ACICOLA Rly station on road to STRADA.
- v) GAS P/W said that previous to installing electricity, gas was used for illumination, but thinks the gas works, near the port, have been abandoned since. All cooking and heating is done by charcoal, wood or petrol. Homes are not heated during winter months.
- vi) CHURCHES The city has not a very modern sewerage system. P/W said that many times odors would persist, rising from water closets or through drains on streets. The chief cause is to the sea but he doesn't know where definitely.
- vii) POSTAL FACILITIES Mail arrives both by ship and bus. It is taken to the main Post Office, a very modern building, then by mail trucks to the various sub-stations. Mail is distributed twice daily. Telegraph and telephone facilities exist in Post Office and Sub Post Offices. Telephones are to be found in nearly all stores and in many houses; a dial system is in force. The telephone exchange is not in the main Post Office but is run by SINT (Societa' Italiana Espresso Telefonici), but P/W does not know the location.
- viii) a) CATH is a 4-story building occupying one square block and is located in Via VIGILANTE about 200 m. North of VILLA MARIA. b) It can accommodate about 100-150 prisoners. The C. R. Station is located on VIGILANTE. c) It is guarded by a Colonel who has control over all C. R. in the province. The normal personnel is 60-100. d) It is about 400 m. N. e) CATANIA PRISONER. Non-military or migration. They are municipal employees who direct traffic, control prices and the opening and closing of shops. They are all armed with a .380 S&W pistol and have a white uniform in the summer months. f) Bicycles are their only means of transportation. The normal personnel is about 75-100. They have no barracks, headquarters being the City Hall. g) PRISON SICKNESS. Non-military and armed with pistol. Mostly in civilian clothes having headquarters at CASALETO. h) PRISON SICKNESS.

- is laid on in nearly every house and there are also many public fountains. Two firms, Gasolotto and Benvenuto had the contract of CATANIA's water supply. Water did not diminish during summer months. P/W does not know where water works are nor where water source is. ELABORATION: Streets are illuminated by electricity. Nearly all houses have it installed. The power station is near the port, while a sub-station is near the LOGICALLA PLY station on road to SIRACUSA.
- (iv) GAS P/W said that previous to installing electricity, gas was used for illumination, but thinks the gas works, near the port, have been abandoned since. All cooking and heating is done by charcoal, wood or petrol. Houses are not heated during winter months.
- v) STREET: The city has not a very modern sewer system. P/W said that many times odors would prevail, coming from water closets or through gratings on streets. The outlet must be to the sea but he doesn't know where definitely.
- vi) POSTAL FACILITIES: Mail arrives both by train and bus. It is taken to the main Post Office, a very modern building, then by small trucks to the various sub-stations. Mail is distributed twice daily. Telephone and telegraph facilities exist in Post Office and Sub Post Offices. Telephones are to be found in nearly all stores and in many houses; a dial system is in force. The Telephonic exchange is not in the main Post Office but is run by SIRET (Societa' Italiana Sermini Telefonici), but P/W does not know the location.
- vii) CAFE: a) CAFE is a 4-story building occupying one square block and is located in VIA PICCARAZZI about 200 m. North of VIA REGIA. It is a modern building about 100-150 prisoners. The 3rd floor is located on STREET GIOVANNI VIKEL. It is commanded by a Colonel who has control over all 3rd floor in the province. The normal personnel in Catania would be about 100 OG. 10.
- b) CAFE is a 4-story building non-military or civilian. They are municipal employees who direct traffic, control prices and the cleaning and cleaning of shops. They are all armed with a .38 Smith & Wesson pistol and have a white uniform in the summer months. Motorcycles are their only means of transportation. The normal personnel is about 75-100. They have no barracks, headquarters being the City Hall.
- c) VIGILIA SQUADRA: Non-military and armed with pistol. Mostly in civilian clothes having headquarters at CARRERA FILIPPO DI S. GIOVANNI. They operate from sub-station in each section of the city. They have no barracks. There are three large, modern hospitals and one maternity hospital. The largest, VITTORIO EMANUELE, can hold about 700 persons, the others about 300 - 400. In addition there is an orphanage and 5 houses for the aged. Capacity not known.
- viii) HOSPITALS: "VITTORIO EMANUELE" VIA PIETRISCIANO
"SANTA MARIA" VIA S. CULMIA
"CARRERA" PIAZZA S. MARIA DI CASSA
- ix) HOTELS: Many large, modern hotels all listed as Class "A" such as: HOTEL CENTRAL CARRERA on VIA REGIA, "CARRERA" in VIA S. MARIA, "CARRERA" in VIA ALBERTI, "CARRERA" in VIA REGIA. There are restaurants on the avenue 200 - 300 persons and have restaurants and bars. There are many small hotels.
- x) SCHOOLS: There are elementary schools, Technical Institutes, High 203 and a university.

WEST SPANISHCATALUNYA - (Cont.) (2)

Road is bordered by fruit trees and orchards to a point about H 96200, then it runs through vineyards. The road runs steadily and in places it is flanked by walls about 1-1.50 m. high.

- v) CATALUNYA - S. SPANISH. Same road as (iv) to H 96300. The road is all uphill. It is bordered by fruit trees and orchards to cross-road H 96300. Even it passes through vineyards.

All the above roads are generally on the same level as the fields and the drainage ditches can be easily crossed by them.

RAILWAYS

CATALUNYA is served by two T.V. lines. One is standard-gauge. The other, narrow-gauge, known as the CATALUNYA and controlled by ENA.

- i) NARROW-GAUGE. CATALUNYA - S. SPANISH. This line of 500 mm. gauge is a freight and passenger station, the first being at the North end of PLAZA 6 APRIL, while the passenger station is on the East side of PLAZA 6 APRIL. The passenger station has 4-5 tracks and usually 2-3 sidings, all on the same level with the ground floor of the station. For incoming passenger there is an entrance about 10-20 m. low that leads out of the station into PLAZA 6 APRIL. About 700 m. South of station, the line runs over a stone and cement viaduct about 3 m. high. It slopes down to ground level near the CHURCH OF S. JORDI, and runs level to a point just before PLAZA 6 APRIL. From PLAZA 6 APRIL, where it enters a tunnel about 800 m. long, sidings run South to the West.

- ii) STANDARD-GAUGE. This is a small station on the Southern perimeter of town, from which tracks lead to regular stops at H 96000. Further South.

- iii) RAILWAY BRIDGE AND TUNNEL. Located about 1 km. North of CATALUNYA station along the great-line, this does not have any tracks are there.

- iv) CATALUNYA RAILWAY LINE. This is a narrow-gauge line, which starts at CATALUNYA and runs inland connecting small towns around it. The main terminal is about 100 m. South of CATALUNYA. This line has a station running to the West. On leaving the station, the line runs North for about 600-700 m., then turns West towards H 96000. The line is made of a level crossing.

- v) RAILWAY BRIDGE. Located to the Southwest of the city, very small and used mostly for passenger traffic. There are no sidings here.

CONCLUSIONS

The land around CATALUNYA is rolling, rising steadily towards the West to H. 96000 about 35-40 m. high. Vineyards, olive, citrus and other fruit trees are grown extensively. Land is very fertile in the vicinity of CATALUNYA, while the outer perimeter, especially to the West, is in places, covered with lava.

MILITARY

All the above roads are generally on the same level as the fields and the drainage ditches can be easily crossed by them.

3) RAILROADS

CHINA is served by two Rly lines. One is standard-gauge. The other, narrow-gauge, known as the CHINA RAILWAY and encircling NORTH BAH.

1) HONGKONG - GUANGZHOU - SHANGHAI RAIL LINE OF SICHUAN. There is a freight and a passenger station, the first being at the North end of PLANTA 6 (HONGKONG), while the passenger station is on the East side of PLANTA 6 (SHANGHAI). The passenger station has 1-5 tracks and usually 2-3 sidings. All on the same level with the main floor of the station. For freight passenger there is an unloading area about 10-15 m. long that leads out of the station into PLANTA 6 (HONGKONG). About 700 m. South of station, the line runs over a stone and cement viaduct about 3 m. high. It crosses over to ground level near VIA GUANGZHOU (HONGKONG), and runs level to a point just before PLANTA 6 (SHANGHAI) where it enters a tunnel about 800 m. long.

Station runs South to the Port.

2) CHINA RAILWAY. This is a small station on the Southern perimeter of town, from which tracks lead to repair shops about 100 m. Further South.

3) LONG HONGKONG RAIL LINE. Located about 1 km. North of CHINA RAILWAY station along the coast-line. It does not know how long tracks are there.

4) CHINA RAILWAY. This is a narrow-gauge Rly line, which starts at CHINA and runs inland connecting small towns around Mt. Tien. The main terminal is along the shore about 300 m. North of CHINA RAILWAY. This also has a siding running to the Port. When leaving the station, Rly runs North for about 600-700 m., then turns West crossing PLANTA 6 (SHANGHAI) line by means of a level crossing.

5) HONGKONG RAILWAY. Located to the Southwest of the city, very small and used mainly for passenger traffic. There are no sidings here.

7) PLANTATIONS

The land around CHINA is rolling, rising steadily towards the West to Mt. Tien about 35-40 km. away. Vineyards, olives, citrus and other fruit trees are grown extensively. Land is very fertile in the vicinity of CHINA, while the outer perimeter, especially to the West, is in places, covered with lava.

8) MILITARY

WW remembers the 1st. Regt., 23 DIVISION INF., at CHINA, at the time he left. This unit had its barracks at CHINA RAILWAY STATION on PLANTA 6 (HONGKONG) (1939).

MOST SECUREMASCAPI (Prov. Catandu)A SOURCE

F/W CONTARINO LEONARDO, born at MASCAPI in Jan. 1924. Volunteered in Feb. '42 and has not returned there since. Is very secure.

B TOWN

- i) POPULATION About 6,000. Farming and wine producing are the main occupations.
- ii) WATER F/W does not know where water source is. All houses have water facilities. Modern type. Drinking fountains in streets.
- iii) ELECTRICITY Majority of houses have electric lights. F/W does not know location of power plant. Believes sub-station located at MASCAPI.
- iv) GAS Town has no gas. Charcoal is used for cooking and also wood.
- v) SEWERAGE Majority of houses equipped with W.C. Sewerage disposal modern.
- vi) POSTAL FACILITIES Telegraph and Post Office located in the same building, a 1-storey structure. Mail arrives by train and distributed mornings only.
- vii) HOSPITAL None.
- viii) COL. JC. RR. Station is used as school. A small road is also located at MASCAPI, a distance of 7 km. away. Of RR. is surrounded by a Marescialla.
- ix) HOTEL None.
- x) SCHOOL Elementary only. A small 1-room structure.
- xi) INDUSTRIES Wine producers and orange groves.

WATERCOURSES

CONCRETE MASCAPI Width of river is 10 m. Banks of river are steep, averaging 5 m. in height. River is dry during summer. On both East and West of bridge at B 045051, river banks are reinforced by walls 2 to 3 m. in height. River bed is sandy and rocky. The bridge has 2 arches, is 15 m. long, permits 2-way traffic, and is 4 to 5 m. above bed of stream. This stream can be forded by means of a cart-track, which runs East of road diagonally under bridge to the South bank. West of road (see sketch Appendix This stream is formed from small mountain streams.

COMMUNICATIONSa) ROAD

- i) HIGHWAY - MASCAPI Road This road is 2-way, metalled and in excellent condition. 1 m. high walls flank the road, but in certain locations, they increase to 3 m. in height. Road runs slightly down slope. At B 045052 2-way road branches to MASCAPI. The land adjoining this road is rolling and cultivated.
- b) RAILWAY

Station is a small 2-storey bldg. No loading facilities. The railway siding is narrow-gauge, and wooden sleepers.

c) COUNTRY

B. TOWN

- i) POPULATION About 6,000. Farming and wine producing are the main occupations.
- ii) WATER P/W does not know where water source is. All houses have water facilities.
- iii) ELECTRICITY Majority of houses have electric lights. P/W does not know location of power plant. Believes sub-station located at MASCAI.
- iv) GAS Town has no gas. Charcoal is used for cooking and also wood.
- v) SEWERAGE Majority of houses equipped with W.C. Sewage disposal system.
- vi) POSTAL FACILITIES Telegraph and Post Office located in the same building, a 1-storey structure. Mail arrives by train and distributed mornings only.
- vii) HOSPITAL None.
- viii) CAOL CC. FH. Station is used as school. A small school is also located at CLARES, a distance of 7 km. away. CC. FH. is surrounded by a Marescaella.
- ix) WATER None.
- x) SCHOOL Elementary only. A small 1-room structure.
- xi) INDUSTRIES Wine producers and orange growers.

C. WATERCOURSES

TORRETE MASCAI Mouth of river is 10 m. Banks of river are steep, now rising 5 m. in height. River is dry during summer. On both West and East of bridge at D 045051, river banks are reinforced by walls 2 to 3 m. in height. River bed is sandy and rocky. The bridge has 2 arches, is 15 m. long, permits 2-way traffic, and is 4 to 5 m. above bed of stream. This stream can be formed by means of a cart-track, which runs East of road diagonally under bridge to the South bank, West of road (see sketch Appendix). This stream is formed from small mountain streams.

D. COMMUNICATIONS

a) ROADS

- i) CLARES - MASCAI Road This road is 2-way, metalled and in excellent condition. 4 m. high walls flank the road, but in certain locations, they increase to 5 m. in height. Road runs slightly down grade. At D 045052 2-way road branches to MASCAI. The land adjoining this road is rolling and cultivated.

b) RAILWAY

Station is a small 2-storey bldg. No loading facilities. The railway sidings, narrow-gauge, and wooden sleepers.

E. COUNTRYSIDE

MASCAI and surrounding land was covered with lava from the Mt. Etna eruption 1928, hence the ground is very hard and rocky. No vegetation is scarce. Contrary to Map Italy 1-50,000 Sheet 262, P/W states, town has been completely rebuilt since the eruption. Near state road at point D 050040, only vines grow in neighbourhood.

785015

MOST SERIOUSPACHINO AREA (Prov. Syracuse)
(See Appendix C & D)A SOURCE

P/V CASPARI CALABRO, student, is very cooperative and seems very reliable. Lived in the vicinity till his 18th year. Last there in 1938.

TOWN

- i) POPULATION 20,000. Chief industry farming.
 - ii) WATER P/V doesn't know the source of the water supply but it is installed in the houses.
 - iii) ELECTRICITY There is a power plant in the town.
 - iv) GAS None.
 - v) SEWERAGE None. Excreta usually used to fertilize fields.
 - vi) POSTAL SERVICE Both Telegraph and Telephone at the Post Office.
 - vii) GASOL A small gasol at the police station.
 - viii) HOSPITAL There is a small hospital. PACHINO is a very dirty town and malaria and typhoid are quite prevalent.
 - ix) HOTELS None to P/V's knowledge.
 - x) SCHOOLS There is one small school.
 - xi) INDUSTRIES There is a large Arney establishment on the coast about 5/8 km. SE of PACHINO. Taking into consideration these workers the nets and those cleaning, cooking and washing laundry, there are about 400 employees. Work is from May to Sept. only.
- There are several small olive oil and wine pressing establishments in the vicinity. A small winery is located at 25 and a very large one at 35. (See Appendix D).

C BEACHES1) MARZUINI (See Appendix C & D)

There is a sea wall on the East coast of MARZUINI as shown at 1. It is 1 1/2 m. high, 4 m. wide and is of masonry construction. This wall varies in distance from 40 to 15 m. from the water's edge. Between the wall and the sea there are ruins of buildings. Just off shore, to the West, are further ruins of buildings extending seaward about 25 m. the water depth being about 2 m. above these ruins. The further 100 m. seaward the water depth slopes gently to 3 m.

There is a beach on the SE point of MARZUINI, the coast being rocky-bound, the rocks extending a few meters offshore.

At 3 there is a masonry wall about 2.0 m. long, 1 m. high and 1 m. wide. It is adjacent to the highway.

There is a small, concrete, boat-launching incline at 4. It slopes into the water and is about 15 m. long with no appreciable height. It is used to land small fishing boats.

The beach from the mole at 4 to 5, where there are quayside, is all sandy. It extends inland to the highway and rises imperceptibly to it, the road being at beach level where they meet. The beach is generally soft with scattered, small patches of solid, gravelly sand.

The water is 3 m. deep, 1 km. between the beach at 4 and 5 and 1 km. at 5. (See Sketch). Between 5 and 6 the water becomes shallow.

ii)

Just South of the MARZUINI coast (2), the water is 1 m. deep for 20-

- vii) CHOL. A small jail at the police station.
 - viii) HOSPITAL. There is a small hospital. PACHUN is a very dirty town and malaria and typhoid are quite prevalent.
 - ix) HOTELS. None to P/W's knowledge.
 - x) SCHOOLS. There is one small school.
 - xi) INDUSTRIES. There is a large tinny establishment on the coast about 5 1/2 km. SE of PACHUN. Taking into consideration those working the nets and those cleaning, cooking and so-called "bureaux", there are about 400 employees. Work is from May to Sept. only.
- There are several small olive oil and wine pressing establishments in the vicinity. A small winery is located at 25 and a very large one at 35. (See Appendix B).

C. BEACHES

1) MARZUCCI (See Appendix C & D)

There is a sea wall on the East coast of MARZUCCI at 1. It is 1 1/2 m. high, 1 m. wide and is of masonry construction. This wall varies in distance from 40 to 15 m. from the water's edge. Between the wall and the sea there are ruins of buildings. Just off shore, to the west, are further ruins of buildings extending seaward about 25 m. the water depth being about 1 m. above these ruins. At a further 100 m. seaward the water depth slopes gently to 3 m.

There is a beach on the SE point of MARZUCCI, the coast being rock-bound, the rocks extending a few meters offshore.

At 3 there is a masonry wall about 20 m. long, 1 m. high and 1 m. wide. It is adjacent to the highway.

There is a small, concrete, boat-lifting facility at 4. It slopes into the water and is about 15 m. long with no appreciable height. It is used to land small fishing boats.

The beach from the mole at 4 to 5, where there are guillemots, is all sandy. It extends inland to the highway and rises imperceptibly to it, the road being at beach level where they meet. The beach is generally soft with scattered, small patches of solid, heavily sand.

The water is 3 m. deep midway between the Southern tip of MARZUCCI and ISOLA PICCOLA (see sketch). Near ISOLA PICCOLA the water becomes shallower. MARZUCCI to 6

Just South of the MARZUCCI rocks (2), the water is 1 m. deep a few meters offshore. South of (4) there is 1 m. of water 60 m. offshore sloping to a 3 m. depth North of ISOLA PICCOLA.

There is a 1 m. depth of water between ISOLA PICCOLA and the nearest point of land. Midway between ISOLA PICCOLA and ISOLA GIUSTA the water is 2 m. deep, with shallows around ISOLA GIUSTA.

In the center of the small island of 6 the water is 2 m. deep, the water then rising gently to the beach. The water depth along the side of mole 6 is 2 m. This mole has a harbor light on the Eastern tip, and was used for landing wine.

At 7 is a masonry pier, not very wet generally, and quite dry in the summer. However P/Ws don't know if it could navigate it is in summer. There is a small area of treacherous guillemots at 5.

HOSE SLIPPACIFIC AREA (Prov. Simulacrum) (Cont. 2)
(See Appendix C & D)iii) From NOLE 6 South to POINT 8

There is no sandy beach along this area. A flat rock formation rises gently from the sea, inland for 100 m. to flat wastelands. It states that could cross from a large at the water line over these rock formations to the wasteland without much trouble.

The depth at the waterline is about 50 cm. and increases gradually to 1 m. at 100 m. The flat rock formation described above extends out to sea for the entire 100 m. after which the sea bottom becomes sandy.

This condition prevails over the whole of the above stretch of coast.

iv) TOWER 8 South to GROTTA CALABRINA

The above flat rocky formation breaks up and becomes craggy and difficult for MT but E/W states it can still be crossed with but slight labour. The terrain inland remains the same with wastelands and what fields remain. Depth of water: From about 70 cm. at the waterline to 1 m. at 50 m. offshore. The sea bed for this distance has the same type rocky formation as the shore and then becomes sandy once more.

At GROTTA CALABRINA there is a small reef, the Northern shore of which is similar to the coastline already described. Depth at the waterline is 50 cm. increasing rapidly to 2 m. only 6 m. offshore. At "9" there is a beach between the rocky formation to the North and steep cliffs to the South 10. It is 250 m. wide. The sand is too soft for MT. The under-water gradient is gradual, at 100 m. offshore there is but 1 m. of water.

v) GROTTA CALABRINA South to POINT 11

Immediately South of the beach, there is a 2 m. high rocky bank which gradually decreases to less than 1 m. at point 11. The terrain inland is level. This area is impassable to MT. Depth of water at the shoreline is 70 cm. but 5 m. offshore it is more than 3 m. Along this coast 12 and 13 sandbanks sometimes form after storms, about 2 m. from shore, 3 m. wide and parallel to the shore. They are sometimes 100 m. long, but always 2 m. below the water level.

vi) COASTLINE From POINT 11 to POINT 15

From Point 11 South for 200 m. the coast is a steep, rocky incline, 50 m. wide, finally dropping about 1 1/2 m. to the sea level, impassable for MT. Immediately offshore the depth is 2 m.

300 m. South of Point 11 there is a sandy beach running in width from 5 to 50 m. Immediately inland are rocky formations about 1 1/2 m. high and impassable to MT. Depth of water is 4 m. 100 m. from shore.

Just South of this beach, there is a low rocky, but level, promontory with a drop of only 70 cm. to the rocks at sea level. Inland from this point the terrain gradually rises to a height of 1 1/2 m. where there is a small, rocky, level wasteland.

The depth is 1 1/2 m. at the Point, 50 m. from shore it is 4 m.; 1 m. from shore the water is 5 m. deep and 1000 m. offshore all along the coast depth is 16 m.

South of this promontory

there is a sandy inlet about 120 m. long with a 5 m. wide beach rising gradually inland.

Water depths are 1 m. at 25 m. and 2 m. at 50 m.

From the above beach to the drainage ditch of PANTANO MONTICELLI, 15 m.

but for it but P/W states it can still be crossed with but little difficulty.

The terrain inland remains the same with wastelands and what fields beyond.

Depth of Water: From about 70 cm. at the waterline to 1 m. at 50 m.

offshore. The sea bed for this distance has the same type rocky formation as the shore and then becomes sandy once more.

At CHOTTA CALABIRINA there is a small reef, the Northern shore of which is similar to the coastline already described. Depth at the waterline is 50 cm., increasing rapidly to 2 m. only 6 m. offshore. At "B" there is a beach between the rocky formation to the North and steep cliffs to the South 10. It is 250 m. wide. The sand is too soft for MT. The under-water gradient is gradual, at 100 m. offshore there is but 1 m. of water.

CHOTTA CALABIRINA South to POINT 11

Immediately South of the beach, there is a 2 m. high rocky bank which gradually decreases to less than 1 m. at point 11. The terrain inland is level. This area is impassable to MT. Depth of water at the shoreline is 70 cm., but 5 m. offshore it is more than 3 m. Along this coast at 12 and 13 sandbanks sometimes form after storms, about 2 m. from shore, 3 m. wide and parallel to the shore. They are sometimes 100 m. long, but always 2 m. below the water level.

v) COASTLINE FROM POINT 11 TO POINT 15

From Point 11 South for 200 m. the coast is a steep, rocky incline, 90 m. wide, finally dropping about 1 1/2 m. to the sea level, impassable for MT. Immediately offshore the depth is 2 m.

300 m. South of Point 11 there is a sandy beach running in with dunes 5 to 50 m. Immediately inland are rocky formations about 1 1/2 m. high and impassable to MT. Depth of water is 4 m. 100 m. from shore.

Just South of this beach, there is a low rocky, but level, promontory with a drop of only 70 cm. to the rocks at sea level. Inland from this Point the terrain gradually rises to a height of 1 1/2 m., where there is a small, rocky, level wasteland.

The depth is 1 1/2 m. at the Point, 50 m. from shore it is 4 m.; 100 m. from shore the water is 5 m. deep and 1000 m. offshore all along the coast depth is 16 m.

South of this promontory there is a sandy inlet about 120 m. long with a 5 m. wide beach rising gradually inland.

Water depths are 1 m. at 25 m., and 2 m. at 50 m.

From the above beach to the drainage ditch of PANTANO MORCILLIA, 15, the coast is rock-bound about 1 1/2 m. high with rocks extending about 50 m. inland. Beyond is level wasteland of unknown width before reaching cultivated land.

Depth immediately offshore is 2 m., 25 m. offshore 4 m., 50 m. offshore 6 m., and 100 m. offshore 7 m.

The drainage ditch running East of PANTANO MORCILLIA cannot be crossed by MT.

vii) DRAINAGE DITCH 15 South to POINT 16

For the first 600 m there is a stretch of sandy beach narrower in width from 300 m., near the drainage ditch to 30 m. at Point 16. There are some rocks on this beach. MT cannot traverse this area because of the fine, soft sand. Depth offshore: at 15 m. it is 1 m., at 25 m. 2 m., at 100 m. 3 m.

POINT 16 South to ACQUA PALLIDA

The beach ends at 16. From this point South, a 2 m. high rocky bank rises abruptly and gradually increases to 11 m. at ACQUA PALLIDA. The terrain inland is level with the top of the cliffs.

viii)

MOST SHOREPACIFIC AREA (Box, siracusa) (Cont. 3)
(See Appendix C & D)

Near ACQUA PALOMBA it is impossible to climb onto the land from the sea owing to these cliffs, except by two paths which descend to the sea near this point.

From the cliff seawards the beach is rocky and about 2 m. wide. 2 m. offshore depth is 2 m., 25 m. offshore depth is 5 m. and 50 m. offshore depth is 10 m.

At ACQUA PALOMBA there is a spring with good drinking water.

ix) ACQUA PALOMBA South to TONNARA (TUNNARI)

The 11 m. cliff at ACQUA PALOMBA rises to 5 m. just North of TONNARA with a sheer drop to the sea. At this point there is a 10 m. wide ledge with a cliff rising for yet another 30 m. above it. On this ledge a 4-way Rd follows the cliff. This rocky formation extends about 60 m. inland and is impossible to climb.

The water depth is 1 m. to 3 m. immediately offshore and 25 m. offshore it increases to 5 m.

x) TONNARA BRON (TUNNARI) (See sketch P. 10, Appendix E.)

From the turnery a 4-arch bridge connects a landing platform, which extends about 100 m. out to sea with a mole. This platform is about 6 m. square and made of concrete. It is built slanting seaward from a point of 1 m. to 20 cm. with a water depth of 2 1/2 m. on its side. In the mole are 2 narrow-gauge railway tracks. Fishing boats up to 40 m. long, propelled by 12 oarsmen, dock only on the South side of the platform. The North side is too rocky and the East side is not sheltered. A small car can be driven from the platform, over the bridge through the turnery to the road.

The terrain for 150 m. North of the mole is rocky. Actual water depth in this area is unknown but reputed fairly deep.

The turnery is immediately on the shore line and built partly on a cliff.

(See sketch Appendix E.)

South of TONNARA there is a sandy beach, on the Western side of a reef, about 100 m. long and about 40 m. wide, with a fairly steep grade inland to the level surrounding country.

A dry river bed divides this beach in half.

The incline from the sea to the surrounding country is not as steep near the turnery as at the Southern part of the beach. (See sketch.)

Water depth 15 m. offshore is 1 m., 25 m. offshore 2 m., and 30 m. offshore 3 m.

xi) SECTION of Coast marked 21

This is a rock-bound coast with the rocks extending 10 m. offshore and breaking the surface. There is a steep rise from the waterline to the ground behind the shore. At the Northern part, the cliff is about 22 m. high sloping to the Southern part where it is about 2 m. high. (Cultivated ground comes to within 50 to 100 m. of the waterline.)

The depth near shore over the rocks is about 1 m. but at the Northern portion it is about 2 m. There is a depth of 3 m. 100 m. offshore and 15 m. 1 mile offshore. The bottom is all sandy.

Inland the cultivation is generally wheat with some vines and fig trees. The road leading from the turnery to TONNARA is a very narrow 2-way, unretained earth and rock road.

with a cliff rising for yet another 30 m. above it. On this ledge a 1-way Rd follows the cliff. This rocky formation extends about 60 m. inland and is impossible to climb.

The water depth is 4 m. to 5 m. immediately offshore and 25 m. offshore it increases to 5 m.

x) TOWARD DEMO (TURNER) (See sketch TOWARD in DEMO Appendix 3.)

From the turnery a 1-arch bridge connects a landing platform, which extends about 100 m. out to sea with a mole. This platform is about 6 m. square and made of concrete. It is built starting seaward from a landing of 1 m. to 20 m. with a water depth of 24 m. alongside. On this mole are 2 narrow-gauge railway tracks. Fishing boats up to 40 m. long, propelled by 12 oarsmen, dock only on the South side of the platform. The North side is too rocky and the East side is not sheltered. A small car can be driven from the platform, over the bridge through the turnery to the road.

The terrain for 150 m. North of the mole is rocky. Actual water depth in this area is unknown but reputed fairly deep.

The turnery is immediately on the shore line and built partly on a cliff. (See sketch Appendix 3.)

South of TOWARD there is a sandy beach, on the Western side of a reef, about 100 m. long and about 40 m. wide, with a fairly steep grade inland to the level surrounding country.

A dry river bed divides this beach in half.

The incline from the sea to the surrounding country is not as steep near the turnery as at the Southern part of the beach. (See sketch.)

Water depth 15 m. offshore is 4 m., 25 m. offshore 2 m., and 50 m. offshore 3 m.

xi) SECTION of Coast Marked 24

This is a rock-bound coast with the rocks extending 10 m. offshore and breaking the surface. There is a steep rise from the waterline to the ground behind the shore. At the Northern part, the cliff is about 22 m. high sloping to the Southern part where it is about 2 m. high. Cultivated ground comes to within 30 to 40 m. of the waterline.

The depth near shore upon the rocks is about 1 m. but at the Northern portion it is about 2 m. There is a depth of 5 m. 100 m. offshore and 15 m. 1 mile offshore. The bottom is all sandy.

Island the cultivation is generally wheat with some vines and fig trees. The road leading from the turnery to TOWARD DEMO is a very narrow 2-way, unmetalled earth and rock road.

xii) SECTION of Coast Marked 25

A narrow, sand and gravel beach. It varies in width from 5 to 50 m. The ground slopes gently inland.

The sea between 1/2 of this beach slopes gently reaching a depth of 6 m. 1/2 km. offshore. Between TOWARD DEMO and the Island of DEMO water depth is only 1 m. making it possible for people to walk from the mainland to the island. 500 m. South of this strait and about 500 m. from the nearest point on land, the depth is about 4 m.

A stone wall as shown at 23 backs the beach. It is about 4 m. high and less than 1 m. wide.

At 25 there is a very small cove. A narrow, unmetalled road leads from it directly into TOWARD DEMO. The water is shallow here about 1 m. deep 50 m. offshore and 2 m. 100 m. offshore.

MOST SECRET

PACIFIC AREA (Prov. Simoes) (Cont. 1) (See Appendix C & D)

xiii) QUAY at 26 to WINERY at 25

This entire coast is rock-bound with the rocks extending out to sea. For 900 m. from Cove at 26 in a Southerly direction, the coast is backed by rocky cliffs about 30 m. high on the North and sloping gradually and leveling to a rock-bound beach. There is 3-4 m. of water along this stretch as in many places the cliffs fall abruptly into the sea. Even a scramble landing would be impossible.

The rest of the coast to the Winery at 25 is rock-bound, the rocky shore varying in width from 30 to 150 m. It is backed by gently rising, sandy ground.

100 m. offshore of the Southern Cove of this area, there is a water depth of 2 to 2 1/2 m.

For 900 m. Southeast of the Winery the depth is 2 1/2 m. only a few meters from the shore, 100 m. offshore the depth is about 3 1/2 m.

xiv) ISLAND of CAPO PASSERO

The North and East coast of this island is formed by cliffs falling perpendicularly into the sea. On the NE tip they are about 30 m. high, sloping gently to the West and South. A scramble landing is considerable impossible here. The Southern coast is rock-bound but the ground slopes gently away from it.

There is a small sandy beach on the Southwestern tip opposite the mainland. On the North and East coasts, the water is about 12 m. deep at the foot of the cliffs. The depth increases seaward.

Off the South coast, there is a depth of about 1 1/2 m. 100 m. from shore. (West coast covered above.)

xv) QUAY 26 to PUNTA DELLE ROCCHE

At 26 there is a Quay 50 m. long, 25 m. wide and made of masonry.

The mole is about 1 m. above water level and the water depth alongside is exactly 1.80 m.

Just North of this mole and for about 500 m. the coast is low but rock-bound. The ground slopes gently inland.

Following the coast generally Westward to PUNTA ANELLO the beach varies from 50 to 200 m. in width. It is hard with gravel and sand. The ground slopes gently inland where it is cultivated. NE of PUNTA ANELLO are sandy marshes with many pits of quicksand, very dangerous to traverse in all seasons.

From the Quay at 26 to PUNTA ANELLO the underwater gradient is slightly over 1 : 100.

From PUNTA ANELLO West for 300 m. there is a 15 m. wide, sandy beach backed by a vertical 2 m. high bank. Behind this are vineyards. The beach continues SW to PUNTA ANELLO, widening to 200 m. as it nears this point. Behind the beach the ground rises very slightly. The whole of this area and to the W at about 1 sq. km. is covered by vineyards.

Water depth from PUNTA ANELLO to a point 100 m. East of ISOLA DELLE COLLETTI is 2 m. 50 m. offshore. For 700 m. further out the depth varies from 2 to 5 m. Many ships have gone around in this area. Near ISOLA DELLE COLLETTI, water depth is 1 m. at 50 m.

From PUNTA ANELLO East, PUNTA DELLE COLLETTI there is a soft, sandy beach

ground. 100 m. offshore of the Southern Cape of this area, there is a water depth of 2 to 2 1/2 m.

For 300 m. Southeast of the Winery the depth is 2 1/2 m. only a few meters from the shore, 400 m. offshore the depth is about 3 1/2 m.

xiv) ISLAND OF CAPO PASSERO

The North and East coast of this island is formed by cliffs falling perpendicularly into the sea. On the NW tip they are about 30 m. high, sloping gently to the West and South. A Scaevola landing is considered impossible here. The Southern coast is rock-bound but the ground slopes gently away from it.

There is a small sandy beach on the Southwestern tip opposite the mainland. On the North and East coasts, the water is about 12 m. deep at the foot of the cliffs. The depth increases seaward.

Off the South coast, there is a depth of about 1 1/2 m. 400 m. from shore. (West coast covered above.)

xv) QUAY 20 TO PUNTA DELLE FORMICHE

At 20 there is a quay 50 m. long, 25 m. wide and made of masonry.

The mole is about 1 m. above water level and the water depth alongside is exactly 1.00 m.

Just North of this mole and for about 500 m. the coast is low but rock-bound. The ground slopes gently inland.

Following the coast generally Westward to PUNTA ANELLO the beach varies from 50 to 200 m. in width. It is hard with gravel and sand. The ground slopes gently inland where it is cultivated. NE of PUNTA ANELLO are sandy marshes with many pits of cutchewal, very dangerous to traverse in all seasons.

From the Quay at 20 to PUNTA ANELLO the underwater gradient is slightly over 1 : 100.

From PUNTA ANELLO West for 300 m. there is a 15 m. wide, sandy beach backed by a vertical 2 m. high bank. Behind this are vineyards. The beach continues SW to PUNTA FILIPPO, widening to 200 m. as it nears this point. Behind the beach the ground rises very slightly. The whole of this area and to the W. about 4 sq. km. is covered by vineyards.

Water depth from PUNTA ANELLO to a point 400 m. East of ISOLA DELLE COCCINELLE is 2 m. 50 m. offshore. For 700 m. further out the depth varies from 2 to 3 m. Many ships have gone aground in this area. Near ISOLA DELLE COCCINELLE, water depth is 1 m. at 50 m.

From PUNTA FILIPPO to ISOLA DELLE COCCINELLE there is a soft, sandy beach varying in width from 400 to 500 m. with gently sloping ground behind. Probably inaccessible to MT.

From point opposite Island 30 to PUNTA DELLE FORMICHE, except for a small, rocky section, there is a 20 to 40 m. wide, soft, sandy beach. The ground behind rises gently and is actively cultivated with vineyards.

The water depth all along this beach is about 1 1/2 m. at 50 m. from shore, 2 m. 100 m. from shore and about 3 m. at 600 m. offshore.

PUNTA DELLE FORMICHE is about 3 m. high with a rock bound beach on both sides. 50 to 100 m. from this point in all directions, there is only 1/2 to 1 m. depth of water.

ISOLA DELLE COCCINELLE Two small islands joined by a mole, 31. There is seldom water between island 3 and the mainland and it is usual to walk across here. The mole is about 3 m. wide, about 1 m. above the water ¹⁰⁰ about 120 m. long. To the East of this island group, about 400 m. from shore, the water is 2 m. deep.

The Western part of the island is rocky and there are 4 m. water close to shore.

NOTE:

2. C. H. I. N. O. A. H. E. A. (Env. Agency) (Part 5)
(See Appendix C & D)

D. MATROUSSES

P/W flows little of the few streams in vicinity. The small stream about 2 km. South of PACHIN is about 4 m. wide with the banks rising about 2 m. above stream bed level. The water depth varies from 1 m. in summer to 1/2 m. in winter. There is quite a strong current in winter time. The stream bed consists of fairly hard earth. The banks slope gently to the water's edge.

E. COMMUNICATIONSa) ROADi) PORTO PALO NW to PACHIN

A 4-way rd with a foundation of gravel and earth and sidewalks when wet. It is flanked by 1 m. high stone walls on both sides. The road is level with the surrounding countryside. The road is about 300 m. North of PACHIN.

From this junction NW to N 99004, the road is level with the surrounding terrain. Stone walls flank both sides of the road. There are many small culverts along this road.

At Point N 99004 there is a single-arch stone bridge, about 5 m. long, and as wide as the road.

From this bridge to Point N 99005 the road descends and is flanked by a steep cliff on the South and a slight drop to the North.

From Point N 99005 to N 99006 the road is practically level with the surrounding countryside.

From N 99006 to N 99007 the road runs 1/2 m. above the surrounding ground. In between these two points at N 99007 there is a single-arch stone bridge 6 m. long and 3 m. wide flanked by 1 m. high stone walls.

From Point N 99007 for 300 m. toward PACHIN the road is level with the countryside. From here on, for 500 m., there is a high, rocky hill on the East side but on the West side the road and the adjacent terrain are on the same level.

From N 99007 to PACHIN the road is slightly above the surrounding countryside, but it is a gradual slope of about 1/2 m. which can easily be crossed by m.

ii) MATROUSSES to PACHIN

P/W does not know this road well. It is the same type as the PORTO PALO - PACHIN rd.

iii) TUNNEL to PORTO PALO

A 1-way unimproved road level with the surrounding countryside, only 1 m. above the water level.

It is made of earth for the first 500 m. and for the next 300 m. it is made of sand like the surrounding country. From there on into PORTO PALO it is a 1-way unimproved road flanked by 1 m. stone wall.

The road is level with the surrounding.

iv) PORTO PALO W. to N 99004

A 1-way, white-rum road, flanked by 1 m. stone walls. The road is

A 1-way rd with a foundation of gravel and earth on either side, very wet. It is flanked by 1 m. high stone walls on both sides. The road is level with the surrounding countryside. From OZEE to DAF, 300 m. North of DAF, for about 320 m., the road rises 4 m. above the surrounding countryside as far as DAF. From DAF to OZEE, 300 m. South of DAF, the road falls 4 m. below the surrounding countryside as far as DAF.

From this junction to N 994094, the road is level with the surrounding terrain. Stone walls flank both sides of the road. There are many small culverts along this road.

At Point N 994094 there is a dirt road stone bridge, about 5 m. long, and an aisle to the road.

From this bridge to Point N 994093 the road descends and is flanked by a steep cliff on the South and a sheer drop to the North.

From Point N 994092 to N 994094 the road is practically level with the surrounding countryside.

From N 994094 to N 994093 the road runs 1/2 m. above the surrounding ground. In between these two points at N 994097 there is a single arch stone bridge 6 m. long and 3 m. wide flanked by 1 m. high stone walls.

From Point N 997099 for 300 m. toward PACHING the road is level with the countryside. From here on, for 500 m., there is a high, wavy hill on the East side but on the West side the road and the adjacent terrain are on the same level.

From N 997099 to PACHING the road is slightly above the surrounding countryside, but it is a gradual slope of about 1/2 m. which can easily be crossed by AT.

14) MACHING to PACHING

AT does not know this road well. It is the same type as the road from DAF to PACHING.

14i) MACHING to PACHING

A 1-way unretained road level with the surrounding countryside, slip dry when wet and no ditches.

It is made of earth for the first 500 m. and for the next 500 m. it is made of sand like the surrounding country. From there on into PACHING it is a 1-way unretained road flanked by a 1 m. stone wall.

The road is level with the countryside.

iv) PACHING to N 972099

1-way, white gravel road, flanked by 1 1/2 m. stone walls. The road is level with the countryside.

v) N 972099 South to C.S. L. OZEE

1-way unretained rd of earth, earth surface, which does not become very muddy when it rains. 4 m. stone walls flank both sides of the road. In case, when it is dry, drive directly South, beyond the road into the sand to the other line.

vi) At N 994094 a track starts and runs parallel to the shore in a southerly direction. It is a 1-way, unretained, with a wide and level with the surrounding terrain. It is difficult to travel over this road when it is wet.

vii) MACHING South to the sea

A 1-way rd with white gravel surface. 1 m. high stone walls flank the road to N 994097. From this point South the road consists of level sand and the road is difficult to travel when it is wet.

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SECRETECONOMIC AND POLITICAL CONDITIONSI. Economic Conditions

Economic conditions in certain parts of Italy have been described at some length by a Sicilian P/W who, since February, 1941, has had occasion to travel considerably as a member of the SAN VINCENZO Battalion.

This P/W was last in Naples in June, 1942. He reports that food conditions there were slightly better than in other parts of Italy where he has been stationed. Nevertheless, the amount of food obtainable through the regular ration allowances was not enough to sustain life. The food situation was so bad that young girls 16 years of age, girls working in offices and factories, and married women with children used to beg in the streets for food from soldiers and others whom they considered good prospects. Beggings in the streets, which Mussolini claimed to have eliminated, has returned because of the scarcity of food. It was at that time commonplace for women to sell themselves for a meal or a loaf of bread. Stealing of food resulted in stiff penalties, with prison sentences ranging from 6 months to 5 years.

Food allowances through the rationing system in Naples in June, 1942 as well as comparative controlled and black market prices for certain basic commodities are indicated in the following table:

	RATION ALLOWANCES		MARKET PRICES IN LIRE	
	Non-Working Persons	Working Persons	Controlled	Black Market
WHEAT	150 gr. daily	250 gr. daily	4.10 per kg.	30.00 per kg.
MACARONI	200 gr. in 4 days or 7 kg. monthly	250 gr. in 4 days or 12 kg. monthly	6.10 per kg.	60.00 per kg.
MEAT	2 kg. weekly	2.8 kg. weekly	20.00 per kg.	60.00 per kg.
The meat ration is a theoretical ration to a considerable extent. Butcher shops were open only on Thursdays and Sundays and it was a case of first come, first served.				
MILK	600 gr. every 15 days	1 liter every 15 days	30.00 per liter	250.00 per liter
CHEESE	174 grams remainder amount allowed, but claim there is very little to be had.		62.00 per kg.	250.00 per kg.
EGGS	Same as above for cheese.		10.00 per kg.	250.00 per kg.
FRUIT				
VEGETABLES	Plentiful during the season.			

Because of the very high prices existing in the black market, only the relatively well-to-do could afford to buy there. P/W knew the black market prices because soldiers bought them to supplement their regular rations. P/W also pointed out that soldiers in trade firms are wont to transfer in Italy just have their traveling voucher to enable them to get at money.

factories, and married women with children used to live in the streets for food from soldiers and others whom they considered real prospects. Begging in the streets, which Mussolini claimed to have eliminated, has returned because of the scarcity of food. It was at that time conscription for women to sell themselves for a meal or a loaf of bread. Stealing of food resulted in stiff penalties, with prison sentences ranging from 6 months to 3 years.

Food allowances through the rationing system in Naples in June, 1942, as well as comparative controlled and black market prices for certain basic commodities are indicated in the following table:

	RATION ALLOWANCES		MARKET PRICES IN LIRE	
	Non-Working Persons	Working Persons	Controlled	Black Market
BREAD	150 gr. daily	250 gr. daily	4.10 per kg.	30.00 per kg.
MEAT	200 gr. in 4 days or 7 kg. monthly	250 gr. in 4 days or 12 kg. monthly	6.10 per kg.	60.00 per kg.
	2 kg. weekly	2.5 kg. weekly		
The meat ration is a theoretical ration to a considerable extent. Butcher shops were open only on Thursdays and Sundays and it was a case of first come, first served.				
OIL	600 gr. every 15 days	1 liter every 15 days	30.00 per liter	250.00 per liter
CHEESE	P/W doesn't remember amount allowed, but claims there is very little to be had.		65.00 per kg.	250.00 per kg.
SUGAR	Same as above for cheese.		10.00 per kg.	150.00 per kg.

VEGETABLES

Because of the very high prices existing in the black market, only the relatively well-to-do could afford to buy there. P/W knew the black market prices because soldiers bought there to supplement their regular rations. P/W also pointed out that soldiers in route from one point to another in Italy must have proper traveling vouchers to enable them to eat at restaurants they find on the way. A soldier entering pay but the proper man is subject to arrest.

P/W said this situation existed where ever he traveled on the Italian mainland, despite the heavy penalties imposed on sellers in the black market, who were apprehended, (5 to 9 years imprisonment and 1,000 to 5,000 lire). Due to the relative agricultural richness of Sicily, it has not suffered as much as the mainland. While P/W was a patient in the city hospital at Livorno, it was common practice among the patients to give food from their meals, which were adequate in size, and to give it to their friends, who were permitted to visit them twice a week. There was never a shortage of visitors.

In November, 1942 there was a general reduction in the rations of the Italian armed forces. Prior to that time, all of the services of the army had approximately the same sized ration, but since then, the black market ration has varied a very considerable place in contrast with the army and the navy. P/W claims that the lieutenant colonel and the other officers

MOST SEVEREEconomic and Political Conditions cont. - 2.

of his battalion regularly appropriated for themselves, their families and their lady friends food belonging to the men. A comparison of ration allowances for certain basic commodities is shown below:

	<u>Prior to Nov. 1942</u>	<u>Since November, 1942</u>	
MEAT, daily	600 gr.	AMT. 400 gr.	MAINT. 500 gr.
MACARONI, daily	225 gr.	120 gr.	300 gr.
MEAT, daily	200 gr.	120 gr.	250 gr.
CHEESE, daily	25 gr. per person daily.		
OIL	25 gr. per person daily.		
WINE	25 gr. per person daily.		
SUGAR, daily	15 gr.	8 gr.	8 gr.
COFFEE, daily	5 gr.		
BUTTER			

Ration has not changed, but what is now called coffee is hardly drinkable. Ration not changed, there never was such.

The following quotations of controlled retail prices were obtained from the DC RE station in Luepiana when the island fell:

	<u>June 7, 1942</u>	<u>Sept. 26, 1942</u>
Bread, per kg.	2.45	
Rice, per kg.	3.05	
Soup, per kg.	4.30	
Beer, per kg.	9.50	3.40
Macaroni, per kg.	3.55	3.40
Cheese (grating), per kg.	26.50	
Cheese, per kg.	21.60	
Wine, per liter.	17.50	
Herb, per liter.	20.80	
Thart, per kg.	1.75	
Watermelon, per kg.	5.00	5.00
Small mammals, per kg.	4.00	
Tomatoes, per kg.	7.00	
Local onions, per kg.	4.00	
String beans, per kg.	6.00	
Lemons, per kg.	4.50	4.50
Milk, per liter.	3.00	
Eggs, each.	2.00	
Oil, per liter	17.00	

MEAT

Veal

Pork

230 gr. 120 gr. 250 gr.
 Daily ration not changed, 25 gr. per person daily.
 CHEESE Not changed, 25 gr. per person daily.
 OIL Not changed, 25 gr. per person daily.
 WINE Not changed, 500 gr. per person daily.
 SOAP 15 gr. 0 gr. 0 gr.
 5 gr. Ration has not changed, but what is now called coffee is hardly drinkable.
 5 gr. Ration not changed, there never was such.

The following quotations of controlled retail prices were obtained from the GO 34 station in Leipzig when the inland fell:

	June 7, 1942	Sept. 28, 1942
Bread, per kg.	1.20	
Rice, per kg.	3.30	
Soy, per kg.	4.00	
Sugar, per kg.	9.50	9.40
Macaroni, per kg.	3.55	3.40
Chanos (noodle), per kg.	26.50	
Cheese, per kg.	21.60	
Wine, per liter	17.50	
Vermouth, per liter	20.30	
Coff, per kg.	1.75	
Watermelon, per kg.	5.00	5.00
Small warrens, per kg.	4.00	
Tomatoes, per kg.	7.00	
Local onions, per kg.	4.00	
String beans, per kg.	6.30	
Lemons, per kg.	4.50	4.30
Milk, per liter	3.00	
Eggs, each	2.00	
Oil, per liter	17.00	

Meat

	Meat	Meat
Prime cuts, per kg.	1.15	1.17
Secondary cuts, per kg.	1.15	1.17
Shoulder	1.15	1.17
Heart, Liver, Kidneys	1.15	1.17
Butter	1.15	1.17
Butter & Salt, per kg.	1.15	1.17
Pappas	1.15	1.17
Citrus	1.15	1.17
Marrows	1.15	1.17
Grapes	1.15	1.17

4 P.M. when left Leipzig in Feb., 1942 we entered the following retail prices in the community at that time:

	1942
Bread, per kg.	1.20 to 1.30 (a)
Meat, per kg.	4.00
Butter, each	10.00 to 15.00
Shoes, per pair (type unknown)	25.00 to 30.00
Shirts, each (type unknown)	35.00
Suits, each	35.00

POST SECRET

Economic and Political Conditions cont. - 3.

A fisherman, P/N, from AGUAYZITA who had been there last in June, 1942 reported the wartime retail price for mullet was 30.00 per 100, compared with a normal price of 15.00. He said that meat was distributed only one day a week. Civilian can purchase 150 grams, while military personnel can purchase 250 grams under the rationing system.

II. Political Conditions and PersonalitiesAGUAYZITA:

RODRIGUEZ, Mayor in Feb., 1942.
Dr. RODRIGUEZ, Doctor.

CATAGUA:

Dr. JUAN VILLALBA. - Veterinary facility. Family originally from AGUAYZITA. About 70 years old. Has two younger sisters. Lived with wife near La Victoria.

RAMON FLORES. - Very wealthy. About 50 yrs. old. Lived at La Victoria. Son of former AGUAYZITA.

Dr. JUAN RODRIGUEZ. - Resident in CATAGUA. About 45 yrs. old. Lived on Via. AGUAYZITA. Married and has children.

Professor (Dr.) RODRIGUEZ. - Resident in CATAGUA. About 70 yrs. old. Lived on Via. AGUAYZITA. Married and has children. Lived with wife near La Victoria.

Professor (Dr.) JUAN RODRIGUEZ. - Resident in CATAGUA. About 50 yrs. old. Lived on Via. AGUAYZITA.

Professor (Dr.) RODRIGUEZ. - Resident in CATAGUA. About 50 yrs. old. Lived on Via. AGUAYZITA.

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Professor (Dr.) RODRIGUEZ. - Resident in CATAGUA. About 50 yrs. old. Lived on Via. AGUAYZITA.

CATANIA:

FRANCESCO VILLAGGIO. - Extraordinary. Family not fully known. About 30 years old. He has two younger siblings. Lived with uncle since 14. LIVES.

MAURO FALCONE. VI. - Very wealthy. About 30 yrs. old. Lived at 14. LIVES. Uncle of Franco VILLAGGIO.

ROSA DI BENTIVOGLIO. - Richest man in CATANIA. About 45 yrs. old. Lived on VIA RUGGERO. LIVES. Married and has children.

Countess (Dr.) MONTANO. Third son of CATANIA UNIVERSITY. About 70 yrs. old. Lived on VIA RUGGERO. LIVES. Married and has two daughters about 25 yrs. old.

Professor (Dr.) DI MONTANO. Taught at the university. About 50 yrs. old. Lived on VIA RUGGERO. LIVES.

Professor (Dr.) MONTANO. Taught at the university. About 50 yrs. old. Lived on VIA RUGGERO. LIVES.

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Edward and Mildred Garrison cont. A.

1155-5262

RECEIVED, President, South 42 St., N.Y. 100
VIA AIRMAIL 5 P.M. 11/10/40.

CAMPIONE NICCOLI. 114001 IN VIA. 270000 2. 01111111.

SPENCER, JERRY E.O., Merchant, 2500 57th Ave. Business on
VILLAGE. Married, and has one son.

[illegible]

SEAS & PILLATION

• Many miles of ocean water, about 45 ft. in. thick.

2. Explain the importance of the following:

[illegible]

2. Explain the effect of each word. (100% on word)

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2500017
(2005, 2006)

...the various flying structures, the 300 units in the Air Station, and other 20 units in the 1st Air Group. No 100 units are being sent to the 1st Air Group, and 100 units are being sent to the 1st Air Group.

and the money is going to be used, without possibility of it being used in any other way.

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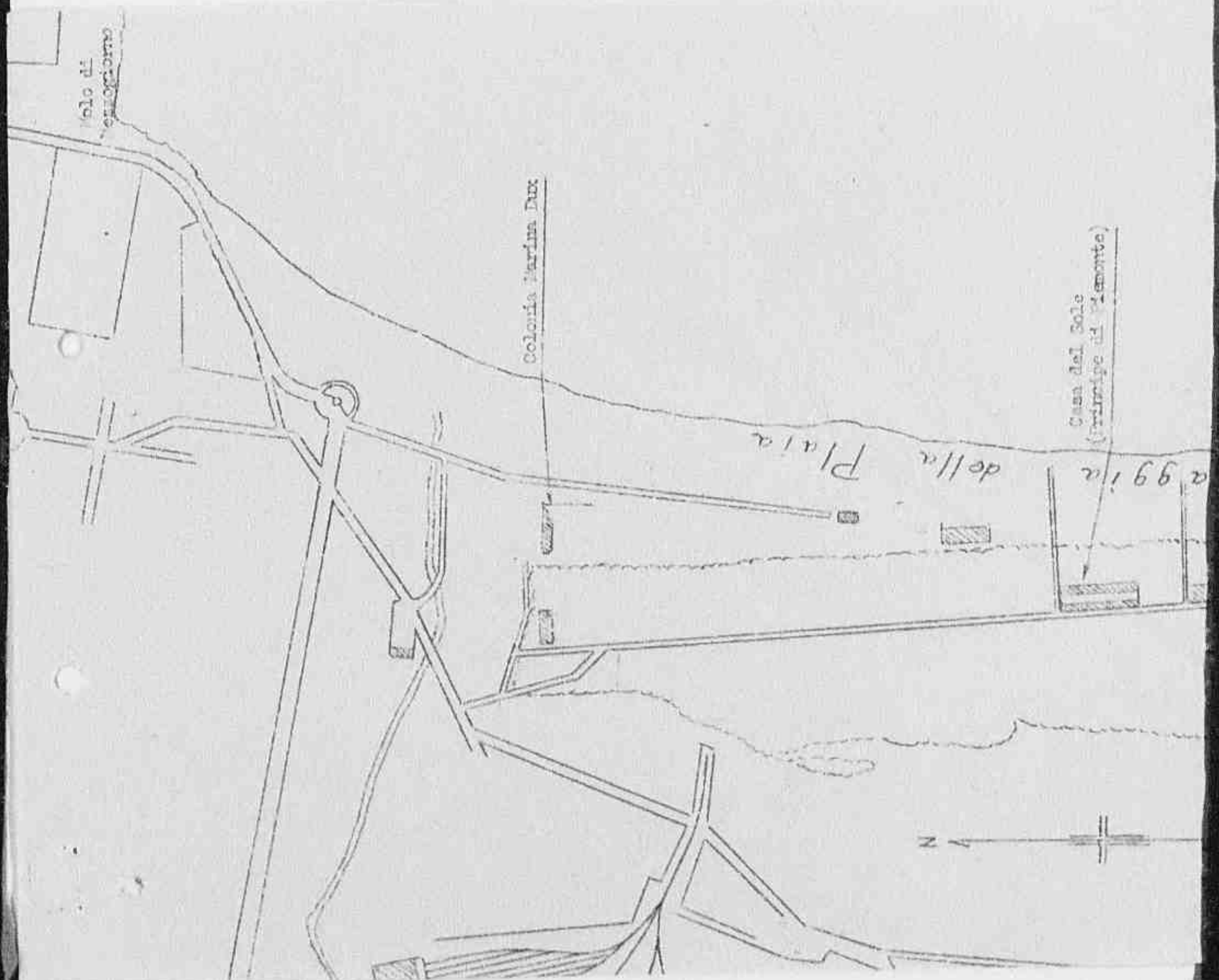
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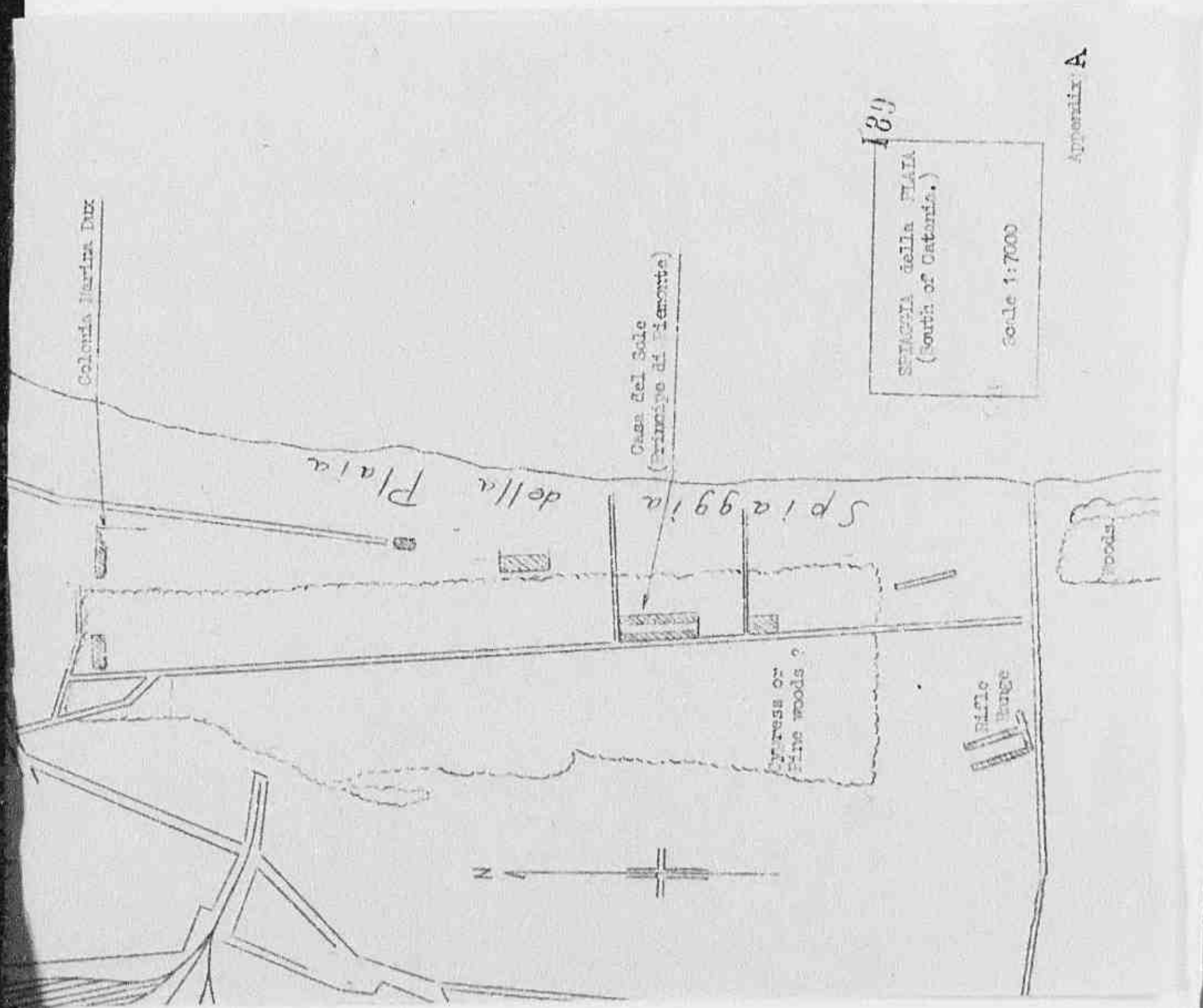
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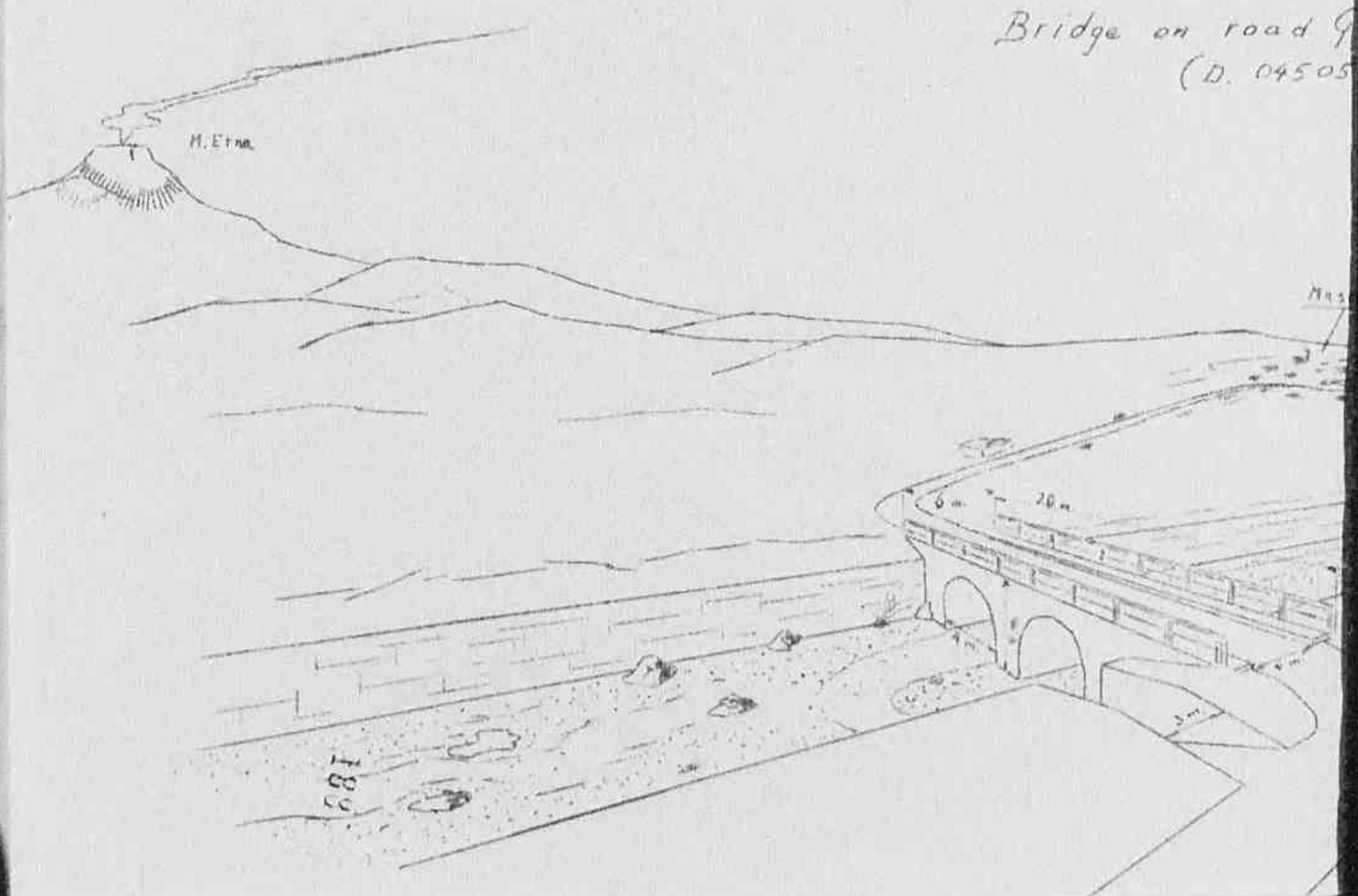


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Appendix A

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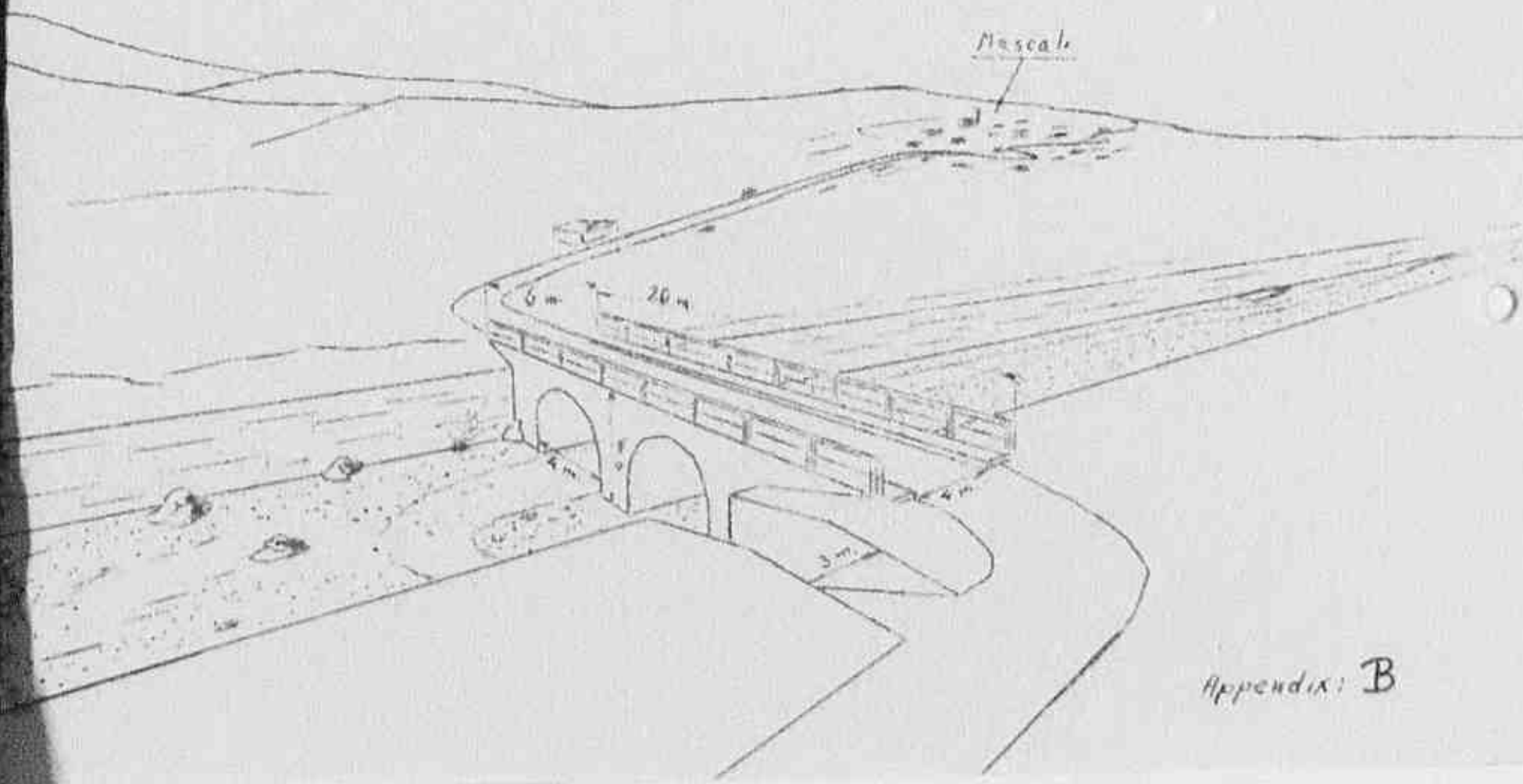
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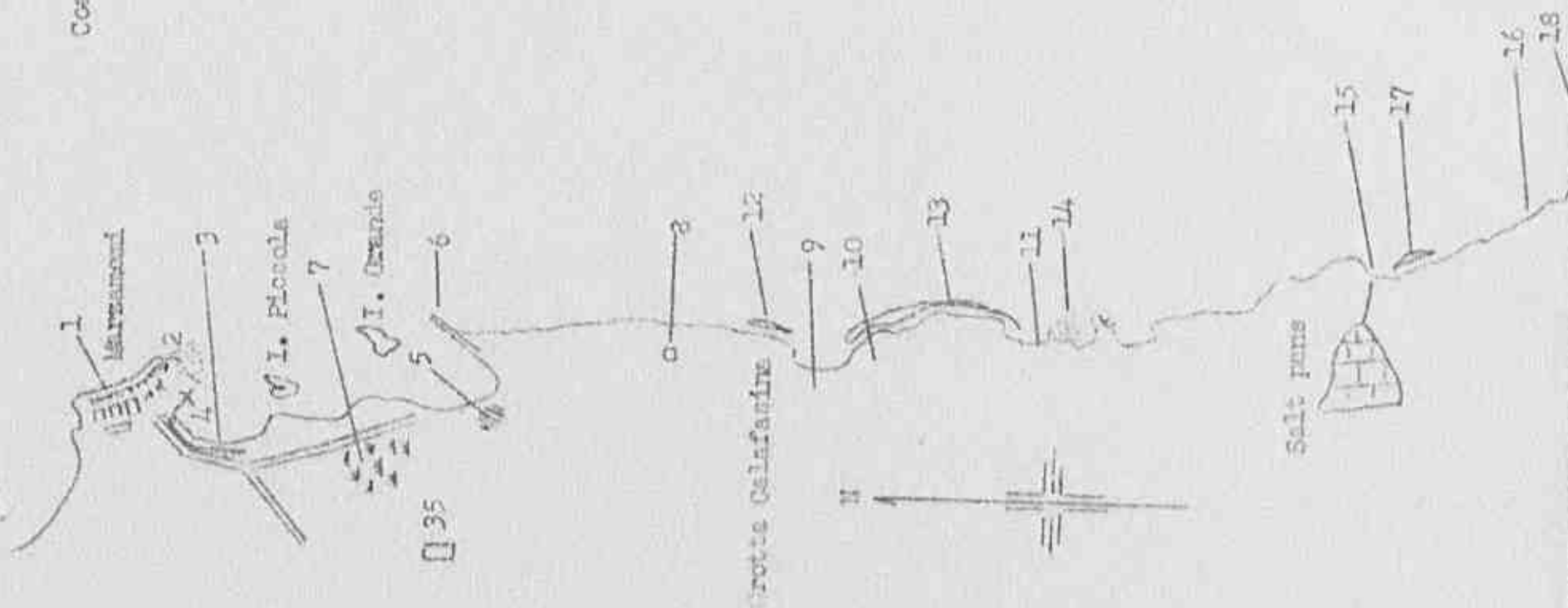
Bridge on road Giarre-Mascoli
(D. 045050)



Appendix: B

Coastline MARZAMEMI - PORTOPALO
Scale 1:25000

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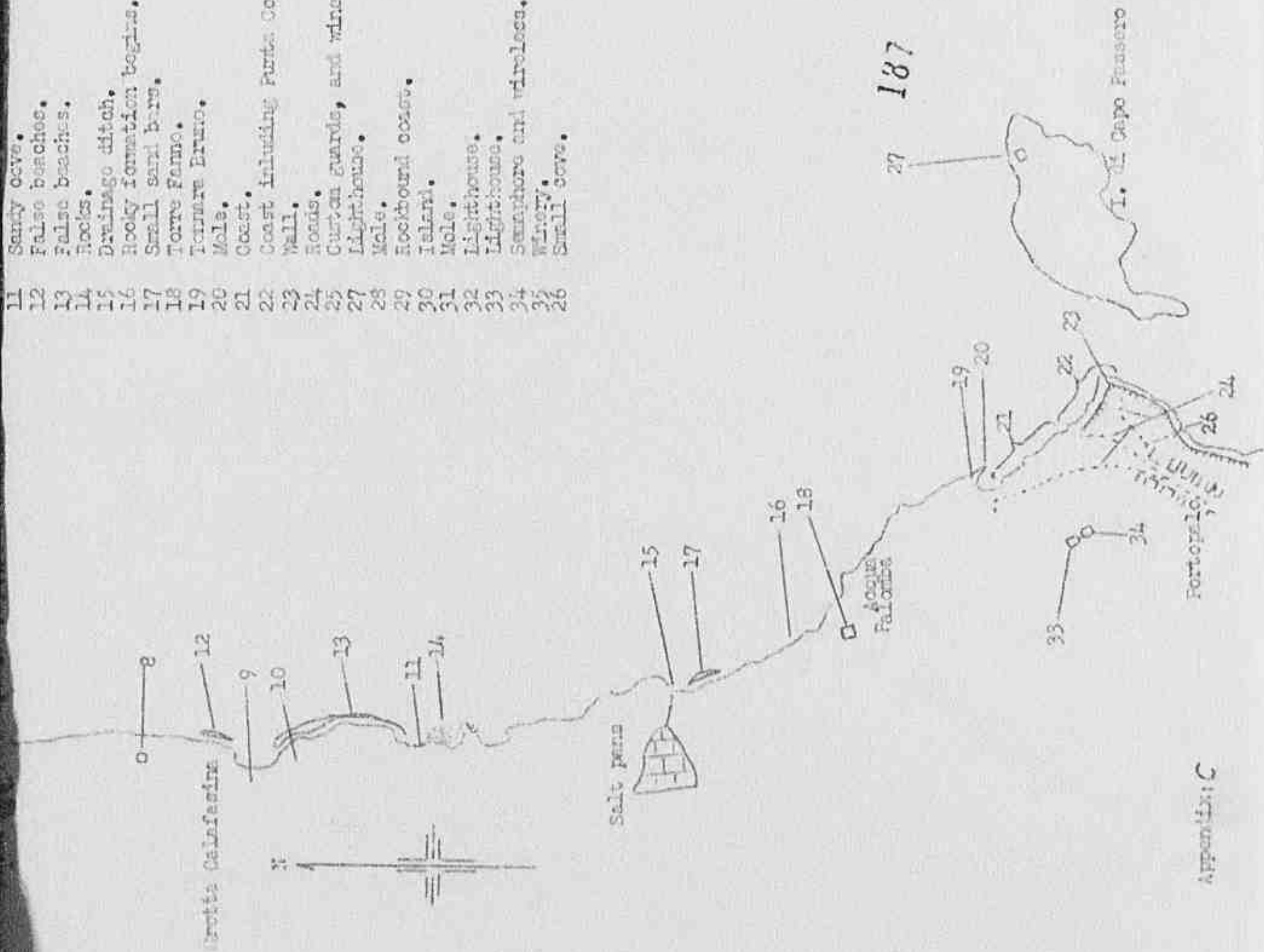
- 1 Sea wall.
- 2 Rocks.
- 3 Sea wall.
- 4 Landing incline.
- 5 Quicksand.
- 6 Mole.
- 7 Swamp.
- 8 Ancient tower.
- 9 Sandy beach.
- 10 Rocky cliffs.
- 11 Sandy cove.
- 12 False beaches.
- 13 False beaches.
- 14 Rocks.
- 15 Drainage ditch.
- 16 Rocky formation begins.
- 17 Small sand bars.
- 18 Torre Ferro.
- 19 Tumara Bruno.
- 20 Mole.
- 21 Coast.
- 22 Coast including Punta Colle.
- 23 Wall.
- 24 Roads.
- 25 Custom guards, and winery.
- 27 Lighthouse.
- 28 Mole.
- 29 Rockbound coast.
- 30 Island.
- 31 Mole.
- 32 Lighthouse.
- 33 Lighthouse.
- 34 Semaphore and wireless.
- 35 Winery.
- 26 Small cove.

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

785015

- 11 Sandy cove.
 12 False beaches.
 13 False beaches.
 14 Rocks.
 15 Drainage ditch.
 16 Rocky formation begins.
 17 Small sand bars.
 18 Torre Forno.
 19 Torre Bruno.
 20 Mole.
 21 Coast.
 22 Coast including Punta Collo.
 23 Wall.
 24 House.
 25 Gun or guards, and winery.
 27 Lighthouse.
 28 Mole.
 29 Rockbound coast.
 30 Island.
 31 Mole.
 32 Lighthouse.
 33 Lighthouse.
 34 Semaphore and wireless.
 35 Winery.
 36 Small cove.

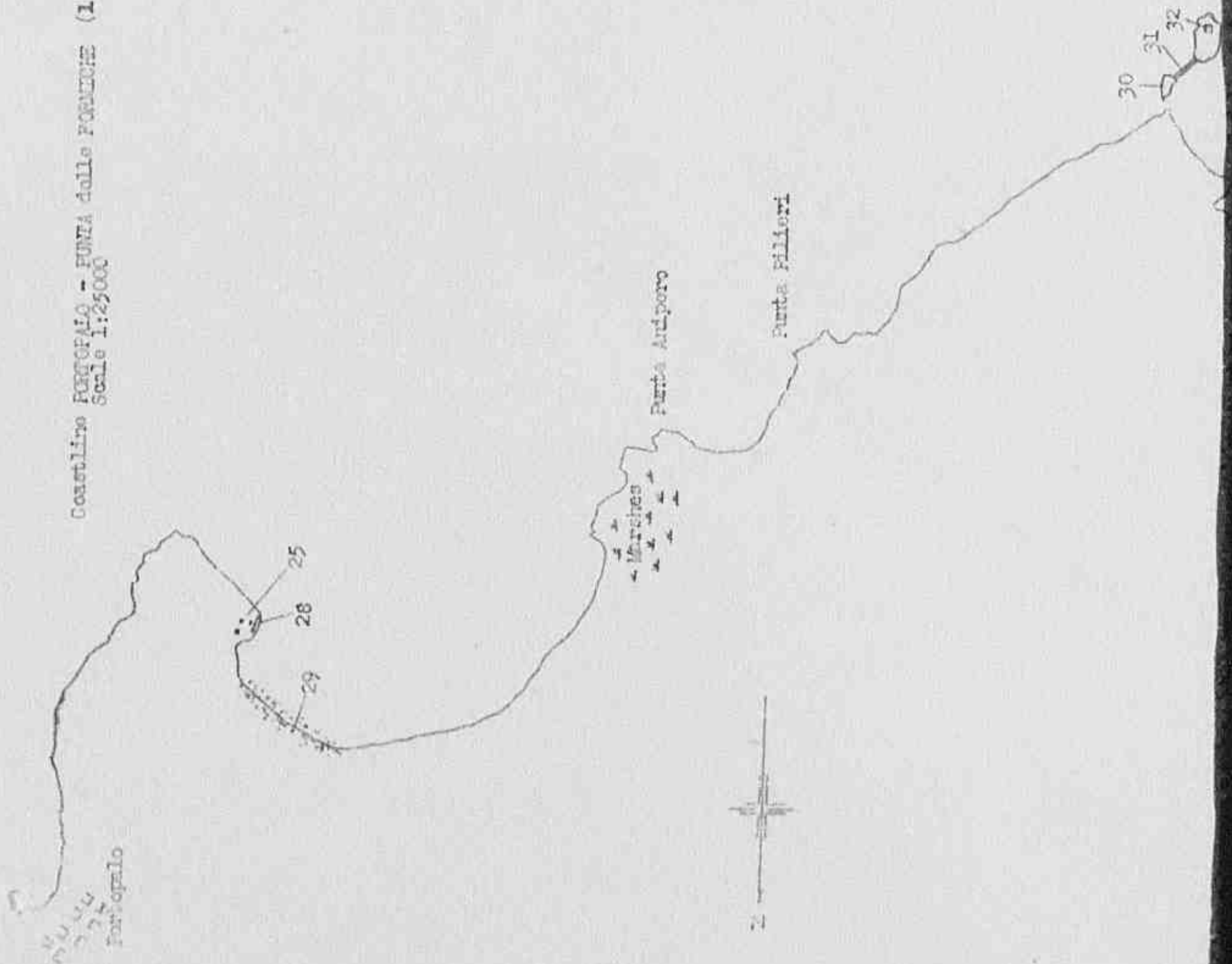
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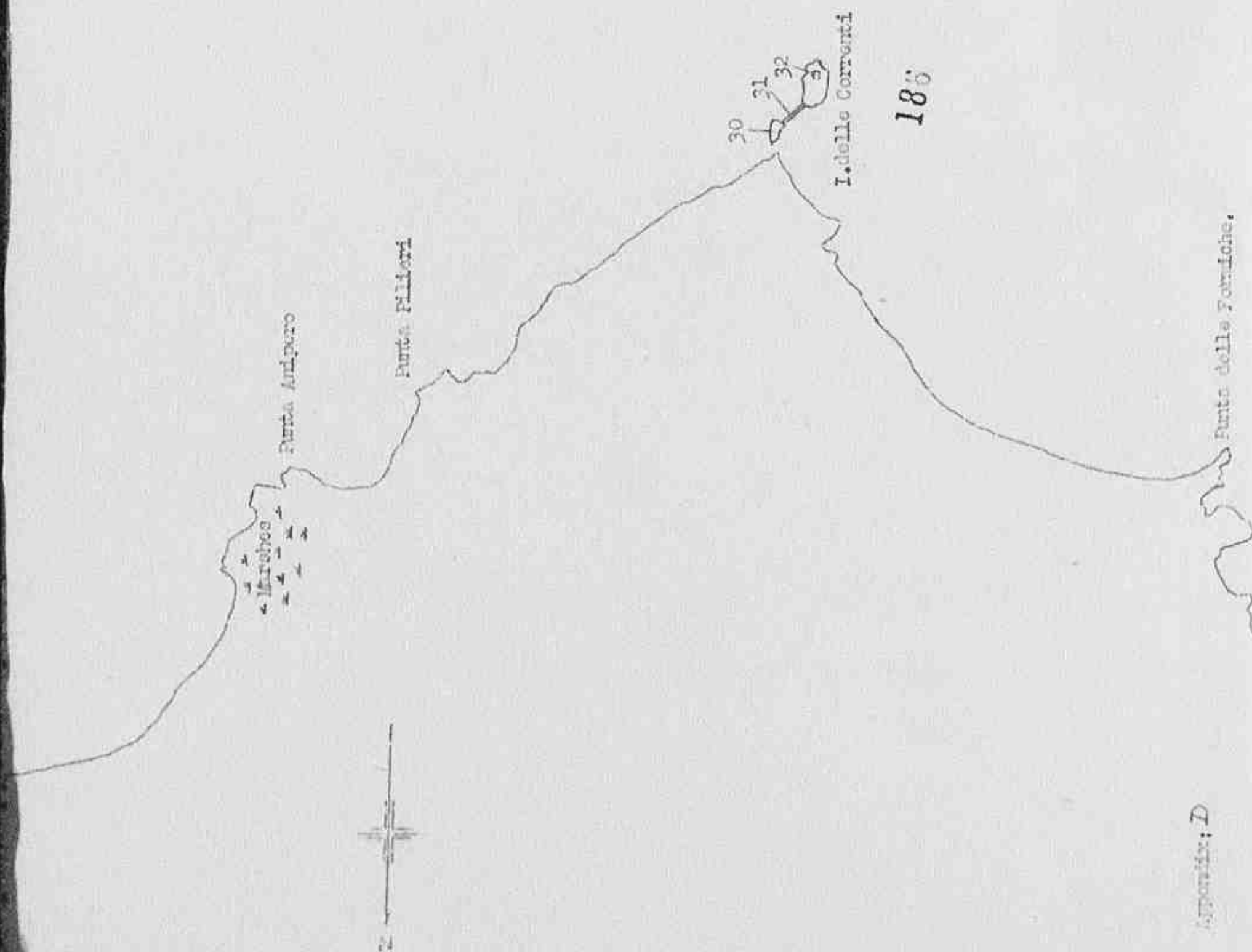
Declassified E.O. 12356 Section 3.3/NND No. 785015

Coastline PORTOPALO - PUNTA delle FORMICHE (1)
Scale 1:25000



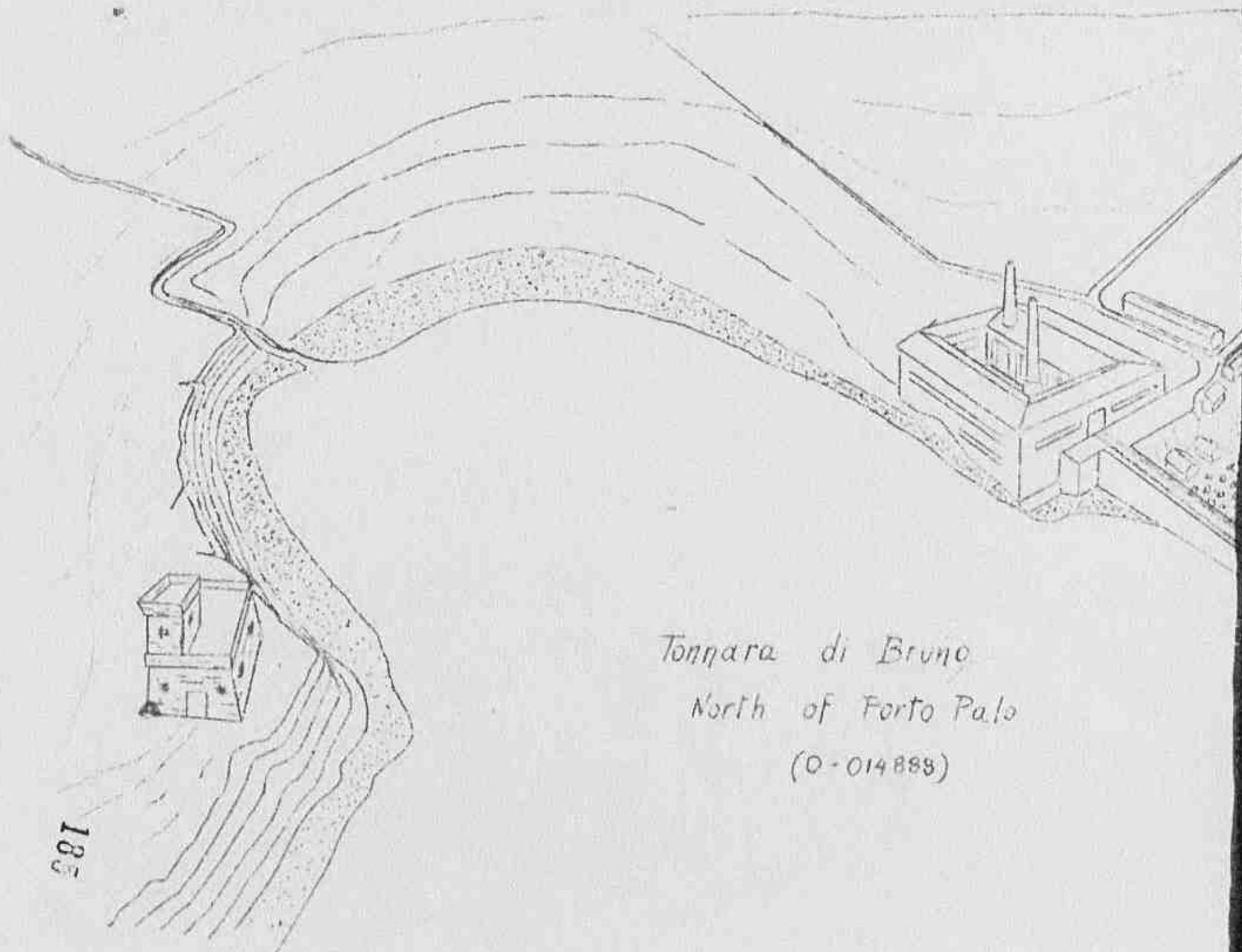
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Declassified E.O. 12356 Section 3.3/NND No. 785015



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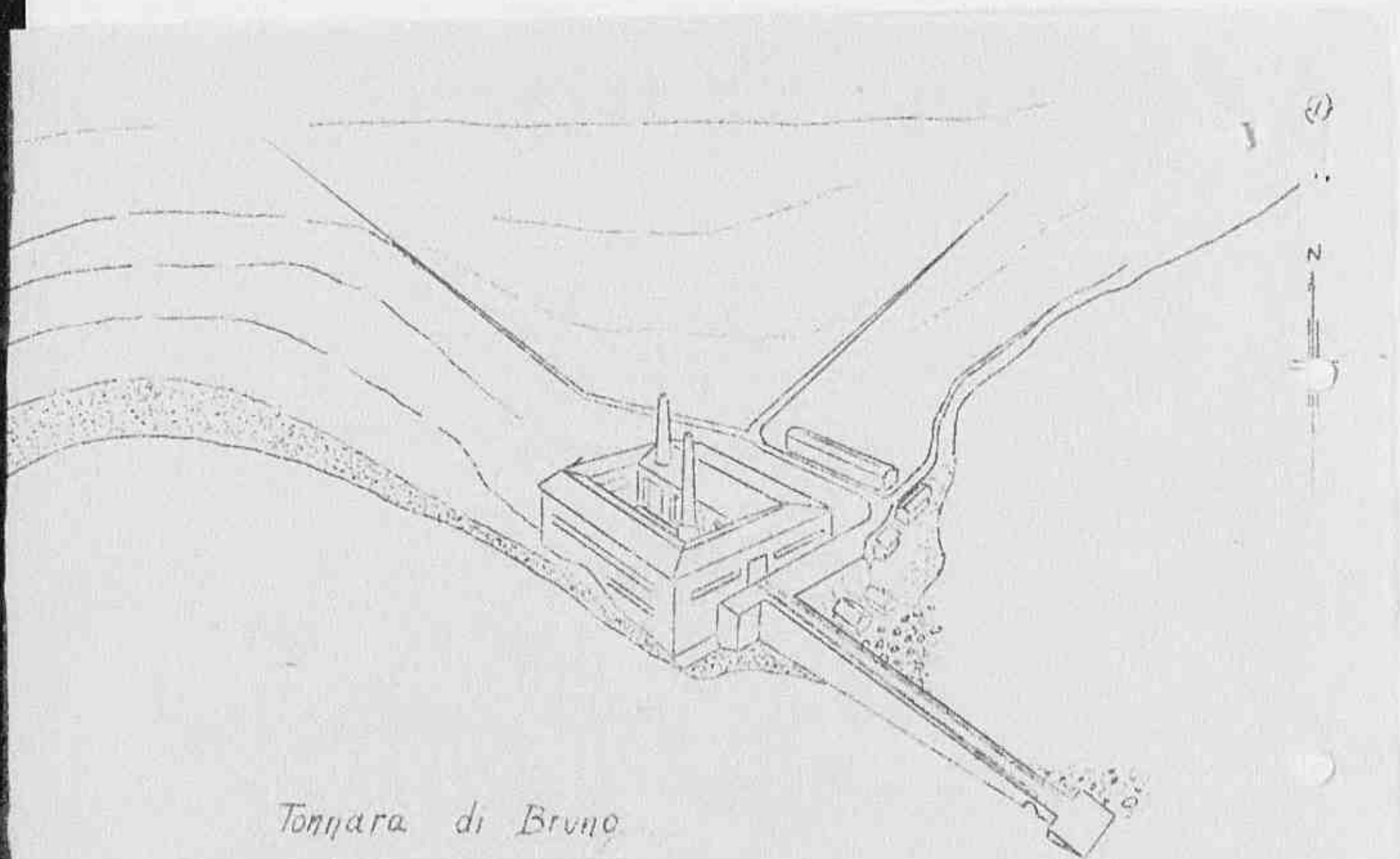
785015



Tonnara di Bruno
North of Porto Palo
(O-014888)

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

785015



Tonnara di Bruno
North of Porto Palo
(O-014888)

Appendix E

0942

Declassified E.O. 12356 Section 3.3/NND No. 785015

Amigo 0
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PAGE SEVENTY - OFFICER ONLY

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Serial No. S/XIV/ME.

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To SER

LT Col. [unclear] - Smith

73

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MOST SECRETReport Serial No. S/XIV:

This report contains information obtained from P.W. on the following areas and subjects:

- 100) Topography SALEMI (A.9514) - S. NINFA (B.0209) - VITA (A.9612).
- 101) Rd PALAZZOLO ACREIDE (H.8030) - SIRACUSA.
- 102) Topography of area CASTEL DI IUDICA (H.5676).
- 103) Area VIZZINI (H.6740).
- 104) Area PACHINO (Answers to AAPU questionnaire).
- 105) Defences of CATANIA.
- 106) Rd CALTAGIRONE (H.4548) - MISCEMI (H.3439).
- 107) Area VERA (C.9911).
- 108) Note on 112 Territoriale Mobile En.
- 109) Rd PALAZZOLO ACREIDE (H.8030) - VILLA VELLA (H.9219) - MOTO.
- 110) Notes on I. M.F. in SICILY
II. ARMED TRAINS
- 111) Miscellaneous A). Location of British P.O.W. Camp.
B). Location of a P.O.L. dump.
- 112) Rd CALTAGIRONE (H.4548) - BISCARI (H.4325)
- 113) Rd CALTAGIRONE (H.4548) - RADUNSA (H.4775)
- 114) Rd PALAZZOLO ACREIDE (H.8030) - TESTA DELL'ACQUA (H.8618).
- 115) a. Rds in area AVOLA.
b. Answers to AAPU questionnaire on area AVOLA.

At Appx. 'A' will be found a list of prominent Fascists and Anti-Fascists in ITALY, SICILY and SARDINIA.

RAF Islands

- 101) Rd PALAZZOLO ACREIDE (H.8030) - SIRACUSA.
- 102) Topography of area CASTEL DI INDICA (H.5676).
- 103) Area VIZZINI (H.6740).
- 104) Area PACHIRO (Answers to AAPU questionnaire).
- 105) Defences of CATANIA.
- 106) Rd CALTAGIRONE (H.4546) - NISCOMI (H.3439).
- 107) Area VMA (C.9911).
- 108) Note on 112 Territoriale Mobile Km.
- 109) Rd PALAZZOLO ACREIDE (H.8030) - VILLA VELLA (H.9219) - MOTO.
- 110) Notes on I. M.T. in SICILY
II. ARMOURD TRAINS
- 111) Miscellaneous A). Location of British P.O.W. Camp.
B). Location of a P.O.L. dump.
- 112) Rd CALTAGIRONE (H.4546) - BISCARI (H.4325)
- 113) Rd CALTAGIRONE (H.4546) - RADDUSA (H.4775)
- 114) Rd PALAZZOLO ACREIDE (H.8030) - TESTA DELL'ACQUA (H.8618).
- 115) a. Rds in area AVOLA.
b. Answers to AAPU questionnaire on area AVOLA.

At Appx. 'A' will be found a list of prominent fascists and Anti-fascists in ITALY, SICILY and SARDINIA.

18 June '43.

(R.F.P. EDWARDS)

Lt. Col., Comdt. C.S.D.I.C.
M.E.

182

785015

MOST SECRET

100 (11)

TOPOGRAPHY of AREA SALEMI (A9414) - SAN NINFA (B0109)
VITA (A9519)

(M.R. 1:100,000 ITALY Sheet 257 CASTELVETRANO.)

SOURCE:-P.W. TAUS)
DEJAN }
BEZEK }

See Report S/XII No. 98.

These P.W. are Slovenes, pro-Ally, enlisted in the Italian Army. Their information can be considered reliable. They were lost in the area described in Oct 42.

GENERAL

The area is hilly, cultivated mostly with wheat and maize. A few olive groves and orchards and a little cotton. The hilly areas are NOT terraced but going off the rd is difficult as the ground is uneven and the soil rocky. The area is intersected by numerous small water courses nearly all of which dry up completely in summer.

ROADS

The main rd through S.NINFA to CASTELVETRANO is asphalted 5 m. wide and has good bumps on either side. All other rds in this area are metalled only. All are in good condition and about 5 m. wide. The main MARELLA rd, as it passes through area 9115, is cut into the side of a hill. The drop on one side is precipitous. Generally the rds leading up to SALEMI are well built, the gradients are fairly steep but the curves are NOT too narrow.

On the rd from SALEMI to S. NINFA all the hrs are small stone single-arched. The rd crosses the rly by level crossing with drop-bars at Coll. 25. NO movement off the rd is possible before Km. 9 (937133) as the surrounding country is too uneven. On the rd from SALEMI to VITA the olive groves on the WEST afford good cover for M.T. (actually used during manoeuvres by the Italians) but on the eastern side the ground is too rough.

BRIDGES

Though almost all hrs in the area are small the br that

These P.W. are Slovenes, pro-ally, enlisted in the Italian Army. Their information can be considered reliable. They were last in the area described in Oct 42.

2. GENERAL

The area is hilly, cultivated mostly with wheat and maize, a few olive groves and orchards and a little cotton. The hilly areas are NOT terraced but going off the rd is difficult as the ground is uneven and the soil rocky. The area is intersected by numerous small water courses nearly all of which dry up completely in summer.

3. ROADS

The main rd through S. NINFA to CASTELVETRANO is asphalted 5 m. wide and has good berms on either side. All other rds in this area are metalled only. All are in good condition and about 5 m. wide. The main MARSALA rd, as it passes through area 9115, is cut into the side of a hill. The drop on one side is precipitous.

Generally the rds leading up to SALIMI are well built, the gradients are fairly steep but the curves are NOT too narrow.

On the rd from SALIMI to S. NINFA all the brs are small stone single-arched. The rd crosses the rly by level crossing with drop-bars at 001125. NO movement off the rd is possible before Km. 9 (937133) as the surrounding country is too uneven. On the rd from SALIMI to VITA the olive groves on the WEST afford good cover for M.T. (actually used during manoeuvres by the Italians) but on the eastern side the ground is too rough.

4. BRIDGES

Though almost all brs in the area are small the br that carries the MARSALA rd over the wadi at 914154 is on a somewhat larger scale. It is over 100 m long, has 2 arches and is built of stone. At the deepest point it is about 50 m. above the surface of the stream. It has parapets 1 m. high. The rd curves SOUTH on reaching the br and again SOUTH immediately after it making two dangerous corners especially as the rd at its western end is cut out of the side of the mountain and runs steeply downhill.

Unlike all other brs on this rd, this was guarded by personnel from the AOSTA Div. The stream has very steep banks and is quite impassable for even tracked vehicles for some distance either side of the br. It flows swiftly in winter after heavy rains and does NOT dry up in summer.

P.W. did not know if any of the brs in this area were prepared for demolition.

785015

NOT SECRET

100 (111)

5. SANTA NINFA

A village of some 7,000 inhabitants who, according to P.W., live in a state of considerable poverty. There is a Post Office and telephone, and electric light in most houses. There is, however, no good water; local inhabitants use wells which were the cause of a serious outbreak of typhoid in the 5 last year, resulting in many deaths. Thereafter water for the town was brought by water-truck from CAVALIERE.

The railway station has a goods siding (one line), a goods shed and a water pump for locomotives.

Malaria - SANTA NINFA is highly malarial. Monthly doses of quinine were issued to the town and the breeding grounds of mosquitoes were sprayed regularly with oil.

6. SALINI

SALINI is supplied with electricity by P.W. thinks from PALMICO. Water is drawn from springs in the neighbourhood. It is good and plentiful. There is a post office with telephone in the village and there are two motor repair shops. Local civilian transport - P.W. only knew of two cars and one bus.

The buildings marked as a church on the map at SALINI is a Christian Monastery surrounded by a high wall.

This district is a so highly malarial, quinine is issued daily but no spraying measures are adopted.

outbreak of typhoid in the 6 lat best, resulting in many deaths. Thereafter water for the taps was brought by water-truck from SAN LUIS POTOSI.

The city has a good siding (one line). A goods shed and a water pump for locomotives.

Malaria - SANTA MARIA is highly malarial. Monthly doses of quinine were issued to the taps and the breeding grounds of mosquitoes were sprayed regularly with oil.

6. SALINAS

SALINAS is supplied with electricity (P.E. thinks from TAMPICO). Water is drawn from springs in the neighborhood. It is good and plentiful. There is a post office with telephone in the village and there are two motor repair shops. Local civilian transport - P.E. only knew of two cars and one bus.

The building marked as a church on the map at 248146 is a Capuchin Monastery surrounded by a high wall.

This district is a high malarial; quinine is issued daily, but no spraying measures are adopted.

MOST SECRET 101 (1)

ROAD REPORTRD PALAZZOLO-SIRACUSA

(N.R.'s ITALY 1:25,000 Sheet

274	III NW	SOPTING
274	III SW	CANICATTINI BAGNI
274	III SE	FLORIDIA
274	II SW	SIRACUSA
274	III NE	SOLARINO
275	II SE	PALAZZOLO

1. SOURCE:-

P.W. VALVO, a 29 year old farmer, resident of PALAZZOLO until early 1943. P.W. imparted information willingly but seems unable to estimate distances. Information is considered reliable within the limits of his knowledge.

2. GENERAL DESCRIPTION of Rd.

The rd is 5-6 m. wide throughout, and is generally flanked on either side by stone walls one to one and a half metres high. Between these walls and the rd there are ditches 20-30 cm. deep. The surface is asphalt.

3. DETAILED DESCRIPTION

610295-
Cemetery
615295

(a) On leaving the built-up area, the rd is straight for 1 Km. as far as the cemetery at 615295, and more or less the same level as the countryside. It is flanked by walls one to one and a half metres high and 30-40 cm. thick. There are several openings in these walls on either side, allowing passage for horses and carts into the cultivated ground (mainly wheatfields).

Cemetery
615295-
Rd Junc.
632389

(b) At the level of the cemetery the rd slopes steeply downhill with a gradient of approx. 1 in 10, turns sharply to the right and is joined, 20-30 m. further on, by another rd (see para 4(a)). After the fork the rd continues downhill with several curves, some of which are difficult and dangerous for large size vehicles. From the cemetery to the rd junction at 632389 the rd is bench on the right, and flanked on the left by a one and a half metre high stone wall. The

1. SOURCE:-

P.A. VALVO, a 29 year old farmer, resident of PALAZZOLO until early 1942. P.W. imparted information willingly but seems unable to estimate distances. Information is considered reliable within the limits of his knowledge.

2. GENERAL DESCRIPTION OF RD.

The rd is 3-6 m. wide throughout, and is generally flanked on either side by stone walls one to one and a half metres high. Between these walls and the rd there are ditches 20-30 cm. deep. The surface is asphalt.

3. DETAILED DESCRIPTION

810295-
Cemetery
815295

(a) On leaving the built-up area, the rd is straight for 1 Km as far as the cemetery at 810295, and more or less the same level as the countryside. It is flanked by walls one to one and a half metres high and 30-40 cm. thick. There are several openings in these walls on either side, allowing passage for horse and carts into the cultivated ground (mainly wheatfields).

Cemetery
815295-
Rd June.
825283.

(b) At the level of the cemetery the rd slopes steeply downhill with a gradient of approx. 1 in 10, turns sharply to the right and is joined, 50-55 m. further on, by another rd (see para 4(a)). After the fork the rd continues downhill with several curves, some of which are difficult and dangerous for large size vehicles. From the cemetery to the rd junction at 825283 the rd is banked on the right, and flanked on the left by a cuse and a half metre high stone wall; the ground tends to slope away to the left of the rd.

Rd June.
825295-
832295.

(c) From the junction of the rd PALAZZOLO-CANICATTINI BAGNI and the rd PALAZZOLO-SIRACUSA to the bend at 832295, the rd is flanked on the left (NORTH) by the usual 1 m. high stone wall; the countryside on the right (SOUTH) is slightly higher and cultivated with wheat.

832295-
Contrefoin
FRENDA
846302

(d) The rd now is on the same level as the surrounding countryside which is mainly cultivated with wheat. During July and August the wheat would offer fair cover

MUST SECRET

101 (11)

from air observation to tops and small vehicles. As there are no stone walls alongside this stretch of the rd, and as the ground is firm with no irrigation, going -0' should be possible for most types of M.T.

(e) From C. PRANZA the rd is on a uphill gradient and rises steeply from the fork at 875318 as far as Km. 29. The rd passes through several outcrops of stone in general the SOUTHERN side of the rd is embanked (one to one end is in meters in height), while the NORTHERN side is intermittently flanked by a stone wall (often replaced by an embankment) separating the rd from the wheatfields. The country NORTH of the rd is undulating and the slope gently away from the rd. The only movement off would be on the side of the rd.

As the rd approaches MONTE GRASSO (8953) the cutting on the SOUTHERN side of the rd gradually becomes more pronounced until it reaches a maximum height of 4-5 m.

The northern side of the rd (for the last 2 kms. to MONTE GRASSO) is intermittently bounded by walls of various lengths.

(f) From Km. 29 the rd descends, bounded on both sides by unembanked stone walls between one and a half to two meters high in which there are several openings, serving in size and used by landowners passing through with horse and cart. On both sides the cultivation is mainly wheat, though there are a few olive groves.

From C. ROSSA (9834) the rd continues sloping gently downhill to 304110 and again is flanked by unembanked walls, 1 m. high. Wheat and olives are the main cultivation, and the ground at the rd is usually firm. There is a dangerous hair-pin bend between Km. 19 and 18 (9794).

C. PRANZA
875318-
Km. 29
889518

Km. 29
895318-
304110
9834

and rises steeply from the r. for at
8/5318 as far as Km. 29. The rd passes
through several cuttings at ough in
general the SOUTH side of the rd is
embanked (one to one and a half metres in
height), while the NORTH side is inter-
mittently flanked by a stone wall (often
replaced by an embankment) separating the
rd from the wheatfields. The country
NORTH of the rd is undulating and tends to
slope gently away from the r. The only
movement off would be on the side of
the rd.

As the rd approaches MONTA GREGO (8933)
the cutting on the SOUTH side of the rd
gradually becomes more pronounced until
it reaches a maximum height of 4-5 m.

The northern side of the r. (for the
last 2 kms. to MONTA GREGO) is inter-
mittently bounded by walls of various
lengths.

From Km. 29 the rd descends, bounded on
both sides by unadorned stone walls between
one and a half to two metres high in which
there are several openings, varying in size
and used by landowners passing through with
horses and carts. On both sides the
cultivation is mainly wheat though there
are a few olive groves.

From O. BOLSA (8934) the rd continues
sloping gently downhill to M. LAENO
and again is flanked by unadorned walls,
1 m. high. Wheat and olives are the main
cultivation, and the ground at the rd is
usually firm. There is a dangerous hair-
pin bend between Km. 19 and Km. 18 (8934).

For the first half the rd continues its
gentle downward slope and is flanked
on either side by 1 m. high unadorned
walls, through which 2-3 m. openings, a
bank would have no difficulty in making
a breach to facilitate going off for M.T.
Cultivation in this area is olives, oranges
wheat, vines etc. The ground is fairly
flat and firm, and as far as I.W. knows
there is NO irrigation system. Olive trees
would afford good cover from air observation
to tops and possibly to 1/4's or M.T.

846304-
Km. 29
89338

Km. 29
89338-
SOLARINO
9334

SOLARINO
(9334)-
FLORINIA
(8932)

MOST SECRET

101 (111)

The second half of the rd is on a gentle uphill gradient as far as FLORIDIA, which the rd traverses in a straight line with pavements on either side.

FLORIDIA
(0252)-
SIRACUSA

(h)

This stretch of the rd is asphalted, and 5-6 m. wide. For the first 2 Kms. the walls on either side are 1 m. high, and then one and a half to two metres high and cemented. (for movement off, see para 6.)

From FLORIDIA the rd is level and straight as far as MASSERIA PRESSURA (073310). For about 200 m. before MASS. PRESSURA the south side of the rd is bounded by an embankment varying between 1 - 2 m. in height, while the north side has a 2 m. high cemented wall. Here the cultivation is mainly vegetables and movement off would only be feasible through the openings in the walls on either side of the rd.

From MASS. PRESSURA the rd has several bends which are, however, easily negotiable. After POMES CAPO SCORSO (073312) the rd bears NW and comes to a sharp bend where one or two tracks of good stone foundation branch off. Here the rd is flanked by walls about 1.4 m. high. The rd continues of the same width and with the usual walls as far as 2 Km. from SIRACUSA near the cemetery to the NORTH of the rd (125315). At the level of the cemetery the rd widens to about 6.10 m. and is bordered only on the north by a stone wall.

4. TRACKS and ROADS OFF

(a)

At the rd junction at 815295 there branches off an 8 m. wide metalled rd. ... tearing eastwards into the cultivation. It is flanked on either side by uncemented stone walls one to one and a half metres high and about 30 cm. thick. At about 2 Km. from the rd junction, this rd gradually narrows and becomes about 4 m. wide. On either side of the rd are wheatfields.

the walls on either side are 1 m. high, and then one end a half to two metres high and cemented. (for movement off, see para 6.)

From FLORIDA the rd is level and straight as far as MASSACHUSETTS (073310). For about 200 m. before MASSACHUSETTS the rd is bounded by an embankment varying between 1 - 2 m. in height, while the NORTH side has a 2 m. high cemented wall. Here the cultivation is mainly vegetables and movement off would only be feasible through the openings in the walls on either side of the rd.

From MASSACHUSETTS the rd has several bends which are, however, easily negotiable.

After POINT CAPO SCODARO (179312) the rd bears NNE and comes to a sharp bend where one or two tracks of good stone foundation branch off. Here the rd is flanked by walls about 1.4 m. high. The rd continues of the same width and with the usual walls as far as 2 Km. from SIRACUSA near the cemetery to the NORTH of the rd (125315). At the level of the cemetery the rd widens to about 5.10 m. and is bounded only on the NORTH by a stone wall.

4. TRACKS and ROADS OFF

- (a) At the rd junction at 315295 there branches off an 8 m. wide metalled rd. . . . bearing eastwards into the cultivation. It is flanked on either side by uncemented stone walls one to one and a half metres high and about 30 cm. thick. At about 2 Km. from the rd junction, this rd gradually narrows and becomes about 4 m. wide. On either side of the rd are wheatfields.
- (b) From the rd junction at 874317 a good 10 m. wide metalled rd, flanked by 2 m. high stone walls, leads off NORTH to C. VALLE PATE (8832) which is owned by BRON MUDRA (sic). There are wheatfields on either side of this rd.
- (c) From the rd junction at 876317 another rd, 4 m. wide and with one and a half metre high walls on either side, leads off EAST to C.S. GIOVANNI (8931). P.W. believes that this rd is only metalled for the first 2 Km.

5. BRIDGES

- (a) P.W. could remember, but could NOT pinpoint 2 fairly large bridges situated between Km. 34 (831) and MONTE CROCE.

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MOVT SECRET

101 (iv)

- (b) The first is 4-5 m. long and 5-6 m. wide with a stone parapet 1 m. high on either side. It has a stone and cement single arch passing over a torrent bed. The span is 4 m. and the height of the arch 4 m. The river banks are steep and composed of rocks and stones. Whetfields flank the rd at both approaches to the br.
- (c) The second br. 10-12 m. long and 5-6 m. wide with a stone parapet 1 m. high on either side. It is a single span br with a pillar supporting it in the middle. The height of the arch is 8 m. The banks of the river are mainly stone and rocks and are steep. Approaching the br from PALAZZOLA the traveller will find a cutting 500 m of the rd which starts 100 m. short of the br and is backed up 1 m. high thus preventing movement off. The rd is also cut into the hillside on the other side of the br. North of the br the country is cultivated mainly with wheat and is on the same level as the rd.
- Deviation in both cases is impossible as both river banks are steep.
- (d) The br over the R. ANAPU at 092013 is stone and cement 4-5 m. long and 1-6 m. wide, and is similar to the br mentioned in para 3 (a) above. Deviation considered impossible as the banks leading down to the river (which is perennial) are steep.
- GOING OFF, COVER FROM AIR STG.
- (e) Through out the whole stretch of the rd from PALAZZOLA to SOLARINO, the flanking wells could easily be reached by the in order to enable movement off for M.T., as they are hardly even sensed. Tracked vehicles would have no difficulty in opening a way for non-tracked vehicles through the surrounding whetfields, as the ground is usually firm.
- (f) The olive groves and scattered oak trees between MOVT 090310 and SOLARINO might well be useful for dispersal of M.T. or for places for M.T.'s, as tanks could be given a fair amount of cover.
- P.W., who is a farmer, states that it is the custom to grow olive trees with an "umbrella" shape. The maximum height of these trees is about 5-6 m. and the maximum width is about 6-8 m. The distance between the foliage and the ground barely allows room for standing upright.
- (g) From FLORENZA to GIRONA movement off the rd is only possible

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10-12 m. long and 5-6 m. wide with a stone parapet 1 m. high on either side. It is a single span bridge with a pillar supporting it in the middle. The height of the arch is 6 m. The banks of the river are mainly stone and rocks and are steep. Approaching the bridge from PALAZZO the traveller will find a detouring SOUTH of the rd which starts 100 m. short of the bridge and is banked up 1 m. high thus preventing movement off. The rd is also cut into the hillside on the other side of the bridge. NORTH of the bridge the country is cultivated mainly with wheat and is on a same level as the rd.

Deviation in both cases is impossible on both river banks are steep.

- (d) The bridge over the R. ANARO at ORSIS is stone and cement 4-5 m. long and 3-4 m. wide, and is similar to the bridge mentioned in para 5 (a) above. Deviation considered impossible as the banks leading down to the river (which is perennial) are steep.
- GOING OFF, COVER FROM AIR etc.
- (a) Through out the whole stretch of the rd from PALAZZO to SOLARINO, the flanking walls could easily be breached by troops in order to enable movement off for M.T., as they are hardly even cemented. Tracked vehicles would have no difficulty in opening a way for non-tracked vehicles through the surrounding wheatfields, as the ground is usually firm.
- (b) The olive groves and scattered oak trees between MONTE GROSSO and SOLARINO might well be useful for dispersal of M.T. or for sites for H.Q.s, as there could be given a fair amount of cover.
- P.W. who is a farmer, states that it is the custom to grow olive trees with an umbrella shape. The maximum height of these trees is about 5-6 m. and the maximum width is about 5-6 m. The distance between the foliage and the ground barely allows room for standing upright.
- (c) From FLORIDIA to SIRACUSA movement off the rd is only possible through openings in the walls leading into the cultivation (mainly orchards and some wheat.) This, however, would in most cases be confined to small vans as the openings, being about 3 m. wide only allow passage for cars and carts.

WATER

Between FLORIDIA and PALAZZO water is scarce, but by no means plentiful. There are some small streams, but at approx. 8000 ft. harvest everyone for an area of 15 km.

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106 (1)

TOPOGRAPHY OF AREA OF YUMTA AREA

(M.A. 5876) 11:00, 001 Street has PATRICK
M.A. Unless otherwise stated, all references are to
late map.

SOURCE:-

P.W. PRIVINIA, Salywara, a young and very intelligent
farmer from GUMARA (1976). The limited information he
has given can, however, be considered reliable. It
dates from Nov. 1940.

2. (a) 11:00, 001 Street has 3001 - 3002 (1976)
- 3003 (1976) - 3004 (1976).

(a) This is the only section known to P.W. It is a metalled
non-surfaced rd about 0.5 m. wide, with small irrigation
ditches on either side about 0.5 m. wide and 20 cm. deep.
There are few walls on either side on the surrounding
country is mostly unimproved with wheat, but there are
several low cuttings and some stone walls, which might
prevent M.T. from pulling out the rd at a given point.

(a) By over H. GUMARA - there was a half km. NORTH
of 3004 (1976). It is the same 0.5 m. wide as the rd, single
track, stone and masonry, about 0.5 m. high and 15-20 m.
long. The back of the river and the shiftery steep and P.W.
thinks that M.T. could find no river in summer at various
points within less than 1 km. either side of the rd.

3. (a) GUMARA (1976) - 3004 (1976)

(a) Non-metalled, and, according to P.W., little better than
a cart track, as far as rd junction at 6776. It is about
3.5-4.0 m. wide, with 100 verges and few cuttings, and mounds
or walls that P.W. could remember. P.W. would pull off
the rd with little difficulty. It is probably metalled from
rd junction at 6776 to 6780.

(b) By over H. GUMARA at M.A. 3977. P.W. could remember
little about this rd except that it was of stone and
masonry and may have had some tall walls. Length about
80 m. No did not think two cuttings could pass one another
on this rd. The river could not be forded for some
distance either side of the rd being by the steepness of
the banks.

CULTIVATION at GUMARA at 1001 (1976)

2. Rd. KIDONS (1,100 G.M. Street 603 1300) - MARIKA (15165)
- SECTION AIRCRAFT (15172) - 15172A

(a) This is the only section known to P.W. It is a metalled and-asphalted rd about 5 m wide, with small irrigation ditches on either side about 50 cm wide and 20 cm deep. There are few walls on either side of the surrounding country is mostly cultivated with wheat, but there are several low cuttings and embankments, which again might prevent M.T. from pulling off the rd at a given point.

(b) At over R. MARIKA - River and a half hrs. NORTH of KIDONS (15025) it is the new width on the rd, single span stone and concrete, about 10 m high and 15-20 m long. The bank of the river is not uniformly steep and P.W. thinks that M.T. could ford the river in summer at various points within less than 1 km either side of the br.

3. Rd. GUMMARA (15975) - GUMMARA (15975)

(a) Non-metalled, and, according to P.W. little better than a cart track, as far as rd junction at 1576. It is about 3.5-4.0 m wide, with no verge and few cuttings, embankments or walls that P.W. could remember. P.W. would pull off the rd with little difficulty. It is probably metalled from rd junction at 1576 to 15975.

(b) At over R. MARIKA at M.R. 1577. P.W. could remember little about this or except that it was of stone and masonry and may be have had more than one arch. Length approx 80 m. He did not think two carts could pass one another on this br. The river could not be forded for some distance either side of the br going to the steepness of the banks.

4. CULTIVATION at CASTEL di MARIKA (15976)

Principal crop is wheat, but vegetables are grown extensively. There are also a number of olive and almond groves.

5. WATER SUPPLY

Water is supplied by springs and wells. All the year round, but is not abundant in summer. The springs are located mostly in area of MARIKA (15075). Some of the wells are rocky and cannot be used, except for irrigation purposes.

6. MEDICAL

The area is malarial but the inhabitants do not seem to take any active measures against it. Quinine is occasionally taken as an antimalaric.

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7. MISCELLANEOUS SUPPLY

There is NO electricity at GIUNAHARA or CASTEL di IUDICA.

8. GENERAL

There is NO Post Office or Police Station in either GIUNAHARA or CASTEL di IUDICA.

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AREA VIZZINI (883403)(M.H. 1:100,000 ITALY Sheet 293 GALLINOTTORE)1. SOURCE:

P.W. DI BERNARDO Sarto (Age 1.8.1) is a 13 year old prisoner from VIZZINI.

He is simple minded and his knowledge is confined to his area. His information can be taken as fairly reliable.

Last in VIZZINI on 27 Feb 42.

2. VIZZINI AREA

P.W. held a plot of land situated approx. one and a half kms. south of VIZZINI-LICOPOLA Str 186433 (M.H. 1:100,000 ITALY Sheet 293 GALLINOTTORE). The whole area round about, up to VIZZINI which is situated approx. 700 m. above sea level, consists of hills broken up by deep valleys. Hill slopes are cultivated, mainly with corn and olives.

P.W. stated that there are a few small streams in the valleys which are completely dry in summer. These streams provide water for the area while in winter water is drawn from wells of which there are few.

The whole of the country is irrigated by for N.T.

3. ROADS(a) VIZZINI-LICOPOLA Str (883403) to LICOPOLA Str (883404)

This rd is a tarmac rd, 3 m. wide, with an earth extension of 1 m. width on either side. In places it is undulating and in others it is out into the sides of hills. There are many sharp bends.

P.W. stated however, that on the first stretches the nature of the country would allow M.T. to leave the rd and travel on the countryside, but there are very few of such stretches.

This rd rises all the way from the str up to LICOPOLA, which consists of a few houses situated on a hill.

(b) VIZZINI-LICOPOLA Str (883403) to Point 785015 on VIZZINI-LICOPOLA Str

This is a tarmac rd 3 m. wide with 1 m. earth extensions on either side.

It is an undulating or possibly very hilly country. It cuts into sides of hills and in places there are precipices. There is no cultivation in this area and M.T. is obliged to keep to the rd.

1. This information was received from the source on 17 Feb 62.

VIZZINI AREA

P.W. held a plot of land situated approx. 1 km and a half km. south of VIZZINI-LICODIA. The address is 1.100.000. ITALY STREET 275 CALABRIZIO. The whole area around road up to VIZZINI which is situated approx. 700 m. above sea level, consists of hills broken up by deep valleys. Hill slopes are cultivated, mainly with corn and olives. P.W. stated that there are a few small streams in the valleys which are completely dry in summer. These streams provide water for the area whilst in summer water is drawn from wells in which there are trees. The whole of the country is impracticable for M.T.

ROADS

(a) VIZZINI-LICODIA (0447434) to LICODIA (0454047)

This rd is a 2 m. wide, 3 m. wide, with an earth extension of 1 m. with on either side. In places it is undulating and in others it is out into the sides of hills. There are many sharp bends.

P.W. stated however, that on the flat stretches the nature of the country would allow M.T. to leave the rd and travel on the countryside, but there are very few of such stretches. This rd rises all the way from the sea up to LICODIA, which consists of a few houses situated on a hill.

(a) VIZZINI-LICODIA (0447434) to Point 785405 on VIZZINI-GRANDE rd

This is a tarred rd 3 m. wide with 1 m. earth extensions on either side.

It is an undulating rd crossing very hilly country. It cuts into sides of hills and in places there are precipitous. There is no cultivation in this area and M.T. is obliged to keep to the rd.

COMMUNICATIONS

The rly passing through VIZZINI-LICODIA (0447434) has a single track line. There are two rly sidings at the sta.

MILITARY

(a) Defences - P.W. stated that there were twelve A.A. guns sited on the hills around VIZZINI town. There are also 65/17 guns in emplacements pointed in the VIZZINI countryside. There were in position to cover the rd and town.

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- (b) Units - P.W. stated that in Feb 42, 75 I.R. (NAPOLI CIV) was stationed in VIZZINI.
- 75 Inf Regt H.Q. was located in CORSO VITTORIA EMANUELE off the square in VIZZINI and approx. 300 m. away from it.
- (c) Patrols - Carabinieri on M/C's keep an extensive patrol on the roads in this area.

6. VIZZINI TOWN WATER SUPPLY

The town water supply comes mainly through the storing of rain water.

7. ORDER OF BATTLE - ORGANIZATION

75 I.R. (NAPOLI Div) = 1 B and 3 Bns.

Each Bn consists of 4 Cys numbered consecutively. P.W. stated that 75 Inf Regt had some 65/75 guns but did NOT know how many.

Strength of one Coy is approx. 240 men.

8. VIZZINI

P.W. was NOT able to give details about the village. He believed that there was still a police station, but stated that it had moved from its previous location. There is a post office with telephones but NOT telegraph lines. There is one small inn (TRATTORIA ENZA CACCIA) and electric light in practically all houses.

Malaria - The area is malarial and counter measures, e.g. the draining of stagnant water, etc. carried out by municipal authorities. Quinine and anti-malarial injections are given to the local inhabitants.

off the square in VIGGINI and approx. 300 m. away from it.
(c) Patrisc Carabiniere on M/C's keep an extensive patrol on the roads in this area.

1. VIGGINI TOWN WATER SUPPLY

The town water supply comes mainly through the storing of rain water.

2. ORDER OF BATTAL - ORGANIZATION

75 I.B. (NAPOLI Div) - 1.B and 3 Bns.

Each Bn consists of 4 Coy's numbered consecutively. P.W. stated that 75 I.B. had some 65/17 men but did NOT know how many.

Strength of one Coy is approx. 340 men.

3. VIGGINI

P.W. was NOT able to give details about the village. He believed that there was still a police station, but stated that it had moved from its previous location. There is a post office with telephone but NOT telegraph lines. There is one small inn (TRATTORIA SENZA CASSINI), and electric light in practically all houses.

Malaria - The area is malarial, and counter measures, e.g. the draining of stagnant water, are carried out by municipal authorities. Quinine and anti-malarial injections are given to the local inhabitants.

MOST SECRET

104 (1)

Area B OHINO

The following are answers to a verbal questionnaire between A.A.P.I.U. and C.S.D.I.C.

SOURCE:-

All information in this report was obtained from P.W. ARUTIA (Ref. C.S.D.I.C. Serial No. S/VII.)

Photographs used for Interrogation:-

Sortie No.	M 180 B
Prints	3174 - 3187
	4172 - 4185
Date	3 Jun 43.
Lens	20"
Height	25,000 ft.
Locality	CAPO PASSERO to MARZASCO
Map	ITALY 1:25,000 Sheet 11 FACHINO (Defence Overprint)

Questionnaire:- Ground information required on
SUGGESTED FORWARD LANDING STRIPS

Reference:- P.I.R. No. AAPU/MAIN/4/M/3002
Trace AAPU/MAIN. No. VI/14.

No. 16 (MR. 997953)

Surface - Hard with a very slight dip line to the coast.
Soil - Loam. In summer dry and often cracks. In winter water logged.
Crops - Mainly corn.
Prevailing winds - Asked what the prevailing winds were in this area, P.W. stated that the winds were changeable but usually from East to West or West to East. This is born out by the way the existing aerodrome at PACHINO is constructed.

No. 17. (M.B. 995905)

Surface - Hard and flat.
Soil - Black loam earth. In summer it hardens and cracks. In winter this area is not waterlogged, as the ground is well drained naturally. There are no irrigation ditches. Cars could easily traverse this area.

Prints

3174 - 3189
4172 - 4183
3 Jun 43.
20"
25 000 ft.
CAPO PASSERO to MARZAMEMI
ITALY 1:25,000 Sheet II PACHINO (Defence
Overprint)

Questionnaire:-

Ground information required on
SUGGESTED FORMER LANDING STRIPS

Reference:- P.I.R. No. AAPIU/MRIU/P/M/3002
Traces AAPIU/NEU. No. 72/14.

No. 16 (MR. 997833)

Surface - Hard with a very slight decline to the coast.
Soil - Loam. In summer dry and oft a cracks. In
winter water logged.
Crops - Mainly corn.

Prevailing winds - Asked what the prevailing winds/in
this area, P.W. stated that the winds were
changeable but usually from NAST to WEST or
WEST to EAST. This is born out by the way
the existing aerodrome at PACHINO is con-
structed.

No. 17. (M.R. 995905)

Surface - Hard and flat.
Soil -

Black loam earth. In summer it hardens
and cracks. In winter this area is not
waterlogged, as the ground is well
drained naturally. There are no irrigation
ditches. Cars could easily traverse this
area.

No. 18. (M.R. 995995)

Surface - Top surface is the hardest in the area. There
is a gradual incline towards the SOUTH.
Soil - Black earth.
Ditches - P.W. is positive that there are no ditches.
Tracks - Few cart tracks run between the cultivated plots.

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No. 19. (M.R. 982894)

- Surface - Flat with hard top surface
- Soil - Black earth.
- Crops - Cereals.
- Ditches - Small drainage ditches intersect the area. Some are well kept, with a depth of 1 m. and a maximum width of 1.50 m. Others have not been well kept and have filled in through lack of use.

There is usually a very small drop in level between fields which is not noticeable to the eye. The fields have been constructed to conform with the gradual slope of the ground. This drainage system is invariable. The ground is invariably ploughed during Oct-Nov and is left to be broken down by the winter rains, during which time the furrows formed by the plough are levelled.

Stones that come to the surface during cultivation are collected and piled to the sides of the fields.

Maximum width of the fields is approx. 100 m. and down to anything as narrow as 10 m. Calf tracks divide the fields. The above information may be taken as general to the cultivated area SOUTH of PACHING.

No. 20 (M.R. 975891) and No. 21 (M.R. 975892)

P.W. is not definite whether there are ditches in these areas or not.

No. 22. (M.R. 970897)

The best drained ground in the area, being very dry and of fine till. Surface is hard.

Asked whether he knew of any other smaller areas to those already mentioned, P.W. stated that the whole of the cultivated area SOUTH of PACHING was flat and of a similar

Some are well kept, with a depth of 1 m. and a maximum width of 1.50 m. Others have not been well kept and have filled in through lack of use.

There is usually a VERY SMALL drop in level between fields which is not noticeable to the eye. The fields have been constructed to conform with the gradual slope of the ground. This gradual decline aids irrigation and drainage. The ground is invariably ploughed during Oct-Nov. and is left to be broken down by the winter rains, during which time the furrows formed by the plough are levelled.

Stones that come to the surface during cultivation are collected and piled to the sides of the fields.

Maximum width of the fields is approx. 100 m. and down to anything as narrow as 10 m. Each village divides the fields. The above information may be taken as general to the cultivated areas SOUTH of PACHINO.

NO. 20 (M.R. 975821) and NO 21. (M.R. 975936)

P.W. is not definite whether there are ditches in these areas or not.

O. 22 (M.R. 970377)

The best drained ground in the area, being very dry and of fine tilth. Surface is hard.

Asked whether he knew of any other similar areas to those already mentioned, P.W. stated that the whole of the cultivated area SOUTH of PACHINO was flat and of a similar nature.

Questioned on the road between the Salt Lake (955900) and the low ridge to the SOUTH, P.W. stated that it was flat with a gradual incline as it approached a ridge near the main rd.

Between the two parallel tracks running eastwards from the main rd to the sea (M.R. 955955 to M.R. 004896) P.W. gave the following information:

Surface - Flat and hard; the area is well drained.
Soil - Black loam earth.
Ditches - No irrigation ditches.

He stated however, that there were many piles of stones along the sides of the two tracks. This is confirmed by air photographs. The piles of stones can easily be removed if necessary.

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Photographs reveal that the dimensions of the strip are approx. 125 yds wide and 1000 yds long with a possible extension of 400 yds between the cross track leading to the house at 992894 and the main rd.

There are twelve trees in the strip suggested.

Taking into consideration P.W.'s statement on prevailing winds and the above information on this area, it is suggested that this area might be considered for a forced landing strip.

No P.W. is available to ante for questioning on traces

Ref. No. TT/14
No. TT/15

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suggested but this area might be considered for
leading it up
No P.W. is available to date for questioning on traces
Ref. No. 77/12
No. 77/12

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P. W. PERROTTA, aged 20; Troop 3 in Young Fascist Regt.
Was engaged on A/L defense of CATANIA port during December
'43. Information considered very reliable.

11. ON 10/29/85 (see page 86), CHINDENSON IP CAME TO ENDE

PERU, aged 20; from 3-11-68, 1968-1969, 1970-1971, 1972-1973, 1974-1975, 1976-1977, 1978-1979, 1980-1981, 1982-1983, 1984-1985, 1986-1987, 1988-1989, 1990-1991, 1992-1993, 1994-1995, 1996-1997, 1998-1999, 2000-2001, 2002-2003, 2004-2005, 2006-2007, 2008-2009, 2010-2011, 2012-2013, 2014-2015, 2016-2017, 2018-2019, 2020-2021, 2022-2023, 2024-2025, 2026-2027, 2028-2029, 2030-2031, 2032-2033, 2034-2035, 2036-2037, 2038-2039, 2040-2041, 2042-2043, 2044-2045, 2046-2047, 2048-2049, 2050-2051, 2052-2053, 2054-2055, 2056-2057, 2058-2059, 2060-2061, 2062-2063, 2064-2065, 2066-2067, 2068-2069, 2070-2071, 2072-2073, 2074-2075, 2076-2077, 2078-2079, 2080-2081, 2082-2083, 2084-2085, 2086-2087, 2088-2089, 2090-2091, 2092-2093, 2094-2095, 2096-2097, 2098-2099, 2100-2101, 2102-2103, 2104-2105, 2106-2107, 2108-2109, 2110-2111, 2112-2113, 2114-2115, 2116-2117, 2118-2119, 2120-2121, 2122-2123, 2124-2125, 2126-2127, 2128-2129, 2130-2131, 2132-2133, 2134-2135, 2136-2137, 2138-2139, 2140-2141, 2142-2143, 2144-2145, 2146-2147, 2148-2149, 2150-2151, 2152-2153, 2154-2155, 2156-2157, 2158-2159, 2160-2161, 2162-2163, 2164-2165, 2166-2167, 2168-2169, 2170-2171, 2172-2173, 2174-2175, 2176-2177, 2178-2179, 2180-2181, 2182-2183, 2184-2185, 2186-2187, 2188-2189, 2190-2191, 2192-2193, 2194-2195, 2196-2197, 2198-2199, 2200-2201, 2202-2203, 2204-2205, 2206-2207, 2208-2209, 2210-2211, 2212-2213, 2214-2215, 2216-2217, 2218-2219, 2220-2221, 2222-2223, 2224-2225, 2226-2227, 2228-2229, 2230-2231, 2232-2233, 2234-2235, 2236-2237, 2238-2239, 2240-2241, 2242-2243, 2244-2245, 2246-2247, 2248-2249, 2250-2251, 2252-2253, 2254-2255, 2256-2257, 2258-2259, 2260-2261, 2262-2263, 2264-2265, 2266-2267, 2268-2269, 2270-2271, 2272-2273, 2274-2275, 2276-2277, 2278-2279, 2280-2281, 2282-2283, 2284-2285, 2286-2287, 2288-2289, 2290-2291, 2292-2293, 2294-2295, 2296-2297, 2298-2299, 2300-2301, 2302-2303, 2304-2305, 2306-2307, 2308-2309, 2310-2311, 2312-2313, 2314-2315, 2316-2317, 2318-2319, 2320-2321, 2322-2323, 2324-2325, 2326-2327, 2328-2329, 2330-2331, 2332-2333, 2334-2335, 2336-2337, 2338-2339, 2340-2341, 2342-2343, 2344-2345, 2346-2347, 2348-2349, 2350-2351, 2352-2353, 2354-2355, 2356-2357, 2358-2359, 2360-2361, 2362-2363, 2364-2365, 2366-2367, 2368-2369, 2370-2371, 2372-2373, 2374-2375, 2376-2377, 2378-2379, 2380-2381, 2382-2383, 2384-2385, 2386-2387, 2388-2389, 2390-2391, 2392-2393, 2394-2395, 2396-2397, 2398-2399, 2400-2401, 2402-2403, 2404-2405, 2406-2407, 2408-2409, 2410-2411, 2412-2413, 2414-2415, 2416-2417, 2418-2419, 2420-2421, 2422-2423, 2424-2425, 2426-2427, 2428-2429, 2430-2431, 2432-2433, 2434-2435, 2436-2437, 2438-2439, 2440-2441, 2442-2443, 2444-2445, 2446-2447, 2448-2449, 2450-2451, 2452-2453, 2454-2455, 2456-2457, 2458-2459, 2460-2461, 2462-2463, 2464-2465, 2466-2467, 2468-2469, 2470-2471, 2472-2473, 2474-2475, 2476-2477, 2478-2479, 2480-2481, 2482-2483, 2484-2485, 2486-2487, 2488-2489, 2490-2491, 2492-2493, 2494-2495, 2496-2497, 2498-2499, 2500-2501, 2502-2503, 2504-2505, 2506-2507, 2508-2509, 2510-2511, 2512-2513, 2514-2515, 2516-2517, 2518-2519, 2520-2521, 2522-2523, 2524-2525, 2526-2527, 2528-2529, 2530-2531, 2532-2533, 2534-2535, 2536-2537, 2538-2539, 2540-2541, 2542-2543, 2544-2545, 2546-2547, 2548-2549, 2550-2551, 2552-2553, 2554-2555, 2556-2557, 2558-2559, 2560-2561, 2562-2563, 2564-2565, 2566-2567, 2568-2569, 2570-2571, 2572-2573, 2574-2575, 2576-2577, 2578-2579, 2580-2581, 2582-2583, 2584-2585, 2586-2587, 2588-2589, 2590-2591, 2592-2593, 2594-2595, 2596-2597, 2598-2599, 2600-2601, 2602-2603, 2604-2605, 2606-2607, 2608-2609, 2610-2611, 2612-2613, 2614-2615, 2616-2617, 2618-2619, 2620-2621, 2622-2623, 2624-2625, 2626-2627, 2628-2629, 2630-2631, 2632-2633, 2634-2635, 2636-2637, 2638-2639, 2640-2641, 2642-2643, 2644-2645, 2646-2647, 2648-2649, 2650-2651, 2652-2653, 2654-2655, 2656-2657, 2658-2659, 2660-2661, 2662-2663, 2664-2665, 2666-2667, 2668-2669, 2670-2671, 2672-2673, 2674-2675, 2676-2677, 2678-2679, 2680-2681, 2682-2683, 2684-2685, 2686-2687, 2688-2689, 2690-2691, 2692-2693, 2694-2695, 2696-2697, 2698-2699, 2700-2701, 2702-2703, 2704-2705, 2706-2707, 2708-2709, 2710-2711, 2712-2713, 2714-2715, 2716-2717, 2718-2719, 2720-2721, 2722-2723, 2724-2725, 2726-2727, 2728-2729, 2730-2731, 2732-2733, 2734-2735, 2736-2737, 2738-2739, 2740-2741, 2742-2743, 2744-2745, 2746-2747, 2748-2749, 2750-2751, 2752-2753, 2754-2755, 2756-2757, 2758-2759, 2760-2761, 2762-2763, 2764-2765, 2766-2767, 2768-2769, 2770-2771, 2772-2773, 2774-2775, 2776-2777, 2778-2779, 2780-2781, 2782-2783, 2784-2785, 2786-2787, 2788-2789, 2790-2791, 2792-2793, 2794-2795, 2796-2797, 2798-2799, 2800-2801, 2802-2803, 2804-2805, 2806-2807, 2808-2809, 2810-2811, 2812-2813, 2814-2815, 2816-2817, 2818-2819, 2820-2821, 2822-2823, 2824-2825, 2826-2827, 2828-2829, 2830-2831, 2832-2833, 2834-2835, 2836-2837, 2838-2839, 2840-2841, 2842-2843, 2844-2845, 2846-2847, 2848-2849, 2850-2851, 2852-2853, 2854-2855, 2856-2857, 2858-2859, 2860-2861, 2862-2863, 2864-2865, 2866-2867, 2868-2869, 2870-2871, 2872-2873, 2874-2875, 2876-2877, 2878-2879, 2880-2881, 2882-2883, 2884-2885, 2886-2887, 2888-2889, 2890-2891, 2892-2893, 2894-2895, 2896-2897, 2898-2899, 2900-2901, 2902-2903, 2904-2905, 2906-2907, 2908-2909, 2910-2911, 2912-2913, 2914-2915, 2916-2917, 2918-2919, 2920-2921, 2922-2923, 2924-2925, 2926-2927, 2928-2929, 2930-2931, 2932-2933, 2934-2935, 2936-2937, 2938-2939, 2940-2941, 2942-2943, 2944-2945, 2946-2947, 2948-2949, 2950-2951, 2952-2953, 2954-2955, 2956-2957, 2958-2959, 2960-2961, 2962-2963, 2964-2965, 2966-2967, 2968-2969, 2970-2971, 2972-2973, 2974-2975, 2976-2977, 2978-2979, 2980-2981, 2982-2983, 2984-2985, 2986-2987, 2988-2989, 2990-2991, 2992-2993, 2994-2995, 2996-2997, 2998-2999, 3000-3001, 3002-3003, 3004-3005, 3006-3007, 3008-3009, 3010-3011, 3012-3013, 3014-3015, 3016-3017, 3018-3019, 3020-3021, 3022-3023, 3024-3025, 3026-3027, 3028-3029, 3030-3031, 3032-3033, 3034-3035, 3036-3037, 3038-3039, 3040-3041, 3042-3043, 3044-3045, 3046-3047, 3048-3049, 3050-3051, 3052-3053, 3054-3055, 3056-3057, 3058-3059, 3060-3061, 3062-3063, 3064-3065, 3066-3067, 3068-3069, 3070-3071, 3072-3073, 3074-3075, 3076-3077, 3078-3079, 3080-3081, 3082-3083, 3084-3085, 3086-3087, 3088-3089, 3090-3091, 3092-3093, 3094-3095, 3096-3097, 3098-3099, 3100-3101, 3102-3103, 3104-3105, 3106-3107, 3108-3109, 3110-3111, 3112-3113, 3114-3115, 3116-3117, 3118-3119, 3120-3121, 3122-3123, 3124-3125, 3126-3127, 3128-3129, 3130-3131, 3132-3133, 3134-3135, 3136-3137, 3138-3139, 3140-3141, 3142-3143, 3144-3145, 3146-3147, 3148-3149, 3150-3151, 3152-3153, 3154-3155, 3156-3157, 3158-3159, 3160-3161, 3162-3163, 3164-3165, 3166-3167, 3168-3169, 3170-3171, 3172-3173, 3174-3175, 3176-3177, 3178-3179, 3180-3181, 3182-3183, 3184-3185, 3186-3187, 3188-3189, 3190-3191, 3192-3193, 3194-3195, 3196-3197, 3198-3199, 3200-3201, 3202-3203, 3204-3205, 3206-3207, 3208-3209, 3210-3211, 3212-3213, 3214-3215, 3216-3217, 3218-3219, 3220-3221, 3222-3223, 3224-3225, 3226-3227, 3228-3229, 3230-3231, 3232-3233, 3234-3235, 3236-3237, 3238-3239, 3240-3241, 3242-3243, 3244-3245, 3246-3247, 3248-3249, 3250-3251, 3252-3253, 3254-3255, 3256-3257, 3258-3259, 3260-3261, 3262-3263, 3264-3265, 3266-3267, 3268-3269, 3270-3271, 3272-3273, 3274-3275, 3276-3277, 3278-3279, 3280-3281, 3282-3283, 3284-3285, 3286-3287, 3288-3289, 3290-3291, 3292-3293, 3294-3295, 3296-3297, 3298-3299, 3300-3301, 3302-3303, 3304-3305, 3306-3307, 3308-3309, 3310-3311, 3312-3313, 3314-3315, 3316-3317, 3318-3319, 3320-3321, 3322-3323, 3324-3325, 3326-3327, 3328-3329, 3330-3331, 3332-3333, 3334-3335, 3336-3337, 3338-3339, 3340-3341, 3342-3343, 3344-3345, 3346-3347, 3348-3349, 3350-3351, 3352-3353, 3354-3355, 3356-3357, 3358-3359, 3360-3361, 3362-3363, 3364-3365, 3366-3367, 3368-3369, 3370-3371, 3372-3373, 3374-3375, 3376-3377, 3378-3379, 3380-3381, 3382-3383, 3384-3385, 3386-3387, 3388-3389, 3390-3391, 3392-3393, 3394-3395, 3396-3397, 3398-3399, 3400-3401, 3402-3403, 3404-3405, 3406-3407, 3408-3409, 3410-3411, 3412-3413, 3414-3415, 3416-3417, 3418-3419, 3420-3421, 3422-3423, 3424-3425, 3426-3427, 3428-3429, 3430-3431, 3432-3433, 3434-3435, 3436-3437, 3438-3439, 3440-3441, 3442-3443, 3444-3445, 3446-3447, 3448-3449, 3450-3451, 3452-3453, 3454-3455, 3456-3457, 3458-3459, 3460-3461, 3462-3463, 3464-3465, 3466-3467, 3468-3469, 3470-3471, 3472-3473, 3474-3475, 3476-3477, 3478-3479, 3480-3481, 3482-3483, 3484-3485, 3486-3487, 3488-3489, 3490-3491, 3492-3493, 3494-3495, 3496-3497, 3498-3499, 3500-3501, 3502-3503, 3504-3505, 3506-3507, 3508-3509, 3510-3511, 3512-3513, 3514-3515, 3516-3517, 3518-3519, 3520-3521, 3522-3523, 3524-3525, 3526-3527, 3528-3529, 3530-3531, 3532-3533, 3534-3535, 3536-3537, 3538-3539, 3540-3541, 3542-3543, 3544-3545, 3546-3547, 3548-3549, 3550-3551, 3552-3553, 3554-3555, 3556-3557, 3558-3559, 3560-3561, 3562-3563, 3564-3565, 3566-3567, 3568-3569, 3570-3571, 3572-3573, 3574-3575, 3576-3577, 3578-3579, 3580-3581, 3582-3583, 3584-3585, 3586-3587, 3588-3589, 3590-3591, 3592-3593, 3594-3595, 3596-3597, 3598-3599, 3600-3601, 3602-3603, 3604-3605, 3606-3607, 3608-3609, 3610-3611, 3612-3613, 3614-3615, 3616-3617, 3618-3619, 3620-3621, 3622-3623, 3624-3625, 3626-3627, 3628-3629, 3630-3631, 3632-3633, 3634-3635, 3636-3637, 3638-3639, 3640-3641, 3642-3643, 3644-3645, 3646-3647, 3648-3649, 3650-3651, 3652-3653, 3654-3655, 3656-3657, 3658-3659, 3660-3661, 3662-3663, 3664-3665, 3666-3667, 3668-3669, 3670-3671, 3672-3673, 3674-3675, 3676-3677, 3678-3679, 3680-3681, 3682-3683, 3684-3685, 3686-3687, 3688-3689, 3690-3691, 3692-3693, 3694-3695, 3696-3697, 3698-3699, 3700-3701, 3702-3703, 3704-3705, 3706-3707, 3708-3709, 3710-3711, 3712-3713, 3714-3715, 3716-3717, 3718-3719, 3720-3721, 3722-3723, 3724-3725, 3726-3727, 3728-3729, 3730-3731, 3732-3733, 3734-3735, 3736-3737, 3738-3739, 3740-3741, 3742-3743, 3744-3745, 3746-3747, 3748-3749, 3750-3751, 3752-3753, 3754-3755, 3756-3757, 3758-3759, 3760-3761, 3762-3763, 3764-3765, 3766-3767, 3768-3769, 3770-3771, 3772-3773, 3774-3775, 3776-3777, 3778-3779, 3780-3781, 3782-3783, 3784-3785, 3786-3787, 3788-3789, 3790-3791, 3792-3793, 3794-3795, 3796-3797, 3798-3799, 3800-3801, 3802-3803, 3804-3805, 3806-3807, 3808-3809, 3810-3811, 3812-3813, 3814-3815, 3816-3817, 3818-3819, 3820-3821, 3822-3823, 3824-3825, 3826-3827, 3828-3829, 3830-3831, 3832-3833, 3834-3835, 3836-3837, 3838-3839, 3840-3841, 3842-3843, 3844-3845, 3846-3847, 3848-3849, 3850-3851, 3852-3853, 3854-3855, 3856-3857, 3858-3859, 3860-3861, 3862-3863, 3864-3865, 3866-3867, 3868-3869, 3870-3871, 3872-3873, 3874-3875, 3876-3877, 3878-3879, 3880-3881, 3882-3883, 3884-3885, 3886-3887, 3888-3889, 3890-3891, 3892-3893, 3894-3895, 3896-3897, 3898-3899, 3900-3901, 3902-3903, 3904-3905, 3906-3907, 3908-3909, 3910-3911, 3912-3913, 3914-3915, 3916-3917, 3918-3919, 3920-3921, 3922-3923, 3924-3925, 3926-3927, 3928-3929, 3930-3931, 3932-3933, 3934-3935, 3936-3937, 3938-3939, 3940-3941, 3942-3943, 3944-3945, 3946-3947, 3948-3949, 3950-3951, 3952-3953, 3954-3955, 3956-3957, 3958-3959, 3960-3961, 3962-3963, 3964-3965, 3966-3967, 3968-3969, 3970-3971, 3972-3973, 3974-3975, 3976-3977, 3978-3979, 3980-3981, 3982-3983, 3984-3985, 3986-3987, 3988-3989, 3990-3991, 3992-3993, 3994-3995, 3996-3997, 3998-3999, 4000-4001, 4002-4003, 4004-4005, 4006-4007, 4008-4009, 4010-4011, 4012-4013, 4014-4015, 4016-4017, 4018-4019, 4020-4021, 4022-4023, 4024-4025, 4026-4027, 4028-4029, 4030-4031, 4032-4033, 4034-4035, 4036-4037, 4038-4039, 4040-4041, 4042-4043, 4044-4045, 4046-4047, 4048-4049, 4050-4051, 4052-4053, 4054-4055, 4056-4057, 4058-4059, 4060-4061, 4062-4063, 4064-4065, 4066-4067, 4068-4069, 4070-4071, 4072-4073, 4074-4075, 4076-4077, 4078-4079, 4080-4081, 4082-4083, 4084-4085, 4086-4087, 4088-4089, 4090-4091, 4092-4093, 4094-4095, 4096-4097, 4098-4099, 4100-4101, 4102-4103, 4104-4105, 4106-4107, 4108-4109, 4110-4111, 4112-4113, 4114-4115, 4116-4117, 4118-4119, 4120-4121, 4122-4123, 4124-4125, 4126-4127, 4128-4129, 4130-4131, 4132-4133, 4134-4135, 4136-4137, 4138-4139, 4140-4141, 4142-4143, 4144-4145, 4146-4147, 4148-4149, 4150-4151, 4152-4153, 4154-4155, 4156-4157, 4158-4159, 4160-4161, 4162-4163, 4164-4165, 4166-4167, 4168-4169, 4170-4171, 4172-4173, 4174-4175, 4176-4177, 4178-4179, 4180-4181, 4182-4183, 4184-4185, 4186-4187, 4188-4189, 4190-4191, 4192-4193, 4194-

ROAD DESIGN

106) Road CALTAGIRONE (N.454C) - FISSOLE (N.343C)

Ref: 1:100,000 Sheet 273 CALTAGIRONE

1:100,000 Sheet 272 GHIÀ

GENERAL

As far as km 3 ends is an asphalted road from which point it becomes cobbled. The whole road can take two-way traffic. It is flanked by drainage ditches 70 cm deep and 30 cm wide.

CULTIVATION

The whole area on both sides of this road is covered up FISSOLE is covered by vineyards and almond and olive trees. The almond trees are planted approx. 4 m and the olive trees approx. 6 - 7 m apart. There are very few cornfields and P.A. thinks that movement off for N.Y. would be very difficult.

0.0 to km 1

The road is flanked on the Western side by an escarpment 4 - 5 m high, while the fields on the Eastern side are approx. 7 m below the level of the road.

km 1 - 2

Walls 2 m high run alongside the road enclosing the gardens of villas built on both sides of the road. Diversion off the road would be impossible for M.F. along this stretch. Many large pine trees are planted in the gardens.

km 2.2

A newly constructed cobbled road branches off on

CULTIVATION.

The whole area on both sides of this road is flat as HEBERLE is covered by vineyards and almond and olive trees. The almond trees are planted approx. 4 m and the olive trees approx. 6 - 7 m apart. There are very few cornfields and F.N. thinks that movement off for M.T. would be very difficult.

0.0 to Km 1 The road is flanked on the Western side by an escarpment 4 - 5 m high, while the fields on the Eastern side are approx. 1 m below the level of the road.

Km 1 - 2 Walls 2 m high run alongside the road enclosing the gardens of villas built on both sides of the road. Diversion off the road would be impossible for M.T. along this stretch. Many large pine trees are planted in the gardens.

Km 2.2 A newly constructed cobbled road branches off on the Western side of the road and leads to a fork at 446453. This road, which is 30% marked on the map, is flanked on both sides by stone and concrete walls.

Km 2.4-2.7 The road is flanked by two earth banks, 1.5 m high, reinforced by concrete walls.

SECRET 206 (11)

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

785015

km 2.3 - 3

The road is on the same level as the surrounding countryside and bordered on both sides by walls approx. 1.5 m high.

km 3 - 3.2

On the Western side the road runs approx. 2 - 3 m below the level of the surrounding countryside which is cultivated with wheat. A steep bank - in places reinforced by walls - divides the road from these fields. The only exit on this side of the road is at 446455. From this point a road (NOT known to P.W.) runs SOUTH to GRAVINA (448427) and another (NOT marked on the map) leads to PORTO SALVO (426471).

(The latter road is cobbled and at some points is) (NOT of sufficient width to allow two-way) (traffic. It runs on the same level as the surrounding countryside and is flanked by 1.5 m high cement walls.

(These walls are approx. 300 m EAST of PORTO SALVO ((439472) from where on there are NO obstacles on (either side of the road and where diversion off the (road for M.T. would be possible. Cross country (movement of M.T., however, would be very difficult, (because of the vegetation (mainly vines) on both

below the level of the surrounding countryside which is cultivated with wheat. A steep bank - in places reinforced by walls - divides the road from these fields. The only exit on this side of the road is at 446455. From this point a road (NOT known to P.W.) runs SOUTH to GRAVINA (448427) and another (NOT marked on the map) leads to PORTO SALVO (426471).

(The latter road is cobbled and at some points is) (NOT of sufficient width to allow two-way) (traffic. It runs on the same level as the surrounding countryside and is flanked by 1.5 m high cement walls.

(These walls are approx. 300 m EAST of PORTO SALVO ((439472) from where on there are NO obstacles on (either side of the road and where diversion off the (road for M.F. would be possible. Cross country (movement of M.F., however, would be very difficult, (because of the vegetation (mainly vines) on both (sides of the road.)

km 3.2 to
Bridge
(442454)

The drainage ditches (described above) run on the Western side of this stretch only. On the ^W side, the ground rises, sometimes quite steeply and P.W. thinks that diversion for M.F. would be impossible. On the Eastern side the fields are approx. 1.5 m

1111

below the level of the road which is bordered by a stone wall.

The bridge is 3-4 m long, 1 m high, single spanned, built of stone, and is built.

The river is dry in winter and has steep banks. E.W. states that N.L. built stone bridges. 10 m wide of the bridge where the banks are lower.

On the Western side of each bank, 100 m reinforced by walls, and 1.5 m high, flanking the road, on the Eastern side of each bank, reinforced by walls and 2 m high borders the road.

A secondary road built in 1911 marked on the map, leading to (UNRECORDED) (UNRECORDED) forks off on the Western side of the road. (This is a so-called one-way road flanked at many points by several walls, 1.5 m high. It crosses (undulating country, mainly covered with vines (and wheat.

(NOTE OF MARCH (1911) there is a bridge over the river MARIOLLO. This bridge is 10 m long and (12 m high built of stone and cement. E.W. also

Bridge
(142154)

River

Bridge
(142154) to

km 5

km 5
(140450)

Bridge
(442454) to

km 5

km 5
(440450)

states that M.V. would drive across, 10 m WEST of the bridge where the tanks are now. On the Western side an earth bank, 500 m reinforced by walls, and 1.5 m high flanks the road. On the Eastern side an earth bank, reinforced by walls and 2 m high borders the road.

A secondary road which is NOT marked on the map, leading to CHUENHAI (km 040450) forks off on the Western side of the road.

(This is a cobbled one-way road flanked at many points by cement walls, 1-2 m high. It crosses uninhabited country, mainly covered with vines and wheat.

(NORTH of HAIKONG (381026) there is a bridge over the river HAIKONG. This bridge is 15 m long and 12 m high built of stone and cement. P.W. who was unable to pinpoint this bridge on the map believed that it could NOT support heavy traffic.) (The tanks of the 1st MACDONALD are very at 169 and high and would form a serious obstacle to M.T.)

km 5 to

km 5.5

It runs approx. 2 - 3 m above the surrounding countryside and is divided from it by a wall. The Western side of the road is protected by a wall. The Eastern side is flanked by a 1.5 m high reinforced wall.

MOIST FIELDS

km 5.5 - 6.5 A bank, approx. 2 m high and reinforced by walls borders the road on the Western side. The fields EAST of the road are approx. 2 - 3 m below the surface of the road. P.W. thinks that off-going for M.T. on this stretch of road would be impossible.

km 6.5 CASA CANTONIERA stands on the right-hand side of the road. At this point the rd is on the same level as the surrounding fields and according to P.W. diversion for M.T. would be possible in the flat area around CASA CANTONIERA.

km 6.5 to 7 Divided from the road by an earth bank, the fields on the Western side around 1 - 2 m below the road level for the first 20 m of this stretch. From there onwards until km 7 the ground WEST of the road rises steeply up to a height of 2 m above the level of the road.

Also the ground EAST of the road starts below the road surface, rising gradually up to 2 m above it. On both sides the banks are reinforced by walls.

km 7 - km 10 The cutting continues on the Eastern side only while the country WEST of the road is again below road level. The Western side is flanked by casti approx. 1.5 m high.

km 6.5

CASA CANTONIERA stands on the right-hand side of the road. At this point the rd is on the same level as the surrounding fields and according to P.W. diversion for M.F. would be possible in the flat area around CASA CANTONIERA.

km 6.5 to 7

Divided from the road by an earth bank, the fields on the Western side extend 1 - 2 m below the road level for the first 20 m of this stretch. From there onwards until km 7 the ground WEST of the road rises steeply up to a height of 2 m above the level of the road.

km 7 - km 10

Also the ground EAST of the road starts below the road surface, rising gradually up to 2 m above it. On both sides the banks are reinforced by walls. The cutting continues on the Eastern side only while the country WEST of the road is again below road level. The Western side is flanked by cañal approx. 1.5 m high.

Bridge at
(470414)

At this point a single spanned stone and cement bridge, 5 m long and 3 m high, crosses a river which is dry in summer. The banks of this river are steep and would form an obstacle for M.F.

0952

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785015

Bridge -
NISCEMI 3438

P.W. could NOT remember the topography of this stretch of road in detail. He stated however that while the fields on the Eastern side are approx. level with the road, a bank runs along the Western side. He also mentioned a dangerous bend at km 11.5 (414399) which - in his opinion - would be difficult to negotiate for heavy M.T.

08531

Declassified E.O. 12356 Section 3.3/NND No. 785015

level with the road, a bank runs along the Western side. He also mentioned a dangerous bend at km 11.5 (414399) which - in his opinion - would be difficult to negotiate for heavy H.T.

166

MOBY REPORT

109 (A)

YEMA AREA (D0010)

(N.B. 1:100,000 PLY Sheet 482 NORTH 57N4)

1. SOURCE:-

A former from YEMA - he is NOT very observant and his knowledge is limited, though, as far as it goes, reliable. He was lost in SIBILA in 1941.

2. YEMA (0010)

A small collection of houses of about 100 inhabitants. There are NO rds in the vicinity, only mule tracks, impassable even to carts. There is NO Post Office, no church, a small elementary school, the village is, however, supplied with electric light. The country is very rough and rocky and the soil is volcanic.

The main cultivation consists of yam and a few cereal crops.

3. ROADS

The mule tracks in this area are very rough. Most of them have been worn to about 3 m. wide. In places gradients are steep and the tracks are narrow with boulders. P.W. has never seen a car on these tracks and is of the opinion that they would be impassable for it.

The secondary rd marked on 1:100,000 map as running from C. 996129 to LIMUQUA (D. 0616) is, as far as P.W. knows, only another mule track.

The rd LIMUQUA-PIEDMONT-ETHIO (D. 0512)-TIMBERLAND (D. 0511) and LIMUQUA-PIEDMONT-ETHIO (D. 0511) is detailed (unpaved) and about 5 m. wide. The gradient between LIMUQUA-PIEDMONT-ETHIO and LIMUQUA-PIEDMONT-ETHIO is NOT very steep and the bends are NOT very sharp. Further EAST the rd becomes very steep towards LIMUQUA-PIEDMONT-ETHIO with numerous hairpin bends.

4. RAILWAY

The rly running through LIMUQUA-PIEDMONT-ETHIO and LIMUQUA-PIEDMONT-ETHIO is the LIMUQUA-PIEDMONT-ETHIO single track, metre gauge. The rd and rail cross on the LIMUQUA-PIEDMONT-ETHIO-PIEDMONT-ETHIO rd are all level crossings with drop-bars.

The sta at LIMUQUA-PIEDMONT-ETHIO has a goods siding and shed also a water pump.

SOURCE:-

A former from VERHA - he is NOT very observant and his knowledge is limited, though, as far as it goes, reliable. He was lost in SICILIA in 1941.

VERHA (0010)

A small collection of houses of about 400 inhabitants. There are NO rds in the vicinity, only mule tracks, impossible even to carts. There is NO Post Office, no church, a small elementary school; the village is, however, supplied with electric light. The country is very rough and rocky and the soil is volcanic.

The main cultivation consists of vines and a few cereal crops.

ROADS

The mule tracks in this area are very rough. Most of them have been worn to about 3 m. wide. In steeper gradients are steep and the tracks are strewn with boulders. P.W. has never seen a car on these tracks and is of the opinion that they would be impassable for M.C.

The secondary rd marked on 1:100,000 map as running from C.986139 to LIMUAGLOSA (D.0016) is, as far as P.W. knows, only another mule track.

The rd LIMUAGLOSA-PIDIMONTE ETNEO (D.012) - TUMEREDDO di SICILIA (D.0611) and PIDIMONTE ETNEO-LALLOLLI (D.0407) is metalled (asphalted) and about 5 m. wide. The gradient between LIMUAGLOSA and PIDIMONTE ETNEO is NOT very steep and the bends are NOT very sharp. Further EAST the rd becomes very steep towards TUMEREDDO with numerous hairpin bends.

RAILWAY

The rly running through PIDIMONTE ETNEO and LIMUAGLOSA is the "VINCENNA ETNEA" single track metre gauge. The rd and rail crossings on the LIMUAGLOSA-PIDIMONTE ETNEO rd are all level crossings with drop-bars.

The stn at PIDIMONTE ETNEO has a goods siding and shed also a water pump.

GENERAL

Water in the VERHA area is plentiful and good. It is supplied by springs, which produce enough for irrigation purposes as well.

There is NO typhoid or malaria. Walls are used in this area for marking off limits of properties. They are made of loose stones and are un cemented. They are of varying height, but NOT more than 4 ft.

MOIST SKETCH

100 (1)

112 TERRITORIALS MOBILE Bn.SOURCE:-

P.W. PAKISTAN. Not particularly intelligent semi-secure former from CALIBRA.

Information considered reliable in general aspects, but probably inaccurate in detail.

GENERAL

(i) P.W. states that the only training depot for Territorial Mobiles is at COBLENZ, where he himself underwent training.

(ii) 112 Territorial Bn. and as far as P.W. knew, all Territorial Bns. are definitely NOT fighting formations for national employment.

They are almost exclusively employed as labour boys for repair and maintenance, or for the digging and preparation of defensive positions. They are also frequently used as traffic control and organization.

(iii) Personnel are all older, so-called men, frequently of low medical category.

112 TERRITORIALS MOBILE Bn.

Stationed in LENTH from Aug 48 to Jan 48.

(i) General - The Bn was destined for NORTH AFRICA while it was still at SALING in July 48. Its stage to LENTH, between SALING and COBLENZ, was consequently pure one of prolonged transit, and it does NOT at all seem to have been given any specific task while in the area, apart from drill etc. in barracks and the normal route march per week.

(ii) Composition - 4 coys of 4 pls of 8 sections plus a Bn S.Q. Pl strength varied between 50 and 60 men.

(iii) Each man was equipped with a 91 rifle and approx. 15-20 rounds. There was NO other armament in the Bn, none was expected, and even had they been equipped with L.M.B. or mortars, the men were NOT trained to use them.

(iv) Transport - Coys had NO transport, but P.W. believed that Bn H.Q. disposed of some 4 vehicles.

(v) Communications - Entirely by runner.

MEDICAL

4.

from Calabaria. Information considered reliable in general aspects, but probably inaccurate in detail.

2. GENERAL

- (i) F.W. stated that the main training depot for Territorialia Mobile is at Oshana, where he himself underwent training.
- (ii) 112 Territorial Bn, and as far as P.W. knew, all Territorial Bns, are definitely NOT fighting functions for tactical employment.
- (iii) They are almost exclusively employed as labour units for all repair and maintenance, or for the digging and preparation of defensive positions. They are also frequently used on traffic control and organisation.

- (iv) Personnel are all older, 70-called men, frequently of low medical category.

3. 112 TERRITORIALIA MOBILE Bn

Stationed in LENTINI from Aug 42 to Jan 43.

- (i) General - The Bn was destined for NORTH AFRICA while it was still at SALINGO in July 42. Its stage at LENTINI, between SALINGO and CAIRN-VERMOREL, was consequently purely one of prolonged transit, and it does NOT appear to have been given any specific task while in the area, apart from drill etc. in barracks and the normal route march per week.

- (ii) Composition - 4 core of 4 plus 3 sections plus a Bn H.Q. Pl strength varied between 30 and 40 men.

- (iii) Each man was equipped with a 91 rifle and approx. 15-20 rounds. There was NO other armament in the Bn, none was expected, and even had they been equipped with L.V.G. or mortars, the men were NOT trained to use them.

- (iv) Transport - Coy's had NO transport, but F.W. believed that Bn H.Q. disposed of some 6 vehicles.

- (v) Communications - Entirely by runner.

4. MEDICAL

The Bn suffered from malaria in LENTINI and quinine-substitute pills were issued approx. every three weeks. There were permanently approx. 3 men per coy sick with malaria.

WEST REPORT

109 (1)

ROAD REPORT

Rd PALAZZOLO-MORO, 7th VILLAS VELA (5519)

Ref. Maps - 1:25,000 ITALY Sheet 273 II SE PALAZZOLO
224 III SW CANIGATTINI
BALBI

- 1:25,000 Inval Collection Map 71 MORO.

1. SOURCES:-

See Report No. 101 para 1.

2. GENERAL

This rd is 3-6 m wide, asphalted throughout and for most of the way flanked by one and a half metre high walls (except where rd leads through scrublands or villages).

3. DETAILED DESCRIPTION

PALAZZOLO rd joins (a) For description of rd PALAZZOLO rd junction 5225 (where MORO rd joins) and off rd PALAZZOLO-MORO rd. Report No. 101 para 3 (a) and (b).

Rd junction 5225 to (b) 514220.

From the rd junction at 5225 the rd slopes gently downhill to the rd junction at 51479 and is on the same level as the countryside, which is cultivated with wheat. Between the rd junction at 51479 and the rd junction at 51420 there are two easily negotiable bends in the rd.

From the rd junction at 51479 the rd continues sloping gently downhill as far as 51420 passing through fields and bounded by one and a half metre high walls. Most of the tracks leading off are 3-4 m wide with stone, unconsolidated walls. The soil on either side of the rd is firm and sandy. No movement of would be hampered by walls which separate properties on either side of the rd.

514220 to rd and (c) From pt 514220 the rd slopes steeply

GENERAL

This rd is 3-5 m. wide, asphalted throughout, and 100' west of the way flanked by two 3-4 m. high walls (except where rd leads through embankment or cuttings).

DETAILED DESCRIPTION

PALAZZOLO rd junction (a) 8225.

For description of rd PALAZZOLO rd junction (250-9) where rd 8225 crosses off rd PALAZZOLO rd 8225 see Report No. 101 para 3 (a) and (b).

Rd junction 8225 to (c) 914220.

From the rd junction at 8225 the rd slopes gently downhill to the rd junction at 841279 and is on the same level as the countryside, which is cultivated with wheat. Between the rd junction at 835285 and the rd junction at 841279 there are two chiefly negotiable boulders in the rd.

From the rd junction at 841279 the rd continues sloping gently downhill as far as 914220 passing through wheatfields and bounded by one and a half metre high walls. Most of the tracks leading off are 2-3 m. wide with stone, un cemented walls. The soil on either side of the rd is firm and rocky, but movement of would be hampered by walls which separate properties on either side of the rd.

914220 to rd and track junction (c) 914215.

From pt 914220 the rd slopes steeply downwards to the hr over the river MARSH at 914215 (see para 5 for description of br) with many bends. The right hand side of the rd is cut into the hillside whereas the left side is level with the surrounding countryside and separated by a one and a half metre stone wall. After the br the rd ascends gently, but with sharp bends, to the rd end junction at 914215. level and fairly

Rd and track junction (d) 914215 to Km 9 925168.

This stretch of rd is bounded by the usual walls and passing through wheatfields. Soil, off the rd, is

MOBY REPORT

109 (11)

hard and rocky, but walls dividing properties on either side of the rd would hamper movement off for M.T.

At 91505 a 3-4 m. wide, metal bellows rd leads off towards CONTRA, or PAPOVA (9325).

The rd leads through Villa Villa village (9312) without meeting. This village is composed of about 6 houses.

In 9 90118 to
rd and track
junction 94151.

(a)

At 1m to the rd begins to twist and has several fairly dangerous curves. The rd is banked now on the left now on the right, the opposite side to the alignment being flanked by the usual one and a half metre high wall.

At 90118 the rd crosses the valley by a bridge (see para 11).

From 90118 the rd rises gently on the same level as the surrounding country (see para 11) and is flanked by stone walls. There is a sharp S-bend at 94157 but it is easily negotiable and is not dangerous.

Rd and track
junction
94151-90118

(f)

From this junction the rd slopes downhill to 90118, parked on the left (94151) 5 m. high against the hillsides, and walled on the right (94151) from the ground which slopes away from the rd.

About 300 m. short of 90118 the land is not cultivated on either side of the rd and this area is normally used for a market ground. As the soil is firm and as there are no stone walls along the rd, this area would make an excellent parking place for M.T. The area is approx. 300 m. square.

At 94151 a 3-5 m. wide, negotiated rd

Ka B 855165 to
rd and track
junction 949151.

(a)

This village is composed of about
8 houses.

At Km 6 the rd begins to twist and has
several fairly dangerous curves. The
rd is backed up on the left now on the
right, the opposite side to the
convenient being flanked by the
main rd and a half metre high
wall.

At 855165 the rd crosses the valley
by a w (see para 5).

From 855164 the rd rises gently
on the same level as the surrounding
country (wheatfields) and is
flanked by stone walls. There is a
sharp S-bend at 849157, but it is
easily negotiable and is not
dangerous.

Rd and track
junction
849151-NOTO

(f)

From this junction the rd slopes
downhill to NOTO, backed on the
left (WEST) 3 m. high against the
hillside, and walled on the right
(EAST) from the ground which
slopes away from the rd.

About 300 m. short of NOTO the land
is not cultivated on either side of
the rd and this area is normally
used for a market ground. As the
soil is firm and as there are no
stone walls along the rd, this area
would make an excellent parking
place for M.T. The area is approx.
300 m. square.

At 953117 a 5-6 m. wide, asphalted rd
with a stone wall on the WEST side
of it only, leaves the main rd
and skirts the WEST of the town.

4. ROADS and TRACKS OFF

(a) At 834286 there are two 4 m. wide tracks (walled on either
side) of hard natural surface (unmetalled) which lead off to the
EASTWARDS. Eventually reaching the neighbourhood of MOHRE
GRASSO (8933). These could be used throughout the length
by tracked vehicles, and the flanking walls being unmetalled,
could easily be removed by hand.

(b) At 841279 a metalled 3-4 m. wide rd leads off to join
the Rd PALAZZOLO-TESTA DELL'ACAVA-8970. It is usually
in good condition and is maintained by landowners in the
vicinity.

(c) At 848277 a track leads off west to the valley of CAVA
PANTALICA. It is 3 m. wide, has a natural (unmetalled)

NOT SECRET

104 (1111)

surface and is bounded by walls on either side. This track was made in 1959 and is usually in good condition.

(d) The rd leading off to CANICATINI BACHU at 9024 is 3-5 m. wide, metalled and bounded by stone walls. PW has never been along this rd but has heard that it is always in good condition.

(e) At 904258 a 3 m. wide track runs from the rd to the river approx. 300 m. away.

(f) At 914215 a private 3 m. wide metalled track, bounded by 1 m. high walls leads up to ICHBARA.

(g) At 915308 the rd leading off eastwards is 2-4 m. wide and is unmetalled.

(h) At 949150 a track 3 m. wide flanked by walls runs westwards towards C.E. CORONA 41 PUONI (population 300), and another, 300 m. long runs SE towards LA PSOLA.

BRIDGES

(a) The br over the MAMUNISI at 914217 is made of stone and concrete and has no parapets.

Vertical span	1 1/2 m.
Length	10-12 m.
Width	5-6 m.

There are 5 or 6 arches each of 1 m. vertical span and 1 m. width.

At 80 m. distance from the br the water is about 1 m. deep. Just on leaving br, the river bed widens and the water becomes 40-50 m. deep. The river is perennial and offers good fishing, but during heavy rain the water usually passes over the br and stops all traffic for one or two days.

(b) The br over the valley at 93651305 is made of stone and cement, 50-60 m. long, 5-6 m. wide with a stone parapet 1 m. high on either side. Vertical span 15 m.

The banks of the valley are steep sided and P.W. believes that deviation would be impossible within 100 m. of the br. Water passes under this br when there is heavy rain.

Notes

was made in 1939 and is usually in good condition.

(d) The rd leading off to CANTICATTINI BACINI at 9024 is 5-6 m. wide, metalled and bounded by stone walls. EW. has never been along this rd but has heard that it is always in good condition.

(e) At 90438 a 3 m. wide track runs from the rd to the river approx. 500 m. away.

(f) At 914815 a private 3 m. wide metalled track, bounded by 1 m. high walls leads to C. LOBHADA.

(g) At 918508 the rd leading off southwards is 3-4 m. wide and is metalled.

(h) At 949150 a track 3 m. wide flanked by walls runs southwards towards C.S. COBHADA at 91801 (population 500). At another 500 m. long runs SE towards LA VALLA.

BRIDGES

(a) The br over the MAMMISI at 914217 is made of stone and concrete, and has no parapets.

Vertical span - 1 1/2 m.
Length - 10-12 m.
Width - 3-4 m.

There are 5 or 6 arches each of 1 m. vertical span and 1 m. width.

At 30 m. distance from the br the water is about 1 m. deep, but on nearing br, the river bed widens and the water becomes 40-50 cm. deep. The river is perennial and carries good fish, but during heavy rain the water usually carries over the br and stops all traffic for one or two days.

(b) The br over the valley at 9045100 is made of stone and cement, 20-30 m. long, 5-6 m. wide with a stone parapet 1 m. high on either side. Vertical span 15 m.

The banks of the valley are very steep and EW. believes that deviation would be impossible within 100 m. of the br. Water passes under this br when there is heavy rain.

WATERS

(a) At 540376 there is a large well named FONTANA BISACCHI which provides sweet and abundant water for the whole town round.

(b) From the rd fork at 541219 to NERO there is a lot of 161
owing to the rivers MAMMISI and ASTURO.

NOTE SECRET

110) I. NOTES ON M.T. AND MILITARY TRAFFIC
 II. " " ARMORED TRAINS

SOURCE:-

These notes are based on information of P.W. BAGLIANI who has lived all his life in SWITZERLAND and is violently anti-Italian. He served 3 months at PALERMO with 12 AUTOCENTRO during which time, as the driver of a heavy lorry he covered a large area of the island. He is intelligent and the information can be considered reliable.

I. M.T.

12 AUTOCENTRO consists of eight AUTOREPARTI each of about twenty-five lorries. Each AUTOREPARTO has a special function, i.e.:-
 3 AUTOREPARTO:- Ration
 5 " " Ambulances.

Types of vehicle used were SPA 38, O.M. C.R.2., O.M. "MUSUS" and FIAT 626.

FIAT 626 were only used as ambulances each capable of carrying 4 stretcher cases and several sitting cases.

O.M. "TAURUS" heavy lorries, the best diesel lorry produced by the Italians, have nearly all been requisitioned by the Germans.

Maintenance:- All the lorries in this Autocentro were practically new in 1941 except the SPA 38's which, built about 1935, have now become a standing joke amongst Italian drivers. Maintenance was strict, a daily check by drivers under the supervision of officers. Once a week lorries were taken to workshops for a thorough inspection and overhaul.

Spare Parts:- In 1941 there seemed to be NO shortage of spare parts; repairs and replacements being reasonably quickly executed. The heavy diesel lorry represents the best type of Italian transport and one ideally suited to road conditions in Sicily. Vehicles stood up well to their work and rarely had to have major repairs carried out.

Road Conditions:-

Roads in SICILY were numerous and wide enough to cope with the military motor traffic. P.W. never saw any serious congestion. Standard of driving was uniformly high: P.W. described Italian

time, as the driver of a heavy lorry he covered a large area of the island. He is intelligent and the information can be considered reliable.

I. M.T.

12 AUTOCENTRO consists of eight AUTOCENTRO each of about twenty-five lorries. Each AUTOCENTRO has a special function, i.e.:-

3 AUTOCENTRO:- Ration
5 " " Ambulance.

Types of vehicle used were SPA 38, O.M. C.B.2., O.M. "BURBUS" and FIAT 526.

FIAT 526 were only used as ambulances each capable of carrying 4 stretcher cases and several sitting cases.

O.M. "TAURUS" heavy lorries, the best diesel lorry produced by the Italians, have nearly all been requisitioned by the Germans.

Maintenance:- All the lorries in this autocentro were practically new in 1941 except the SPA 38's which, built about 1935, have now become a standing joke amongst Italian drivers.

Maintenance was strict, a daily check by drivers under the supervision of officers. Once a week lorries were taken to workshops for a thorough inspection and overhaul.

Spare Parts:- In 1941 there seemed to be NO shortage of spare parts; repairs and replacements being reasonably quickly executed. The heavy diesel lorry represents the best type of Italian transport and one ideally suited to road conditions in Sicily. Vehicles stood up well to their work and rarely had to have major repairs carried out.

Road Conditions:-

Roads in SICILY were numerous and wide enough to cope with the military motor traffic. P.W. never saw any serious congestion. Standard of driving was uniformly high; P.W. described Italian drivers as "artists".

Surfaces, both asphalted and metalled are good and had NOT shown any deterioration. Whenever possible rail transport was used for conveyance of personnel and goods.

II. ARMOURD TRAINS.

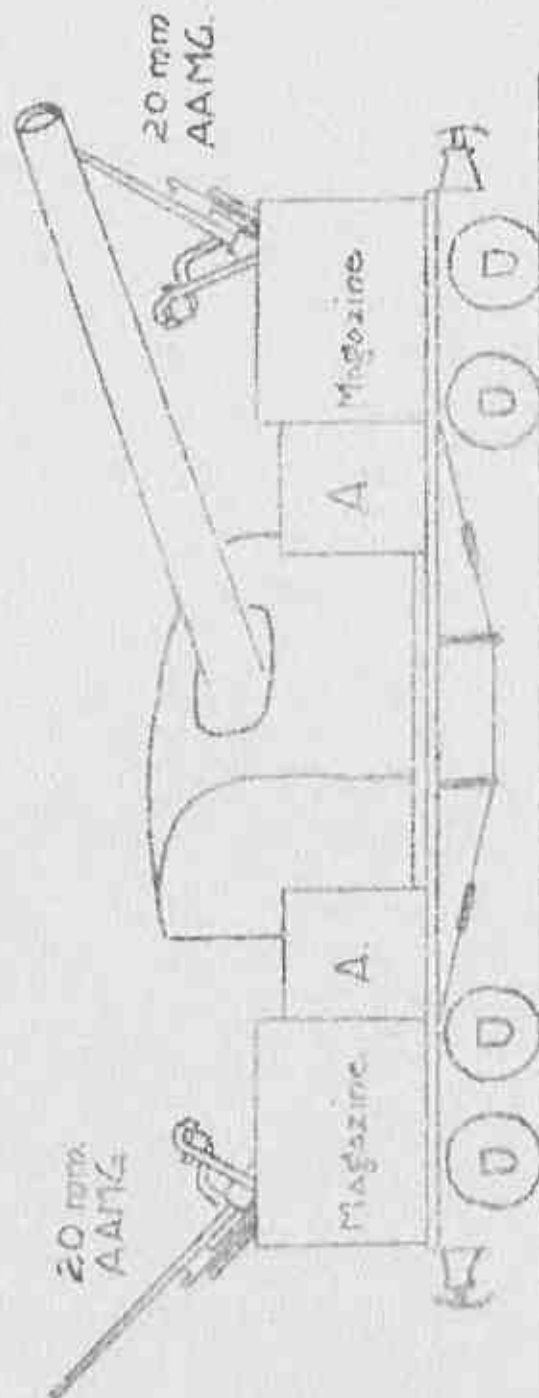
On numerous occasions P.W. saw armoured trains on the MESSINA PALERMO and MESSINA - SIRACUSA lines.

Trains consisted of a normal unarmoured locomotive, about six 2 - wheeled trucks and, at the end of the train, two large closed goods wagons used as living quarters and cook house for the gun crews.

The armoured trucks each mount either a 381 mm. or 210 mm or a 149 mm gun - (P.W. was NOT sure of the exact calibres).

NOT SECRET

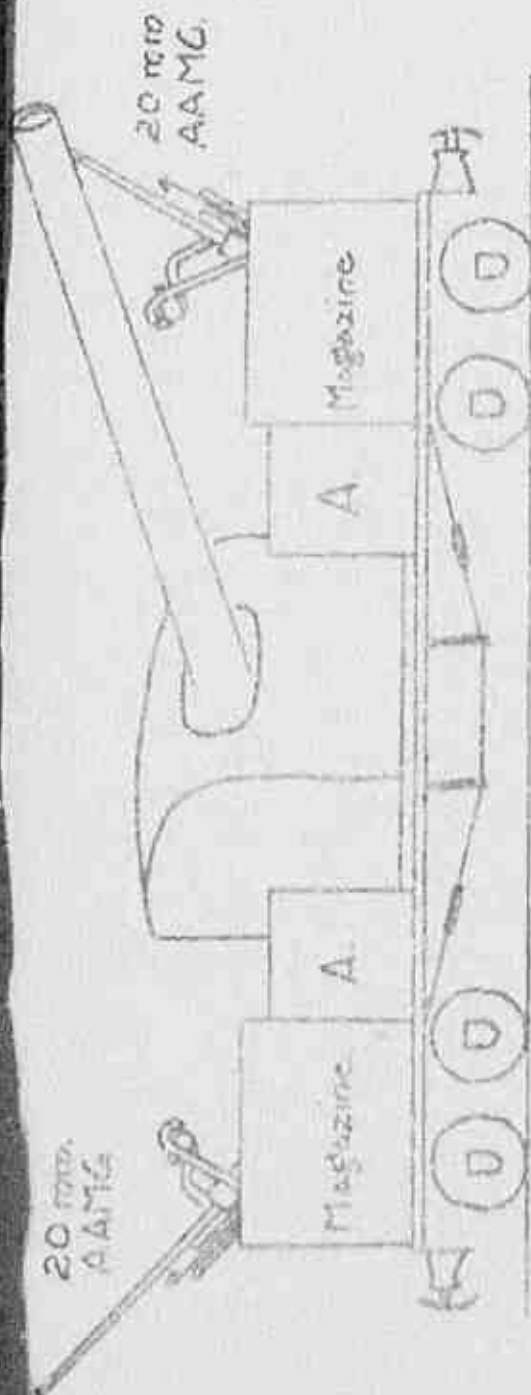
Trains usually had two of each of these types of gun. Sketch 3 gives an approximate idea of the appearance of these armoured trucks.



Guns have an armour shield in front but the turrets are open at the rear; they are mounted on a turntable which gives them a 360 degree traverse.

P.W. does NOT know the function of the shields marked 'A' on sketch; he does NOT think they are compartments but merely additional protection for the personnel.

Guns are manned exclusively by naval personnel.



Guns have an armour shield in front but the turrets are open at the rear; they are mounted on a turntable which gives them a 360 degrees traverse.

P.W. does NOT know the function of the shields marked 'A' on sketch; he does NOT think they are compartments but merely additional protection for the personnel.

Guns are manned exclusively by naval personnel.

09681

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

785015

MOST SECRET

III (1)

MISCELLANEOUS

A. BRITISH P.O.W. CAMP

P.W. CONSOLI have the location of a British P.W. Camp in SICILY as M.R. B3151, 300 yds EAST of main rd.

B. DUMPS

Fuel Dumps near LENTINI at B61544. Huts filled with 44-gallon drums; NO drums outside the huts. Track connects these to LENTINI.

8. DUMPS

Fuel Dumps near LENTINI at 861544. Huts filled with 44-gallon drums; 80 drums outside the huts. Track connects these to LENTINI.

Declassified E.O. 12356 Section 3.3/NND No. 785015

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ROUTE REPORT112) ROAD CATTAGIRI (4500) - MURARI (4320)

Ref.: 1:100,000 ITALY SHEET 273 GAO CITHES.

SOURCE (See report 113)GENERAL DESCRIPTION.

As far as km 22 (446297) the road is repaired. From this point it is only cobbled. The road is approx. 6 m wide and can take two streams of heavy traffic at all points. Drainage ditches 30 cm deep and 50 cm wide flank the road on both sides.

<u>Map Ref.</u>	<u>km</u>	<u>Description</u>
462485 476483	Ry station - Bridge	The road is flanked on both sides by evenly spaced trees with low built behind them.
476483	Bridge over ry.	Wall to a single arch. Height, 4 m high and 2 m wide, built of stone and covered.
476483	Bridge to km 71	On the southern side the road is flanked by a steep embankment reinforced by walls. The southern side of the road is cultivated, with fields and orchards. 2-3 m wide low level of the stone. Stone wall borders both side of the road.
482481	km 71.	The road crosses the ry at an over a single span stone-and-wood bridge, 6 m long and 4 m high.
	km 71.5	20 m part of the road (446297) p.m. saw a road built considerably at the cut 2 walls in that terrace on road. The surface is covered with stone. The road is 2 m wide and 2 m high. A bank, reinforced by stone and cement walls 2-3 m high, runs along the southern side of the road. Below, flanking the southern side, are 2-3 m high stone level of the road which is 1 m or less high, bordered by a stone
	km 71.5 to km 0	

streams of heavy traffic at all points. Drainage ditches 30 cm deep and 50 cm wide flank the road on both sides.

Map Ref.	km	Description
462485	Ry station -	The road is flanked on both sides by
476463	Bridge	enormous trees, with moss on their
		leaves.
476483	Bridge over	This is a single span, built in 1910, 4 m
	ry.	high and 5 m wide, built in stone and
		concrete.
476463	Bridge to	On the northern side the road is flanked
	km 71	by a stone, extremely rough road by which
		the country beyond the road is quite
		rough, with holes and pits, 2 - 3 m
		above the level of the road. A stone
		wall borders this side of the road.
482485	km 71.	The road crosses the road on over a
		single span stone-and-concrete bridge,
		5 m high and 2 m wide.
km 71.3		20 m east of the foot (403 m) E. W.
		saw a road built consisting of two
		parallel walls 1.5 m wide. He said
		he could not remember whether any
		one of the walls was built in 1910.
km 71.3 to		A wall, reinforced by stone and cement
km 0		is 2 - 3 m high, runs along the
		western side of the road. It is
		flanked on the northern side, 2 - 3 m
		high. The level of the road which is
		also on this side bordered by a stone
		and concrete wall.
		After the road crosses the road 404 m E
		a stone wall, 2 m high, 1 m wide,
		runs along the road and the road
		from 404 m E to 405 m E. There
		is no point at which the road for 100 m
		could be seen.
km 0 - km 1		The eastern side of the road is flanked
		by a stone wall, 2 m high, 1 m wide,
		and reinforced by stone.
		The road is 2 m wide at 1 m above the
		road level on the road, 1 m wide.
		It is divided by an iron wire fence,
		1 m wide, which runs parallel to the

1000

 $\lim_{t \rightarrow \infty} \tau = 1.5$
$$2 + 1.5 = 3.5$$

Figure 1

$$\text{d} \ln \left(\frac{1}{\rho} \right) = - \frac{1}{\rho} \text{d} \rho = - \frac{1}{\rho} \left(\frac{\partial \rho}{\partial T} \right) \text{d} T = - \frac{1}{\rho} \left(\frac{\partial \rho}{\partial T} \right) \left(\frac{\partial T}{\partial p} \right) \text{d} p$$
$$90 = 45$$

There are two bridges, both of approx. the same type, on this stretch of road. They are

vineyards.

- km 1 - 1.5 On the Western side the road is bordered by an earth bank 1 m high. While the fields on the Eastern side continue on the same level as the road.
- km 1.5 - 2 The country West of the road descends until it reaches a point approx. 1 m below the surface of the road. The Eastern side is bordered for approx. 100 m by an earth bank, 1 m high and reinforced by ditches.
- km 2 - km 4 Either side of the road is flanked by escarpments approx. 3 m high.
- km 4 - km 14 There are no obstacles on either side on this stretch of road and P.W. thinks that movement off for M.T. should be possible. Vineyards (often protected by stone walls or barbed wire) on both sides of the road would seriously impede cross country movement of M.T.
- km 14 - 16 The ground on either side of the road is cultivated with vineyards except along the S.113280 (445338) where the cultivation consists of crops, with occasional copiers.
- km 16 P.W. states that the earthen banks are negotiable even for heavy M.T. Fields flank the road on both sides. They are 2 m below the road on the Eastern side and 1 m above the road on the Western side. There is a well at 445335.
- km 17 - 17.5 There are two bridges both of approx. the same type, on this stretch of road. They are 3 - 4 m long, 3 m high, single spanned and built of stone and cement.
- km 17.5 - 20 Fields, except and olive trees form the cultivation on both sides of the road. P.W. thinks that movement off would be possible for M.T.
- km 19 - 21 In P.W.'s opinion all the terrain on this stretch of road are negotiable for the heaviest M.T. The Western side is flanked by an earth bank approx. 1 m high, the fields on the Eastern side are approx. 1.5 m below the level of the road.

0274

785015

MOST SECRET 112 (3)

The road runs on the same level as the surrounding countryside.
From km 21 - BISCARRI, P.W. could NOT remember topography in detail.

An earth bank, approx. 2 - 3 m high, supported at some points by walls, runs along the Western side of the road. The fields EAST of the road are below the road surface, the ground sloping steeply away from the road.

This bridge is 20 m long, 8 m high, with 1 - 2 arches, built of stone and cement. P.W. thinks that it could take all heavy M.T.
The river is perennial and has approx. 40 cm of water in summer. Its banks are steep and would form a serious obstacle to M.T.

On the Eastern side an embankment, 1.5 m high, flanks the road. The country WEST of the road is approx. 1 m below the level of the road. Vineyards and orange trees are the main cultivation. P.W. does NOT think movement off the road possible for M.T.

km 21 - 22

km 22 -
Bridge
(448267)

Bridge
(448267)

Bridge
(448267)

This bridge is 20 m long, 8 m high, with 1 - 2 arches, built of stone and cement. P.W. thinks that it could take all heavy M.T. The river is perennial and has approx. 40 cm of water in summer. Its banks are steep and would form a serious obstacle to M.T.

On the Eastern side an embankment, 1.5 m high flanks the road. The country west of the road is approx. 1 m below the level of the road. Vineyards and orange trees are the main cultivation. P.W. does NOT think movement of the road possible for M.T.

Bridge
(448267)

Bridge
(448267)

115 (1)

1007 810107

84 DELTAGHROH - RADPUS (H4273)

(M.R. ITALY 1-100, 000 PIVERO Sheet 103
DAGHROH 31 at 273)SOURCE:-

P.W. ROMULO is a 52 year old farmer from CATTOLICONE. He appears intelligent, and gave information freely. His statements are probably reliable.

He was last in area described in Jan 41. (100 103 report No. 108 and 112)

84 CALTAGHROH - RADPUS (H4275)

GENERAL

Rd is asphalted as far as X-rds at 44509. There is a stone foundation, asphalted surface as far as 44509.

P.W. knows the rd in detail only as far as the road over the RIVER at 44509. It flows 2-3 m wide at old pts, and has a take the bank on M.T. 5. It is flanked mostly on both sides by drainage ditches 20 cm deep and 40 cm wide. P.W. considers that these ditches would not prevent diversion by M.T.

D. DETAILED DESCRIPTIONMap Ref.

X-rds 447496-
X-rds 447509.

Remarks

Rd asphalted, 3 m. wide, flanked on the EAST side by a drainage ditch; on the WEST side the rd is cut into the hill to form a track 3-4 ft. high reinforced by a stone wall. On the WEST side the rd is a steeply eroded, the surrounding country is about 6 ft below the level of the rd.

After the rd crossing (NOT shown on the map) a wall on the WEST side of the rd separates the latter from the riv. On this breach, according to P.W. version is impossible for M.T.

At about 447502 there is a single span concrete br. 20-30 m long and about 60 ft. high. This br crosses a deep ravine, which according to P.W. would prevent any serious obstacle even for tank

His statements are probably reliable.

He was lost in areas described in the 11. (000) map.

Report No. 100 and 113.

RE CALTAGIRONE - RADURA (M4275)

GENERAL

Rd is asphalted as far as X-708 at 44509, then concrete above foundation, detailed surface as far as 44509. P.W. knows the rd in detail only as far as the cover the SW/NE river is 44509. It is 4 m. long, 3 m. wide at all pts, and has one lane the highest M.T. is 10 m. flared mostly on both sides of drain is 10 m. deep and 40 cm. wide. P.W. considers that the road would not prevent diversion by M.T.

B. DETAILED DESCRIPTION

Map Ref.

X-708 447498-
X-709 447509.

Remarks

Rd asphalted, 6 m. wide, flanked on the EAST side by a drainage ditch; on this side the rd is out into the hill to form a bend 8-9 ft. high reinforced by a stone wall. On the WEST side the rd is nicely surfaced, the surrounding country is about 5 ft. below the level of the rd.

After the rd crossing (NOT shown on the map) & well on the WEST side of the rd separates the latter from the river. On this stretch, according to P.W. diversion is impossible for M.T.

At about 447509 there is a single span concrete br. 20-30 m. long and about 60 ft. high. This br. crosses a stream, which according to P.W. would prove a serious obstacle even for tank.

Approx. 150 m. NORTH of this br. there is another concrete br. 20 m. long and 6 ft. high. This br. crosses a stream which is normally dry in summer; the banks of the stream are steep, and would constitute a serious obstacle for M.T.

Further NORTH, at a pt. NOT shown on the map, rd crosses rly by a single-span concrete br. 10 m. long and 5 m. high. P.W. stated that the pipeline which supplies water from S. MICHELLE di GRANAROLA to the whole town of CALTAGIRONE runs just below the level of the top of the br.

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NO. 1 SECRET

113 (11)

Map Ref.

Remarks

30 m. south of A-Run 447505 there is a rd block. This block consists of four concrete walls built across the rd. P.W. states that in June 68 there were NO M.G. posts or barbed-wire entanglements round the block.

Rd flanked on WEST by drainage ditch. Beyond this ditch the rd is cut into the hillside to form a bank about 5 ft. high, reinforced by a wall.

On the E side the rd at first runs level with the surrounding country, then for about 200 m. flanked by an earth bank reinforced by a stone wall, after which it again runs level with the fields. Diversion for M.T. would be possible on this side of the rd.

There are two concrete single-span bps on this stretch, 3 m. long and 1 m. high. These bps are built across stream which normally dry up in summer. P.W. states that the banks of these streams are steep and would constitute an obstacle for M.T.

On the WEST side there is an earth bank supported by a wall 5 ft. high.

On the EAST side the rd is embanked approx. 4-5 ft. above the level of the surrounding country, the embankment being supported by a stone wall.

At 446518 there is a concrete, single-span br. 5-4 m. long and 9-10 ft. high. The banks of the stream crossed by this br are steep and rocky on the WEST, while on the EAST they are steep but without rocks. P.W. thought that these banks would prove very difficult for M.T.

The bank 3 ft. high continues on the WEST of the rd, in places this bank consists of earth reinforced by a stone wall, elsewhere it is cut out of solid rock. On the EAST the rd is approx. 1-2 m. above the level of the surrounding country.

447509-
curve
446516

446516-
curve
446522

446525-
curve
447508

beyond this point a bank about 5 ft. high, reinforced by a wall.

On the E side the rd at first runs level with the surrounding country, then for about 200 m. flanked by an earth bank reinforced by a stone wall, after which it again runs level with the fields. Pivotal n for M.T. would be possible on the side of the rd.

There are two concrete single-span bridges on this stretch, 2 m long and 1 m high. These bridges built across streams which normally dry up in summer. P.W. states that the banks of these streams are steep and would constitute an obstacle for M.T.

On the WEST side there is an earth bank supported by a wall 6 ft. high. On the EAST side the rd is embanked approx. 4-5 ft. above the level of the surrounding country, the embankment being supported by a stone wall.

At 446518 there is a concrete, single-span bridge, 3-4 m. long and 9-10 ft. high. The banks of the stream crossed by this bridge are steep and rocky on the WEST, while on the EAST they are steep but without rocks. P.W. thought that these banks would prove very difficult for M.T.

The bank 6 ft. high continues on the WEST of the rd, in places this bank consists of earth reinforced by a stone wall, elsewhere it is cut out of solid rock. On the EAST the rd is approx. 1-2 m. above the level of the fields, on a steep earth embankment, supported by a stone wall. P.W. considers that all along this stretch diversion would be impossible for M.T.

P.W. remembers two one along this stretch of rd, of more or less similar dimensions, 2-3 m. long and 3-5 ft. high. The streams which they cross have steep banks and would be almost impassable for M.T.

This curve is possible for M.T. On the SOUTH side rd is flanked by a steep earth bank 2 m. high; while on the NORTH it is 4-5 ft. above the level of the surrounding country.

446516-
curve
446518

446520-
curve
446522

Curve 475536

153

785015

113 (111)

Hem. 113

113 (111)

475535-
curve
475535

Immediately north of the curve 475535
mentioned above the road level is
the surrounding ground line, from which it
is separated by an 8-10 ft. high
At 475535 rd crosses a stream by a single-
span concrete bridge 8-10 ft. long. The stream
is normally dry in summer but the banks
are steep and it would constitute an
obstacle to M.T.

From this pt the rd is flanked by the
WEST by a concrete wall 8-10 ft. high. At
one of this bank is supported by a concrete
wall 100 ft. long. The road side of the
rd runs on a concrete embankment 5 ft. above
the level of the field. P.M. says that
diversion would be very difficult at 475535.

This obstacle is rd level and the
surrounding countryside. It is very far
lateral obstacles at 475535, entirely as the
diversion for 475535, would be possible.

This is a concrete bridge 8-10 ft. high, about
40 ft. high, with concrete walls 10 ft. high
which it crosses. It is 10 ft. high. Its
banks are very steep. It would be possible
to be traversed by M.T.

At 475535 rd is surrounded by countryside
diversion possible for M.T. The stream
along this obstacle is very small
obstacles for M.T.

475535-
curve
475535475535-
curve
475535

This is a concrete bridge 8-10 ft. high, about
40 ft. high, with concrete walls 10 ft. high
which it crosses. It is 10 ft. high. Its
banks are very steep. It would be possible
to be traversed by M.T.

475535-
curve
475535475535-
curve
475535

This is a concrete bridge 8-10 ft. high, about
40 ft. high, with concrete walls 10 ft. high
which it crosses. It is 10 ft. high. Its
banks are very steep. It would be possible
to be traversed by M.T.

open circuits are 5-8" long. The circuit is normally dry but it leaks are steep and it would constitute an obstacle to the

This is known local level because it is 0 m. long. 5 m high, covered by 3 concrete pipes. The river is annual, these water. It goes to the sea of the basin is 100 m. or 150 m. steep, but it is not steep.

NOTES

[illegible]

92 67-551

RD 1704 FINE
L-17534
CO 2415 SEPTZ
S-17-95837

113 (14)

MONT SMOKE

Map Ref.

CASS BENT
FUNDI 495837
to WAB. OLIVO
532632.

Remarks

(2) This is a better stretch of rd capable of taking two streams of lorries. It runs more or less at the same level as the countryside and diversion for M.T. would be possible at many pts. The rd is flanked on both sides by newly built government farm houses, which P.W. states were NOT yet inhabited in Jun 42.

NW off S. CARILLO, at 5180, there is a hill on the top of which stand the ruins of an ancient castle. These ruins consist of walls about 40-60 ft. high and 6 ft. thick. The slopes of this hill are strewn with large rocks, but NW of the hill as far as PIETRA ROSA (4881) there are flat corn fields, without trees, which could be a suitable landing pt for paratroops. The castle dominates on the WEST the X-rds at 47667.

The highest pt in the area is the TEE PORTILE mountain 532611, from which P.W. states LAMACCA (6155) PALAOMIA (6658) and PINZA (6152) are visible.

4. GEOGRAPHY

The ground on both sides of the rd can be divided into two distinct parts.

- (1) The area CALABRONE - River ACQUA BIANCA (MARCHITO)
- (11) The area NORTH of the river ACQUA BIANCA - River DIBALINO
- (12) The ground between CALABRONE and the river ACQUA BIANCA is hilly, particularly on the eastern side of the rd, and has many scattered rocks of various sizes. These rocks are very prominent at 50041 (4851), FRAGA (483532), SACCHINA (521 575), MASS. OLIVO (532632) and near S. CARILLO (500503). Gaves which are frequently found in these rocks would afford good cover for the. In spite of many fields and forest patches, cross-country movement of M.T. would be very difficult. Rivers and ditches with deep banks are frequent in the area.

(13) States that 73 Inf Regt trained sometime at ROCCA (4881) but that on the whole the area was free of tps.

(14) The area SOUTH of the river ACQUA BIANCA to the river

inhabited in Jun 42.

NW of S. CATALDO, at 5180, there is a hill on the top of which stand the ruins of an ancient castle. These ruins consist of walls about 40-50 ft. high and 6 ft. thick. The slopes of this hill are strewn with large rocks, but west of the hill as far as PIETRA ROSA (4861) there are flat corn fields, without trees, which could be a suitable landing pt for paratroops. The castle dominates on the west the X-rds at 475697.

The highest pt in the area is the TRS POSTELLE mountain 532511, from which P.W. states RANOCIA (5165), PALANINA (5358) and VINEA (5152) are visible.

6. TOPOGRAPHY

The ground on both sides of the rd can be divided into two distinct parts.

(i) The area CATTAGIRONE - RIVER ACQUA BIANCA (MARGHERITO)

(ii) The area NORTH of the river ACQUA BIANCA - RIVER DITTALNO

(i) The ground between CATTAGIRONE and the river ACQUA BIANCA is hilly, particularly on the eastern side of the rd, and has many scattered rocks of various sizes. These rocks become very prominent at 48004 (4631), PRASCA (423532), SACCHINA (421 572), MBS. 51170 (532622) and near S. CATALDO (505003). Caves which are frequently found in these rocks could afford good cover for troops. In spite of many fields and clear patches, cross-country movement of M.F. would be very difficult. Rivers and ditches with deep banks are frequent in the area.

P.W. states that 75 Inf Regt trained sometime at RANOCIA (4231) but that on the whole the area was free of troops.

(ii) The area NORTH of the river ACQUA BIANCA to the river DITTALNO consists of flat fields and is clear of any rocks and obstacles. P.W. states that the streams in this area are all passable for M.F. Cross-country movement should be easy since crops are collected by lorries.

7. CULTIVATION

Wheat and few trees are the only cultivation in both areas. The height of the wheat at the beginning of June is approx. 6 ft. The harvest was usually brought in between the middle and end of July. Many workers from all parts of the province come into the area for the harvest.

According to P.W., no attempt was made until Jun 42 to organize these labourers for civil defense and he does not believe that arms would be given to them, even in case of emergency. Until the harvest is gathered, watchmen, armed with shotguns, patrol the fields alone at 14 pairs.

REF ID: A66821

114 121

RD PALAZZOLO-TESTA DELL'ACQUA-NOTO

(M.R.A. 1:25,000 ITALY Sheet 273 II IN PALAZZOLO
Sheet 276 I IN CASTELLUCCIO
1:25,000 Nivel Collection Map Sheet 71 NCTR.)

1. SOURCE:

See Report No. 101 para 1.

2. GENERAL DESCRIPTION

This is a 5-6 m. wide road (but NOT asphalted rd).

3. DETAILED DESCRIPTION

PALAZZOLO-
CASTELLUCCIO
250536.

(a) The rd leaving the built-up area slopes gently downhill with several curves past a few scattered houses as far as 2 km. At about 1 km. the rd is cut into a hillside (2-3 m. high) on the south, while the rest of the rd the gentle slopes appear very from the usual flanking wall. The main population consists of maize and wheat.

At 250536 the rd is on the same level as the surrounding countryside (mainly wheatfields) and is flanked by stone walls. At the bend at 250529 the rd continues through the wheatfields with easy up and down gradients as far as the CASTELLUCCIO at 250536. This Castelluccio is very small and is used by rd number.

CASTELLUCCIO
250536 is
TESTA DELL'
ACQUA
(2505127)

(a) The rd from the CASTELLUCCIO slopes down hill through and on the same level as undulating country (mostly wheatfields) and is flanked by one and a half metre high walls. Between 250536 and 250529 and TESTA DELL'ACQUA the rd passes through 2 or 3 small cuttings, 1 m. high, which would not bumper movement off. These stone walls still flank the rd through these cuttings.

About 300 m. short of the rd fork at 250518 the rd rises gently as far as the rd fork then turns south and is flanked on the east by the village of TESTA DELL'ACQUA. The village has a population of 550.

See Report No. 101 para 1.

GENERAL DESCRIPTION

This is a 5-6 m. wide detailed (but not excavated) rd.

DETAILED DESCRIPTION

PALAZZOLO-
CANTONIERA
proble.

(a) The rd leaving the built-up area slopes gently downhill with several curves past a few scattered houses as far as Km. 1. At about Km. 1, the rd is cut into a hillside (2-3 m. high) on the SOUTH, while the rest of the rd the entire slopes steeply away from the usual flanking wall. The main cultivation consists of maize and wheat.

At 800000 the rd is on the same level as the surrounding countryside (mainly wheatfields) and is flanked by stone walls. After the bend at 800000 the rd continues through the wheatfields with easy up and down gradients as far as the CANTONIERA at 800000. This Cantoniera is very small and is used by rd workers.

CANTONIERA
BORDO TO
TESTA dell'
ACQUA
(800187)

(b) The rd from the CANTONIERA slopes down hill through and on the same level as undulating country (mostly wheatfields) and is flanked by one and a half metre high walls. Between C.V. 80100 (84120) and TESTA dell'ACQUA the rd passes through 2 or 3 small cuttings, 1 m. high, which would not hamper movement off. These stone walls still flank the rd through these cuttings.

About 300 m. short of the rd fork at 80100 the rd rises gently as far as the rd fork, then turns SOUTH and is flanked on the EAST by the village of TESTA dell'ACQUA. The village has a population of 350, has one church, one C.C.R.R. station under a bridge, one chemist, one telephone and telegraph office. It has NO electric light or water.

TESTA dell'
ACQUA-NOTE

(c) From TESTA dell'ACQUA to 80140 the rd slopes downhill, is usually flanked by 1 m. high stone walls and is mainly on the same level as the surrounding countryside.

About 200 m. short of the CANTONIERA at 80140 (see para 101) there are numerous sharp, difficult and dangerous curves.

785015

HIGH SECRET

114 (11)

Approx. 100 m. after 983148 the rd again becomes dangerous. On the right (SOUTH) it is flanked by a 7 m. high wall out into the side of the hill, whereas on the left (NORTH) there is the usual 1 m. high wall (uncemented) separating the rd from the valley bed several hundred metres below. The valley side flanking the rd is very steep and partly cultivated with almond trees. These characteristics do not change until the bend at 915128, and along this stretch there are many dangerous curves. M.T. would have NO possibility of moving off the rd, and the breakdown of a large size vehicle would block all movement. Cultivation on both sides is mainly almond trees.

From the bend at 915128 the rd continues on the same level as the countryside, with flanking walls. The main cultivation as far as NOTO consists of wheat and almond trees.

The rd passes NOTO, a cemetery at 944103. The cemetery is surrounded by a cemented stone wall 3 m. high. 100 m. on the rd comes to a rd junction (947103) turns NORTH, crosses the RASINARO and enters NOTO through an opening in the town wall (N.E. NOTO is partly surrounded by a 4 m. high stone cemented wall, 80 cm. thick, which was built many years ago.)

4. NOTO

Most of the houses have electric current and running water (in general water is more than sufficient). There is one hospital situated in the NW corner of the town. The Post Office is in the PLAZA EMOLIS. There is a C.C.R.P. Station in the town.

5. ROADS and TRACKS

(a) At the rd junction 906280 a 3 m. wide track runs SOUTH leading into the hills. From 792284 it becomes a mere mule track. There is a similar track running SOUTH

The valley side flanking the rd is very steep and partly cultivated with almond trees. These characteristics do not change until the bend at 915123, and along this stretch there are many dangerous curves. M.T. would have NO possibility of moving off the rd, and the breakdown of a large size vehicle would block all movement. Cultivation on both sides is mainly almond trees.

From the bend at 915113 the rd continues in the same level as the countryside, with flanking walls. The main cultivation as far as NOTO consists of wheat and almond trees.

The rd passes NOTO. Cemetery at 944103. The cemetery is surrounded by a cemented stone wall 3 m. high. 100 m. on the rd comes to a rd junction (947102) turns NORTH, crosses the RASINARO and enters NOTO through an opening in the town wall (N.E. NOTO is partly surrounded by a 4 m. high stone cemented wall, 80 cm. thick, which was built many years ago.)

4. NOTO

Most of the houses have electric current and running water (in general water is more than sufficient). There is one hospital situated in the NW corner of the town. The Post Office is in the PLAZZA FRECOLE. There is a C.C.R.P. Station in the town.

5. ROADS and TRACKS

- (a) At the rd junction 903280 a 3 m. wide track runs SOUTH leading into the hills. From 788265 it becomes a mere mule track crossing the hills. There is a similar track running SOUTH from the track junction at 903279. Both tracks have 1 m. high walls separating them from the wheatfields, and both are in bad condition during the rainy season (Nov. Dec. Jan.)
- (b) From POZZO BAULI 827349 a narrow mule track (maximum width 2 m.) runs off towards C. LOUBRO (8324)
- (c) From POZZO BAULI to the CANTONIERA at 829230 there are several narrow tracks leading off the main rd, flanked by 1 m. stone walls. These tracks are too narrow in most cases to allow for more than one horse and cart at a time.
- (d) At Km. 15, 867188 a 5-6 m. wide rd with flanking stone walls branches off and runs eastwards to join the rd (at 901158) which leads to NOTO via NOTO ANTICA

149

114 (111)

200 m. along the rd from the join rd at km. 15) there is a large house with a garden containing abundant water the whole year round.

- (a) At the rd and river junction at km. 15, a walled track varying between 3-7 m. in width runs to NORT. crossing the river ASIMARO by a ford where, in summer the water is only 20 cm. deep. The river banks are firm and with a gentle gradient, and P.M. vehicles that almost any tracked vehicle could cross the river here and get to NORT by proceeding along the continuation of the track.

BRIDGES

The bridge over the ASIMARO at km. 105 is stone and cement. Vertical span 4 m. Length possibly 1 m. width 5-6 m. Stone parapet on either side. No further details known.

WATER

90 m. SOUTH of the junction at km. 105, on the left side of the rd, there is a large water tank. 100 m. well situated 150 m. WEST of the rd.

- (b) At km. 105 to km. 100 (area) there is a kind of well which in winter overflows and floods surrounding country (but area still much too far. The well is dry in summer).

- (c) In the neighbourhood of the junction at km. 105 there are three wells.

The first is situated about 20 m. SOUTH of km. 105. SOUTH of km. 105, but 100 m. WEST of the rd. The river well has plenty of water the whole year round, whereas the second dries up in summer.

The third is situated 300 m. SOUTH of the junction, 10 m. WEST of the rd, and has been dug out of the ground for a considerable period, and has no water. water, however, could be produced from the earth and rocks which has fallen in were cleared out.

- (d) At km. 105 there is a large cement water cistern, 50 m. long, 5 m. wide and 10 m. deep. This cistern was made at the expense of the former British military of people and the surrounding cultivated area.

cracked vehicle could cross the river here and get to
 1000 by proceeding along the continuation of the track.

Findings

The bridge over the river at 025000 is a stone and cement
 vertical span 4 m. length possibly 11 m wide 3-4 m.
 Stone parapet on either side. No further details known.

(a) Notes

90 m. bridge at 025000 on the left side of the
 rd. There is a large water tank on the left side of the
 150 m. bridge at the rd.

(b) At 025000 (025000) there is a well in road which
 is a water pump. It is a concrete structure (but
 does not reach the rd). The well is 10 m in diameter.

(c) In the neighborhood of the station at 025000 there
 are three wells.

The first is situated along the rd. 25 m. south of Cantoniera
 but 100 m. west of the rd. The first well has plenty of
 water the whole year round. Whereas the second dried up
 in summer.

The third is situated 300 m. south of the Cantoniera, 10 m.
 east of the rd, and has been out of use for a long
 time. It is a concrete structure. However, however,
 could be produced water if the earth and rubble which has
 fallen in were cleared out.

(d) At 025155 there is a large concrete water station, 50 m.
 long, 5 m. wide and 10 m. deep. This station was made
 at the expense of the Government. It is owned by nearly
 all the surrounding villages and

HIGH SECRET

115 (1)

CONSOLIDATED REPORT ON AVOLA AREA

(M.R. 1:25,000 ITALY Sheet 277 I 10 NE CASSIBIA
 277 I 10 SE AVOLA
 277 I 10 NW NOTO ANTICA
 277 I 10 SW NOTO
 or Naval Collection Maps, Nos. 9 and 10.)

SOURCES-

F.W. Pte AMORE Paolo, a farmer, was resident of AVOLA up to Aug. 42.

F.W. Pte AFILIO Vincenzo, a farmer, was resident in AVOLA up to and 1935, but has now lived in the area since that date.

F.W. Sgt. MACS, FERLIE Corrado, a farmer, was resident in AVOLA up to Aug. 41.

All these P.W. were situated forward and their information can be taken as fairly reliable.

1. 20, 25 and 30 SURROUNDING COUNTRY

(a) F.W. AMORE Paolo) RE AREA 0041 0 - 978137 (A.)

General - This rd (a) is an asphalt road, metalled rd about 4-5 ft. wide, running in a cutting for its entire length. Slope walls of both sides running from 1-2 m. line both sides of rd up to and beyond pt 978137. Each side of this rd is bordered by small drainage channels about 30 cm. wide. At irregular intervals the 2 are small outlets in the walls to allow the water to escape. The main cultivation in this area consists of cereals, olive groves, and almost exclusively. The trees in this area would provide cover for personnel and possibly tents as lower branches are higher than 6 ft. There is no regular spacing of trees. The ground in this orchard area is cultivated.

Some of the orchards are bounded by walls. While others are unwall. Walls are made of stones, are unsegmented, and are NOT more than 1 m. high. There are no plantations between trees.

To go across to fields, etc., comes from the rd there are cuttings in the walls and the earth in these is shelved at a rise in a gentle slope to the fields. Walls in their turn are built in these cuttings to prevent earth from falling down. These cuttings are wide enough to allow

SOURCES-

P. W. Pto AMORR Paolo, a farmer, was resident of AVOLA up to Aug. 42.

P. W. Pto APRIE Vincenzo, a banker, was resident in AVOLA up to end 1943, but has not lived in the area since that date.

P. W. Sere. Magg. PABLO Corrado, a farmer, was resident in AVOLA up to Aug. 41.

All these P.W. were strictly reformed and their information can be taken as fairly reliable.

1. ROAD AND SURROUNDING COUNTRY

(a) (P.W. AMORR Paolo) RE AVOLA 041 2 978137 (14)

General - This rd (a) is an unpaved, metalled rd about 4-5 m. wide, running in a cutting for its entire length. Stone walls of height varying from 1-2 m. line both sides of rd up to and beyond pt 998137. Each side of the rd is bordered by small dense thornbushes about 30 cm. wide. At irregular intervals there are wall cuttings in the walls to allow the water to escape. The main cultivation in this area consists of cereals, olive groves, and almond orchards. The trees in this area would provide cover for guerrillas and possibly tents as lower branches are higher than 6 ft. There is no regular spacing of trees. The ground in this orchard area is undulating.

Some of the orchards are bounded by walls, while others are unwallled. Walls are made of stones, are unadorned, and are not more than 1 m. high. There are no plantations between trees.

To gain access to farming properties from the rd there are cuttings in the wall and the earth in these is shelved to rise in a gentle slope to the fields. Walls in their turn are built in these cuttings to prevent earth from falling down. These cuttings are wide enough to allow the passage of a horse and cart.

DETAILED DESCRIPTION

(i) WEST of AVOLA at pt 004130 rd (a) crosses the rly at a level crossing controlled by drop-bars.

(ii) At pts 001133 and 998135 two stone foundation rds about 4-5 m. wide cross rd (a). These rds, running EAST-WEST and EAST-SOUTH respectively are also in cuttings and are bounded by stone walls.

(iii) At pt 998139 rd (a) is crossed by a natural-surface rd (b) about 4 m. wide running NORTH-SOUTH. The section of rd (b) running NORTH is not going for about 500 m., then deteriorates until it meets the mountain rd at pt 4 998147. The continuation of rd (b) running SOUTH crosses the river (RISTIONE) b. means of a stone bridge and eventually turns SW to run parallel with SIACUSA-MONTALTO.

HIGH SECRET

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- (iv) Rd (a) from X-rds at pt 992138 proceeds 300-400 m. EAST crosses H. RISTICHON over a stone and cement br at pt 991137. This br is about 5 m. long and of the same width as the rd. It is single-track, with NO supporting pillars in the centre. The vertical span is approx. 5-8 m. Deviation at this pt is impossible.
- (v) Beyond this pt (991137) the rd passes through a defile and movement off rd is impossible.
- (vi) From pt 992140 P.W. took the PIANO DALLA PACH track which runs in a NE-SW direction to pt 985143. At this pt there is a small footpath which leads NW up the hillside to P.W.'s plot which is situated in the TALLHILLI TERNING plot at approx. 985153 (on the mountain slope). P.W. stated that this was the only track he knew of which led up the mountain slope in this area.
- P.W. stated that a horse and cart could get as far as 983144 along the track mentioned above, from which pt onwards up the slopes, NO movement other than on foot is possible. Agricultural implements and seeds etc. have to be carried up by hand.
- (All information in above para. has been worked in conjunction with mosaic E1-C.)
- (b) (P.W. PHILIP Vincenzo) Rd AVOLA OLIVIA - SVOLA - MINA GALLIO N.B. I.O. is NOT convinced of the reliability of P.W.'s information on this rd.
- (i) This is an asphalted, sealed rd about 2-3 m. wide P.W. stated that it was built during 1953-54 through a plot of land cultivated with almond trees, which stretch right up to the coast.
- (ii) As far as P.W. knows, there are 2 walls flanking the rd, unless recently built.
- (iii) The rd is on the same level as the surrounding country and is on a gentle downhill slope right down to the coast.
- (iv) Orchards on either side of the rd would afford good cover for ops.
- (v) The surrounding country, as far as P.W. remembers, would allow movement of modernized heavy P.W.
- (vi) P.W. believed that there would be a tele. line system in the form

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- (v) Beyond this pt (981137) the rd passes through a defile and movement off rd is impossible.
- (vi) From pt 982140 P.W. took the PLAINS MILLS track which runs in a N.E. direction to pt 985143. At this pt there is a small fence which leads NW up the hillside to P.W.'s plot which is situated in the TALHIBILI forest, plot of approx. 985165 (on the mountain slope).
- P.W. stated that this was the only track he knew of which led up the mountain slope in this area.
- P.W. stated that a horse and cart could get as far as 985144 along the track mentioned above, from which pt onwards up the slopes. No movement other than on foot is possible. Agricultural implements and seeds etc. have to be carried up by hand.
- (All information in above para. has been worked in conjunction with mesale H1-C.)
- (b) (P.W. (PHILE VINCENT) Rd AVILA 614124 - VOLA AREA 000120 N.B. I.O. is NOT convinced of the reliability of P.W.'s information on this rd.
- (i) This is an asphalted, metalled rd about 7-8 m. wide P.W. stated that it was built during 1960-61 through a plot of land cultivated with almond trees, which stretch right up to the coast.
- (ii) As far as P.W. knows, there are no walls flanking the rd, unless recently built.
- (iii) The rd is on the same level as the surrounding country and is on a gentle downhill slope right down to the coast.
- (iv) Orchards on either side of the rd would afford good cover for ops.
- (v) The surrounding country, as far as P.W. remembers, would allow movement of moderately heavy vehicles.
- (vi) P.W. believes that there is an irrigation system in the form of ditches running through these orchards.
- (c) (P.W. (PHILE VINCENT) Rd AVILA 614124 - VOLA AREA 000120
- (i) This is an asphalted, metalled rd about 8-10 m. wide, allowing 3 streams of traffic. There are numerous pot-holes in this rd.
- (ii) Rd lies on the same level as the surrounding country which is mainly cultivated with olive groves and orchards.
- (iii) Rd is bounded on either side by a 2-4 strand wire fence about 1.20 m. high. Openings at irregular intervals in this fence allow the passage of a horse and cart from the rd into the fields.

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REQ. T. SKETCH

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(1v) The surrounding country consists mainly of ploughed land. P.W. estimated that it could not be easy for P.W. The whole area is flat and every inch of ground is cultivated.

(a) RD AVOLA 010132 - SIRACUSA

(i) This is an asphalted rd about 6-8 m. wide.

(ii) On leaving the built up area of Avola, stone walls of about 1-2 m. high flank each side of the rd which, however, lies on the same level as the country.

There are orchards on each side of the rd. Along the straight stretch of rd up to pt 025143 there are 4 natural surface tracks which branch off eastwards. These tracks allow the passage of a horse and cart into the orchards.

(iii) At pt 025143 there is a fork and a 4 m. wide rd bears NW to join another rd at pt 019148.

(iv) Immediately beyond this fork the rd crosses a small stream by means of a culvert by a br. This is a single arch bridge of stone and cement. It is of the same width as the rd and about 2 m. long. The stream bed is very shallow and dry in non-rainy weather and the banks have gentle slopes. Deviation of this rd is possible.

(v) From this br the main highway runs along the coast 700 m. - 1 km. away from the shore.

(vi) There are one or two more culverts (the brs mentioned above) along the stretch of rd up to river Gela. (Limit of P.W.'s knowledge) Walls flank the rd up to river Gela.

These walls are not cemented and are easily removed, thereby permitting passage of P.W. into surrounding country whose cultivation would provide good cover. There are numerous tracks leading to properties which branch off either side of the rd. Tracks are followed by P.W. to the natural surface and NW more than 5 m. wide.

(e) RD AVOLA 014136 - 009136

(i) This is a metalled rd about 5-6 m. wide allowing two-way traffic.

(ii) Walls flank both sides of the rd right up to pt 009138.

(iii) At pt 018147 there is a road crossing which is controlled by barriers.

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- (iii) On leaving the built up area of AVOLA, stone walls of about 1-2 m. high flank each side of the rd which, however, lies on the same level as the country.
- There are orchards on each side of the rd. Along the straight stretch of rd up to pt 002143 there are 4 natural nucleate tracks which branch off eastwards. These tracks allow the passage of 8 horses and carts into the orchards.
- (iii) At pt 002143 there is a fork and a 3 m. wide rd bears NW to join another rd at pt 002145.
- (iv) Immediately beyond this fork the rd crosses a small stream by means of a culvert type bridge. This is a single arch bridge of stone and cement. It is of the same width as the rd and about 2 m. long. The stream bed is very shallow and dry in non-rainy weather and the banks have gentle slopes. Deviation at this pt is possible.
- (v) From this bridge the main highway runs along the coast 700 m. - 1 km. away from the shore.
- (vi) There are one or two more culvert type bridges (mentioned above) along the stretch of rd up to river CHALISIL (limit of P.W. knowledge). Walls flank the rd up to river CHALISIL. These walls are NOT presented and are easily removed, thereby permitting passage of M.T. into surrounding country whose cultivation would provide good cover. There are numerous tracks leading to properties which branch off either side of the rd. Tracks are flanked by P.W. to be of natural surface and NOT more than 3 m. wide.
- (vi) RD AVOLA 002143 - 002158
- (i) This is a metalled rd about 5-6 m. wide allowing two-way traffic.
- (ii) Walls flank both sides of the rd right up to pt 002158.
- (iii) At pt 002157 there is a level crossing which is controlled by drop-bars.
- (iv) At pt 002158 there is a cross rd. The rd here, bearing NW, rises steeply as it nears the mountain slopes.
- Along orchards provide the only cultivation in this area and there is no irrigation system. The ground in summer is dry and fairly hard. Movement of M.T. horses country in this area would be possible by keeping to tracks but would be impeded off the tracks by the stone walls separating properties and by the trees, although these would provide good cover for dispersal. The whole area NORTH of AVOLA is situated on a plain. The mountains are fairly steep and are crossed only by main tracks.

WATER

NO

There is/drinking water in this area but it is brought by cart from AVOLA town

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TOP SECRET

113 (14)

3. AVOLA TOWN (P.W. APPELLA VINCENZO)

P.W. stated that most of the houses in AVOLA have running water and electricity. Kitchens use coal stoves.

4. Sweet water comes from fount of AVOLA near the PIUCLARELLO Caves.

Electrical energy comes from GAVE OR NDA near CASSINILE. AVOLA could be self sufficient in food stuffs; large quantities of local produce are marketed.

5. GENERAL

According to P.W. GARE, MAGE, FERLIER Corrado, the country in the AVOLA area is very hilly, only studded with trees impeding movement across country, but also providing good cover for attacking infantry.

TOP SECRET

115 B (1)

AREA AVOLA

The following are answers to a verbal questionnaire between
A.A.P.I.U. and C.S.D.I.C.

SOURCE :-

All information in this report was obtained from P.W.
AFRILE - AMORE - VERLISE. (Ref. C.S.D.I.C. Serial No. 3/XIV.)

PHOTOGRAPHS used for INTERROGATION:-

Sortie No.	M 43 B
Prints	5217 - 5217
Date	5 May 43.
Lens	56"
Height	27,000 ft.
Map	ITALY 1:25,000 Sheet 10 AVOLA Sheet 9 NORTH

LIDO AVOLA

1. What is the purpose of the white circular object in the sea?
2. Are there any underwater rocks off-shore?
3. What is the new rd from AVOLA down to the LIDO like?
 - (a) Surface (b) Verges (c) Ditches
4. What is the large building on the right before entering the town from the LIDO?
5. Where are the billeted in the town?
6. Are any troops billeted in the town area?
1. Dance floor built on platform, connected by a removable draw-bridge. Used only during the summer season. Just NORTH of the dance floor was a specially constructed bathing pool filled by the sea.
2. P.W. had been no further than the extent of the promenade (see sub. para. 3.) It is forbidden by the consular guards for anybody to proceed further than the promenade to the NORTH. Movement off the track running parallel and SOUTH of the main rd is also forbidden. (The reason given for this is that the main land is cultivated with vines which might be damaged with by holiday makers.) However, two P.W. stated that at low tide they did NOT see any rocks offshore. VERLISE said that
 - (1) He had seen a horse and cart promenade along the beach without much difficulty.
 - (2) that at low tide the sea went out approx. 10 m. but

PHOTOGRAPHS used for INTERPRETATION.

Sortie No. M 43 B
 Prints 5217 - 5277
 Date 5 May 43
 Lens 36"
 Height 27,000 ft.
 Map ITALY 1:25,000 Sheet 10 AVOLA
 Sheet 9 NOTO

A. LIDO AVOLA

1. What is the purpose of the white circular object in the sea?
 2. Are there any underwater rocks off-shore?
 3. What is the sea rd from AVOLA town to the LIDO like?
 - (a) Surface (b) Verges (c) Ditches
 4. What is the large building on the right before entering the town from the LIDO?
 5. Where are the billets in the town?
 6. Are any TPS billeted in the town area?
1. Dance floor built on pier, connected by a removable draw-bridge. Used only during the summer season. Just NORTH of the dance floor was a specially constructed bathing pool filled by the sea.
 2. P.W. had been no further than the extent of the promenade (see sub para. 3.) It is forbidden by the coastguards for anybody to proceed further than the promenade to the NORTH. Movement off the pier running parallel and SOUTH of the main rd is also forbidden. (The reason given for this is that the mainland is cultivated with vines which might be tampered with by holiday makers.) However, two P.W. stated that at low tide they did NOT see any rocks offshore. FARLISI said that
 - (1) He had seen a horse and cart proceed along the beach without much difficulty.
 - (11) that at low tide the sea went out approx. 10 m. but that in winter and during rough weather the sea often came up as far as the mainland.
 - (111) that the rise of beach was approx. 1 in 10.
 - (1V) that there is seaweed in the area.
 3. (a) The main rd from AVOLA to the LIDO is metalled and of quite good surface, but with potholes in places.
 (b) Earth verges, with an avenue of almond trees evenly spaced along either side of the rd.
 (c) There are no ditches on either side of the rd. the rd. the rd. being level with adjoining fields. 3 along each 144
 side there is a wire fence.
 Movement off the rd is possible, the olive trees affording good cover from air. In the more open areas vines are planted.
 At the exit of the rd nearest the coast, the rd opens.

NOT SECRET

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cut into a large circular cut park. Along the main road and adjoining the cut park is a promenade.

4. PERLEY was last at AVOLA in Aug. 41. He stated that the large building to the right of the rd was a block of flats. He stated that the new rd from AVOLA to the L.H. was made the width seen on air photographs, as a housing scheme was going to be adopted to build flats on either side of the rd, but owing to the outbreak of war this scheme was cancelled. Photographs show that this building has three signs painted on the roof, sign-ifying a building of ancient or historical importance. Asked whether P.W. knew if this building had any military significance, he said that during the period he was there it was used as residential flats, but could quite easily be utilized as a hospital.

5. P.W. stated that while they were in AVOLA NC 41 were billeted in the town. There are many large buildings that could be adopted to billet troops.

Queries on beaches - No information obtained.

Queries on VARELA D'AVOLA - No information obtained.

Queries on Military Activity - No information obtained.

Queries on Rly cuttings and embankments - No information obtained.

ESCAMPERIES

1. Nature of rock outcrops along escarpment.

2. Best tracks for movement.

3. Is track at 969m suitable for M.F.

4. Type of walls on top escarpment.

1. Soft, calcareous rock that is easily removed by digging.

2. When P.W. were re-interrogated with air photos, no further information was obtained other than that stated in para 1. Section A.

3. No information.

4. Walls on escarpment are loosely built with rocks from the area. The walls can easily be broken down.

TRAILS

1. Avenue of height and spacing between trees of the following:
 - (a) Olive trees

the width seen on air photographs, as a housing scheme was going to be adopted to build flats on either side of the road, but owing to the outbreak of war this scheme was cancelled.

Air photographs show that this building has three wings painted on the roof, signifying a building of ancient or historical importance. Asked whether F.N. knew if this building had any military significance, he said that during the period he was there it was used as residential flats, but could quite easily be utilized as a hospital.

5. P.W. stated that while they were in AYULA NO they were billeted in the town. There are many large buildings that could be adopted to billet troops.

Queries on beaches - No information obtained.

Queries on KARINA D'AYULA - No information obtained.

Queries on Military Activity - No information obtained.

Queries on Military cuttings and subordinates - No information obtained.

ESCAPES

1. Nature of rock outcrops along escarpment.

2. Best tracks up escarpment.

3. Is track at 9500 ft suitable for P.W.

4. Type of walls on top escarpment.

1. Soft, calcareous rock that is easily removed by digging.

2. When P.W. were re-interrogated with air photos, they gave no further information was obtained other than that stated in para 1. Section A.

3. No information.

4. Walls on escarpment are loosely built with rubble from the area. The walls can easily be broken down.

TREES

1. Average height and spacing between trees of the following:-

- (a) Olive trees
- (b) Citrus trees
- (c) Almond trees

1. (a) Approx. 4 m. high. The trees are usually cut so enable a man to walk underneath, giving room to plant cereals, etc.

Olive trees are never planted regularly but grow wild.

(b) No information.

(c) Three to three and a half metres high. Planted regularly approx 2-3 m. apart. Cereals grown in the remaining area.

WEST SUCCREY

(1)

S/NTV Apox. "A" PERSONALITIESA. SICILYPALERMO (Source BRESO)FASCISTSRAMACCIORE - Podestà.TAORMINA (D1316) (Source PIGNATO)Dr. GARIBOLDI - Segretario Politico.VIZZINI (H5740) (Source - INDOL)Tea. ALAMO - Segretario Politico.Capt. MAMMONE - MILIZIA.Dr. COSTA - Squadrista.Dr. VENTURA - " "VINGHA - Podestà.JASUOTTO - " "Anti-Fascists.BARONE LEONINO - Bandoneer, bonifactor, has done a lot for

the welfare of his native town - water

and sanitary installations.

MASCALUCIA (H2255) - (Prov. CATANIA) (Source - CORBOL)Maresciallo Maggiore - CHINCHI Francesco.MESSINA (Source CORBOL)Capt. AMENDOLA Ferdinando.LICATA (G9433) (Source - CAIRUSA)QUZZO - Segretario PoliticoSAPIO - Podestà.MURSKA (Source - DI GIROLAMO)SPANO - Podestà.SALEMI (Prov. TRAPANI) (20414) (Source - PALERMO)LEPESSE - Podestà.GIULIOA MARE (C7853) (Prov. MESSINA) (Source LINA)MARCONI - Podestà.MILIDA (C7875) (Prov. CALTANISSETTA) (Source - NOLA)AMARILLO Salvatore - Podestà.QUIGLI (H5179) (Prov. MESSINA) (Source - PIZZI)BRUNELLA - Podestà.SARDINIA

Dr. CARIPOLI - Segretario Politico.

VIZZANI (M5750) (Source - IDOLO)
 Ten. ADAMO - Segretario Politico.
 Capt. MAZZONI - MILIZIA.
 Dr. COSTA - Squadrista.
 Dr. VENTURA - "
 VIGGHA - Podesta.
 JABUOTTO - "

Anti-Fascista.
 BARONE LAUDIANO - Bandwagon, benefactor, has done a lot for the welfare of his native town - (water and sanitary installations).
 MASCALUCIA (H0284) - (Prov. CAPANIA) (Source - CONSOLE)
 Maresciallo Maggiore - CHINGHI Francesco.

MESSINA (Source CONSOLE)
 Capt. AMENDOLA Ferdinando.
 LICATA (G9433) (Source - CANNIBA)
 GUZZO - Segretario Politico
 SAPIO - Podesta.

MARELLA (Source - DI GIGLIANO)
 SPANE - Podesta.

SALEMI (Prov. TRAPANI) (A941A) (Source - PALEMO)
 LOPEPPE - Podesta.

GICCIOLA MARIA (G7083) (Prov. MESSINA) (Source LUNA)
 FARNESI FORZANI - Podesta.

MILERA (G7675) (Prov. CALTANISSETTA) (Source - NOLA)
 ANTONELLA Salvatore - Podesta.

SCICLI (M8399) (Prov. BAGHERA) (Source - FIORE)
 BATTALIA - Podesta.

SARINIA

ORISTANO (Source - PISANI)
 ANNI-VASCLETS

PIRELLI GIOVANNI - Castellone.
 Dr. UFF. SANABARMA GIO. FRANCESCO PIAZZA RIMONORA D'ARAGONA.
 AVV. CARSONI DON MILVIO, VIL. SAN MARTINO.
 AVV. IEROLAMA SILVIO, VIL. DITTA.

PORTO TORRES (Prov. BASSARI) (Source - MADDENU)

BAZZONI - Podesta.
 SAUA ANTONIO - Segretario Politico.

SAN GIOVANNI A TERTUCIO (Prov. NAPOLI) (Source - IMPROTA)
 BORZILLO - Segretario Politico.

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SECRET

C. ITALY

NAPOLI (Source - COMMOVA)

Capt. MACIARINI LUDOVICO

Maresciallo Maggiore - BOSSONE GUIDO

CATANZARO (CALABRIA) (Source - TEBRECO)

MANZONI RICHIE - Segretario Federale

PATRISTO GUGLIELMO - Podesta

COLONNELLO TAMBUCCI - O.C. G.G.P.F. Bn.

PAIMI (Prov. REGGIO CALABRIA) (Source - SATTIOTTI)

SAGALA - Podesta

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CATANZARO (CALABRIA) (Source - TRINCO)
MANZONI STUBBS - Department of Defense
PATRICKSTON Guglielmo - Podesta
COLEMANILLO TAMELLO - D.C. G.S.P.F. En.
PALMI (Prov. RIMICIO CALABRIA) (Source - SAFIOTTI)
BAGALA - Podesta

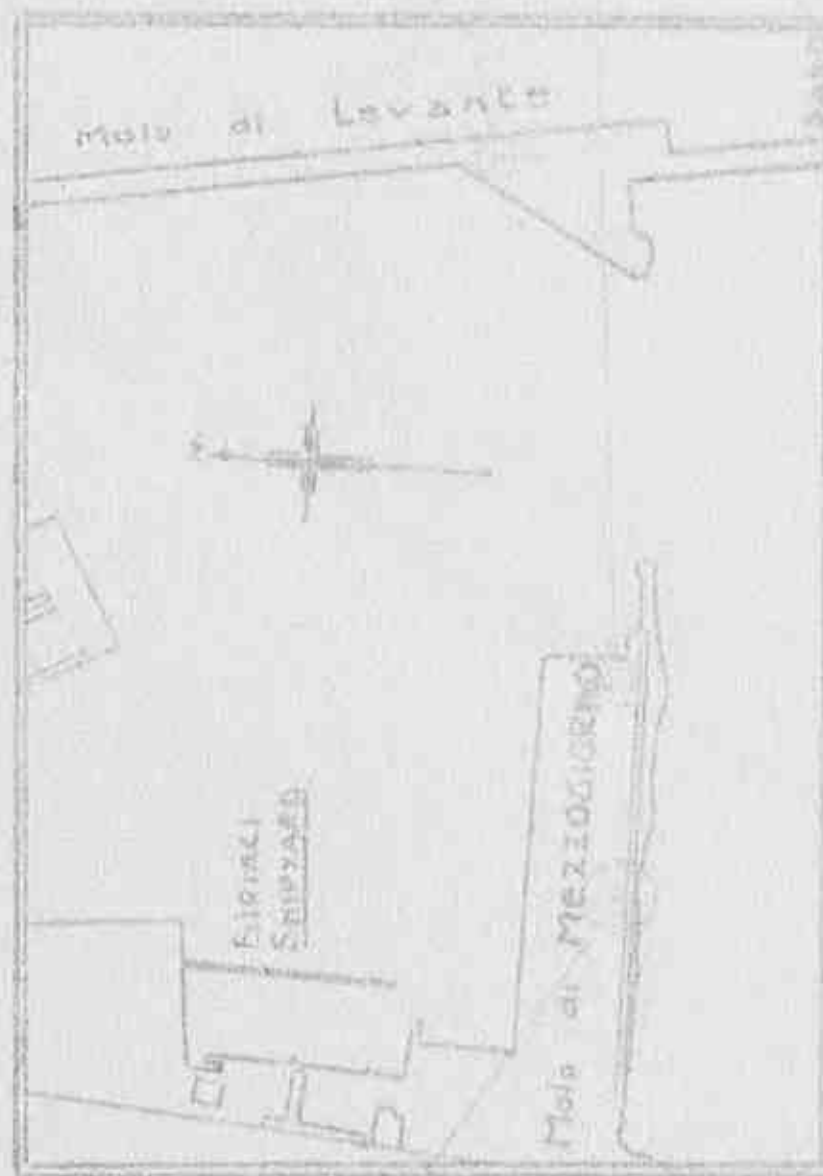
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785015

SKETCH No. 1

ENTRANCE TO

CATANIA HARBOUR



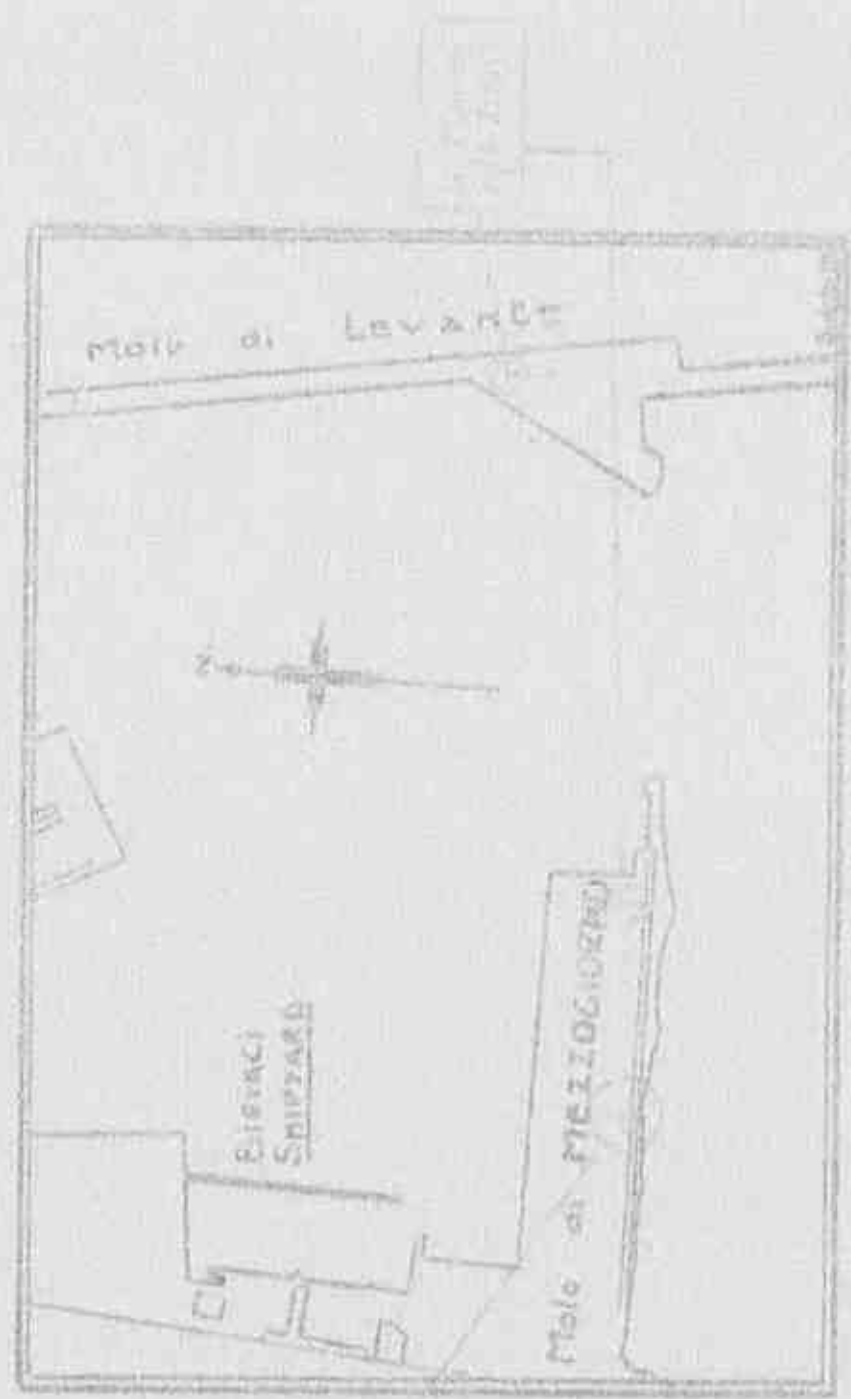
Scale: 1/2000

1006

Declassified E.O. 12356 Section 3.3/NND No. 785015

CHART NO. 1101

ENTRANCE TO CATANIA HARBOUR



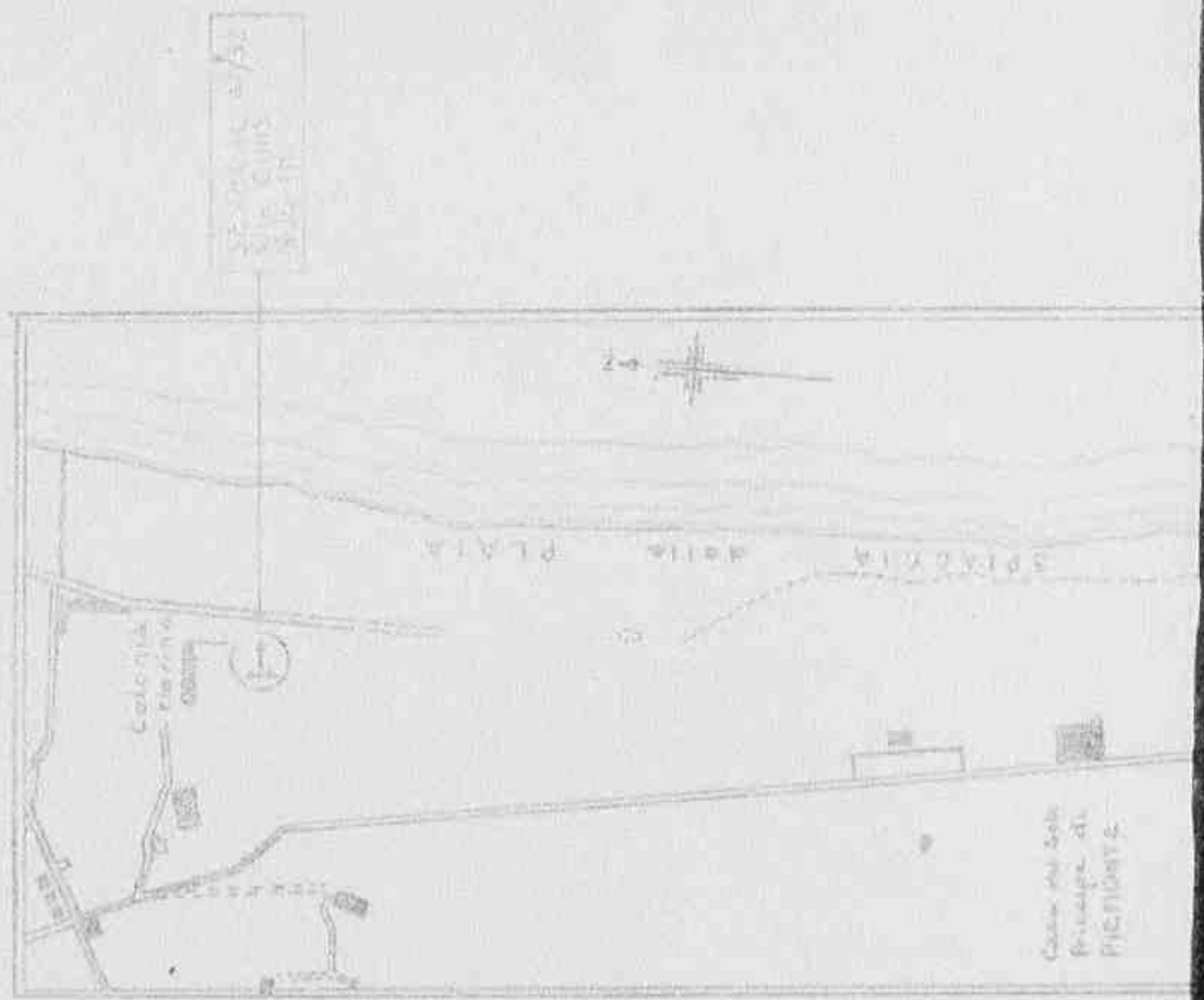
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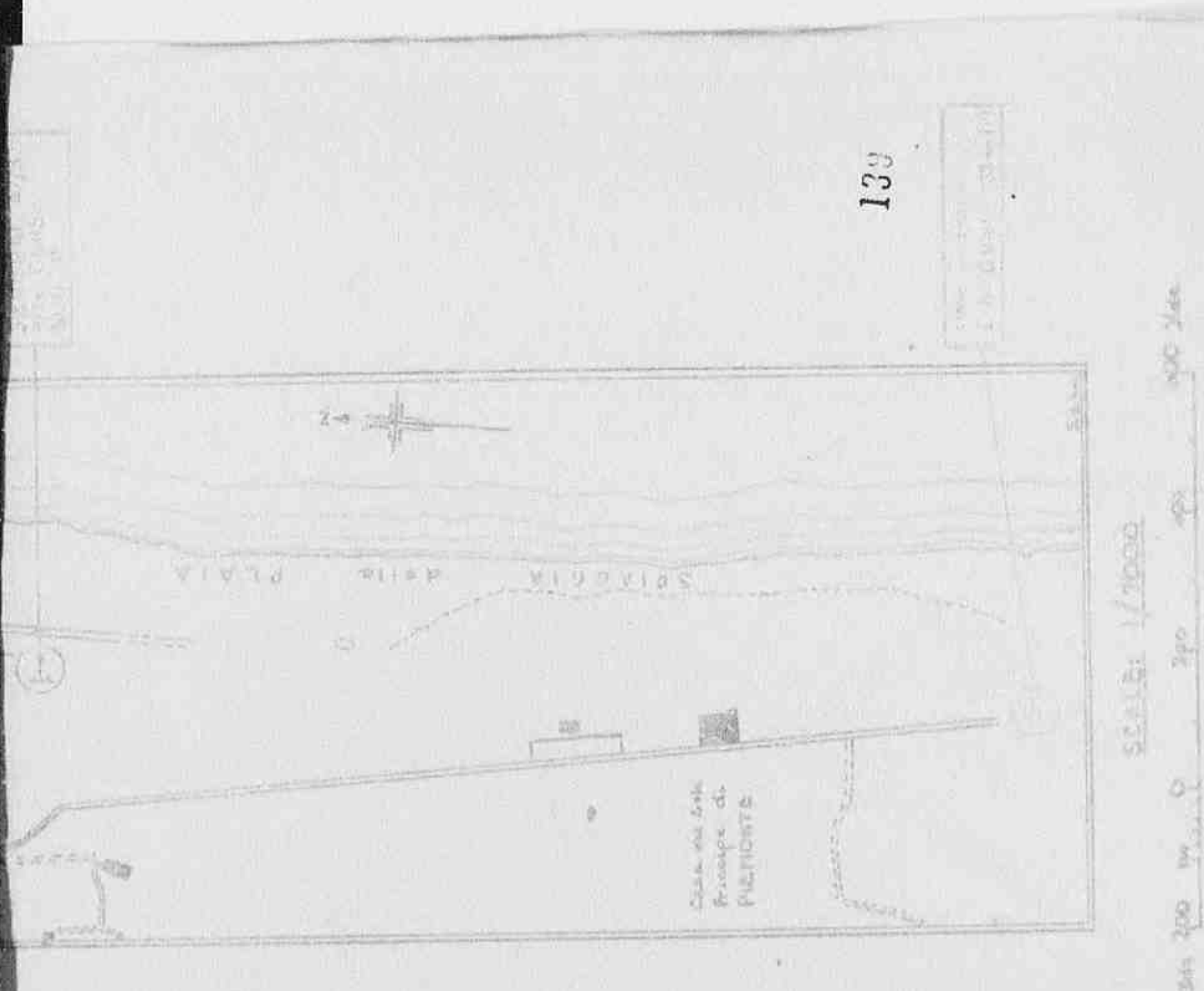
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Report Serial No. 8/XIII

This report deals mainly with purely military, i.e. as opposed to topographical, intelligence. It contains information obtained from P.W. on the following:-

99. MILITARY DISPOSITIONS, ACTIVITIES etc in AREA SALEMI (A9414) - SANTA NINFA (B0109) - VITA (A9519)

99. ANTI-PARATROOP UNITS (WHICHESI ANTI-PARAGAD-UTISTI) in the PALERMO AREA.

At Appx. "A" will be found answers to verbal questions, between C.S.D.I.C. and A.A.P.I.U. on area PACHINO.

R. P. F. Edwards
R. P. F. EDWARDS

Lt. Col.

Comdt., OSDIC, MS.

98. MILITARY DISPOSITIONS, ACTIVITY etc in AREA
SALEMI (A9414) - SANTA NINFA (B0109) -
VITA (A9519)

99. ANTI-PARATHROOP UNITS ("NUCLEI ANTI-PARACAD-
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on area PACHINO.

R. P. F. Edwards

R. P. F. EDWARDS

Lt. Col.

Comdt., CSBIC, MS.

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MILITARY ACTIVITY, DISPOSITIONS IN GALENT (A9414) - S. ATANIL
(E0109) - VITA (A9519) /res

(M.R. 1:100,000 ITALY Sheet 257 (CASTELVETRANO))

1. SOURCE -

P.R. TAUS, DEJAN and BEZEK, three slovenes, enlisted in the Italian army in 1940 much against their will. The first two deserted and the third was captured, all near ADEL. Their information which can be considered perfect, reliable is enthusiastically given, as they all like the Italians and have volunteered for the free Yugoslav Forces.

2. HISTORY and MOVEMENTS

TAUS and DEJAN - served in 151 Inf Regt (SABAHARI Div) at TRIESTE from 18 Mar 40 until their Div was posted to YUGOSLAVIA in May 40 when they, with all the other slovene elements from the Div, were posted to Depot, 5 Inf Regt (ACOTA Div) at TRAPANI. At this time there were some 600-800 slovenes at the Depot. These were posted to all Divs in SICILY as reinforcements. These two P.M. were posted, after two months at TRAPANI, to 5 Inf Regt support Tp (65/17) stationed at SALAMI. The regimental support Tp was later changed to an A/Tk Coy and in Oct 42 were posted, en bloc, to 50 Arty Regt (SPEZIA) in AFRICA, where, after several attempts, they contrived to get themselves left behind near Widi AK RT.

BEZEK - joined up on 28 Jan 41, was sent direct to Depot 5 Inf Regt. After a fortnight he was posted to Depot 8 Inf Regt at PALERMO (CANGILOGGI Barracks) where he stayed for three months when he was posted to 1 Bn 6 Inf Regt at SANTAMINEA. On 12 Jan 43 he went to 35 Inf Regt (PISTOIA) at CATANZARO and came to AFRICA with this Regt in Nov 43.

3. ACOTA DIV (May 40-Oct 42.)

(a) General - At the time P. C. belonged to this formation it was purely a "draft-finding" formation for the African front, and consequently any order or battle information they know is now quite out of date, especially as locations of the various units used actually to change fairly frequently.

Italian slovenes

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2. HISTORY AND MOVEMENTS

TAUS and DEJAN - served in 151 Inf Regt (SABUARI Div) at TRIPESWE from 18 Mar 40 until their Div was posted to YUGOSLAVIA in May 40 when they, with all the other Slovene elements from the Div, were posted to Depot, 5 Inf Regt (AGOTA Div) at TRAPANI. At this time there were some 600-900 Slovenes at the Depot, these were posted to all Divs in SICILY as reinforcements. These two P.W.s were posted, after two months at TRAPANI, to 5 Inf Regt support LP (55/17) stationed at SALEMI. The regimental Support Tp was later changed to an A/Tk Coy and in Oct 42 were posted, en bloc, to 20 Arty Regt (SPALLIA) in AFRICA, where, after several attempts, they contrived to get themselves left behind near Medi AKRIT.

BEZEK - joined up on 25 Jan 41, was sent direct to Depot 5 Inf Regt. After a fortnight he was posted to Depot 6 Inf Regt at PALERMO (CANGIUSI barracks) where he stayed for three months when he was posted to 1 Bn 6 Inf Regt at SANTANINIA. On 12 Jan 42 he went to 38 Inf Regt (PISTOIA) at CATANZARO and came to AFRICA with this regt in Nov 42.

3. AGOTA DIV (May 40-Oct 42)

(a) General - At the time P. belonged to this formation it was purely a "draft-finding" formation for the African front, and consequently any order of battle information they know is now quite out of date, especially as locations of the various units used normally to change fairly frequently.

(c) Training - Anti-invasion exercises. The only serious training done by this Div, apart from routine weapon training, consisted of frequent anti-invasion exercises. These were carried out one of these exercises every week, lasting usually half a day and confined only to taking up defence positions. Regimental exercises were on a larger scale and divisional manoeuvres carried out about twice a year, lasting about three days. As far as P.W. knows there was never an exercise on a sufficiently large scale to involve the whole island.

Divisional schemes (the only ones involving the use of "enemy") usually consisted of a march to the coast between V. (Bela) and TRAPANI, then as soon as the enemy "showed" (they never actually disembarked, but assembled on a beach) a withdrawal was carried out to the line of hills from (Bela) to CATANZARO.

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P.W. ... in view of the repeated exercises and the ... of the coast at ... and ... that ... ever the intention to do more than delay an enemy ... on that part of the coast. At the same time ... ever saw any defence works on the hills which ... supposed to form their main line of resistance. It appeared to P.W. that these manoeuvres had invariably been "called off" before there was any possibility of any constructive lessons being learnt. The general opinion was that had an enemy really landed at that time the battle would have been short, the more so as there were some 800-900 Slovenes in the Div who had suffered at the hands of the Italians and whose sole ambition was to join the ... in YUGOSLAVIA.

(c) Duties - All roads in the vicinity were guarded at night by ... each covering 5 km stretches. Check-posts at the exits to the villages and towns were manned night and day when all civil cars and personnel had to produce identity cards. Except in the ... and ... areas, there were no road blocks.

All hrs were guarded day and night by Blackshirt Militia, these too demanded identity cards.

Every 24 hours an antipersonnel piquet was mounted (this was purely a regimental organisation and NOT a NUCLEO ANTIPERSONNEL). The piquet consisted of about 15 men armed with rifles, 2 L.M.G.'s and one H.M.G.

Tension at the ... was running high and the piquet was frequently called out on wild goose chases. It was at the time that Sicilian saboteurs were active and the blow-up of a ... on the ... route at the end of 1940 was put down to local fifth column. P.W. DEAN on one occasion saw a real NUCLEO ANTIPERSONNEL, these consisted of about 60 men in 4 light lorries armed with rifles and L.M.G.'s.

(d) ... For transport the Div relied mainly on mules of which it had a considerable number. There were in 5 Inf Regt only 10 light trucks used principally for rations.

Towards the end of 1940 about 100 omnibuses of the FALSMO Transport Company were requisitioned and taken on the strength of the Div. These were intended to convey tea rapidly to their defensive positions but were never used in schemes owing to shortage of petrol. These buses each held about 25 fully equipped men or the equivalent in stores, A/TX guns

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believed off before there was any possibility of any concrete intentions being learnt. The general opinion was that had an enemy really landed at that time the battle would have been short, the more so as there were some 500-600 Slovenes in the Div who had suffered at the hands of the Italians and whose sole ambition was to join the CHEKNIKS in YUGOSLAVIA.

(c) Duties - All roads in the vicinity were guarded at night by patrols each covering 3 kms stretches. Check-posts at the exits to the villages and towns were manned night and day when all civil cars and personnel had to produce identity cards. Except in the M. B. AREA and TRAPANI areas, there were no road blocks.

All hrs were guarded day and night by Blackshirts Militia, these too demanded identity cards.

Every 24 hours an antiaircraft piquet was mounted (this was purely a regimental organisation and NOT a NUCLEO ANTIFACILITARIO). The patrol consisted of about 15 men armed with rifles, 2 L.M.G.s and one H.M.G.

Tension at the piquet was running high and the piquet was frequently called out on wild goose chases. It was at the time that Sicilian saboteurs were active and the blowing-up of a fly or on the MESSINA-PALERMO route at the end of 1940 was put down to local fifth column. P.W. DEAN on one occasion saw a real NUCLEO ANTIFACILITARIO, these consisted of about 60 men in 2 light lorries armed with rifles and L.M.G's.

(d) M.T. - For transport the Div relied mainly on mules of which it had a considerable number. There were in 3 Inf Regt only 10 light trucks used principally for rations.

Towards the end of 1940 about 120 omnibuses of the PALERMO Transport Company were requisitioned and taken on the strength of the Div. These were intended to convey troops rapidly to their defensive positions but were never used in schemes owing to shortage of petrol. These buses each held about 25 fully equipped men or the equivalent in stores, A/Tk guns etc.

Autocentre whose garages were under construction near CANTICINI (5415) had 60 heavy diesel lorries with trailers. P.W. did NOT think these were under command of the Div (for details of these buildings, see para (6.) MILITARY CONSTRUCTIONS)

(e) Tanks - At the end of 1940 P.W. saw about 30 M.35 tanks parked and camouflaged by the side of roads in the VITA (9519) area. These tanks stayed there about a month and then left. P.W. had heard that they belonged to the GENTURO Div. On their divisional anti-invasion schemes a few (3 or 4)

C.V. 3 tanks were attached to the Div and a similar number to the "invading" troops. P.W. did NOT on any occasion see any large number of these.

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5. DUMPS and STORES

6 Inf Regt Ration Stores were situated in the middle of S. NINFA (B0108). A house 250 m. from S. NINFA station on the rd into the village was thought to be the regimental amn dump.

5 Inf Regt amn dump was believed to be in a building in the area 945138. This house had a guard on it and was surrounded by barbed wire.

There was a petrol dump in area 946154. This was probably a P.S.P. 60-70. 44-gallon drums were stored in the area 946154.

6. MILITARY CONSTRUCTIONS

For some time tps were billeted in houses, stables, barns and in four churches desanctified for the purpose in SALEM and three churches in S. NINFA.

Military huts were then constructed, five or six in the area 946154, a few at 953148, ten at 9215. Large numbers of huts capable of accommodating two bns were built at 005086 and 008086.

Three large garages were under construction in the area 946154. These were for the use of the 12 Autocentro. Built of concrete, each garage was about 40 m. long, 18 m. wide and 6-7 m. high and could accommodate 20 large vehicles. There is a field hospital at 965200.

7. ROAD CONSTRUCTION

The increase in traffic at SALEM has made it necessary to by-pass the village. Two roads were under construction when P.W. left the area, one from 978129 to about 940134 passing over the hill towards ULM (9216). Both these roads are metalled but NOT asphalted; the surface is said to be in very good condition. * and the other from 947147

8. RAILWAY CONSTRUCTION

A branch railway from the main line at STAZIONE SALEM (0012) has been begun. Stations have already been built at SALEM and VITA; but in Oct 42 owing to shortage of metal NO rails had been put down. The proposed line passes under the SALEM-VITA rd at about 949178 through a single arch stone br.

by barbed wire.
There was a petrol dump in area 946154. This was probably a P.S.P. 60-70. 44-gallon drums were stored in the area 946154.

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Military huts were then constructed, five or six in the area 946154, a few at 953145, ten at 9215. Large numbers of huts capable of accommodating two tps were built at 005086 and 008036.

Three large garages were under construction in the area 946154. These were for the use of the 12 Autocentros. Built of concrete, each garage was about 40 m. long, 18 m. wide and 6-7 m. high and could accommodate 80 large vehicles. There is a field hospital at 965200.

7. ROAD CONSTRUCTION

The increase in traffic at SALEM has made it necessary to by-pass the village. Two roads were under construction when P.W. left the area, one from 978129 to about 940134 passing over the hill towards UIMI (9216). Both these roads are metalled but NOT asphalted; the surface is said to be in very good condition. * and the other from 947147

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9. GERM

P.W. only saw German tps at TRAPANI; these were believed to belong to the G.A.F.

X 4. ARMoured TRAINS

P.W. DEJAN frequently saw on the line between BALESTRATE (81239) and CASTELLANARE (80136) an armoured train consisting of 3 or 4 trucks mounted with large calibre naval guns and manned by naval personnel. This train always had steam up. P.W. DEJAN saw, at SPERRACAVALLO (83656) rly stn, an armoured train composed of 3 or 4 long 8 wheeled trucks two of which mounted a turret of 2 naval guns. At one end of these trucks was A.A. LM G. and the arm was stores at the other end.

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WEST REPORT

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ANTI-PARATROOP UNITS IN THE PALERMO AREASOURCE:-

P.W. RIMMALDO a 33 year old former from CATTAGIRONE. He is pro-ally, and his information can be considered reliable. P.W. was last in a N.A.P. in the area described, in May 42.

MUSKEX ANTI-PARACADUPTIST (N.A.P.)1. FORMATION

All N.A.P. in the area PALERMO are formed at the Depot of 6 Inf Regt (near BALICHO airfield). This Depot had two distinct tasks:

- (a) To supply and train soldiers for the Legt
- (b) To supply men for the N.A.P.

6 Inf Regt had first priority in recruits. When its demands had been met, the fittest from among those remaining at the Depot were selected, given an elementary training, and sent to N.A.P. centres (MUSKEX) where they received further instruction in the handling of the weapons allotted.

2. Training

At N.A.P. Centres, the training was continuous, occupying the whole morning and some hours in the afternoon. It was divided into

- (a) Weapon training
- (b) Route marches
- (c) Fieldcraft
- (d) Lectures by C.O. Centre on paratroop and anti-paratroop tactics.

3. Organisation

P.W. belonged to 151 N.A.P.

Each Centre consists of 40 men under command of a 1st Lt. Apparently these Centres are organised in Groups under the command of a Capt. or Major. P.W. states that a Capt often came to inspect the Centre. These Groups are organised into Zones, commanded by a 2nd Lt. in the Carabinieri.

Each Centre is allotted an area to defend. The size of the area varies according to the nature of the ground on

NUCLEI ANTI-PARACADUTISTI (N.A.P.)

1. Formation

All N.A.P. in the area PALERMO are formed at the Depot of 1 Inf Regt (near Bologneta) 101. This Depot had two distinct tasks:

- (a) To supply and train soldiers for the Regt
- (b) To supply men for the N.A.P.

1 Inf Regt had first priority for recruits. When its demands had been met, the Platoon from among those remaining at the Depot were selected, given an elementary training, and sent to N.A.P. centres (NUCLEI) where they received further instruction in the handling of the weapons allotted.

2. Training

At N.A.P. Centres, the training was continuous, occupying the whole morning and some hours in the afternoon. It was divided into:

- (a) Weapon training
- (b) Route marches
- (c) Fieldcraft
- (d) Lectures by O.C. Centre on paratroop and anti-paratroop tactics.

3. Organisation

P.W. belonged to 511 N.A.P.

Each Centre consists of 40 men under command of a Nucleo. Apparently these Centres are organised in Groups under the command of a Capt. or Major. P.W. states that a Capt often came to inspect the Centre. These Groups are organised into Zones, commanded by a Col. in the Carabinieri.

Each Centre is allotted an area in defence. The size of the area varies according to the nature of the ground and the importance of the object to be defended. The limits of the area covered by the P.W's N.A.P. were as follows:

NORTH	-	MISILMERI (5237)
WEST	-	Halfway between Bologneta (5230) and S. CRISTINA GELA (4732)
SW	-	MARINCO (4825)
SOUTH	-	CRISTINA GELA (5234) and VILLAFRATTA (5235)
EAST	-	CRISTINA GELA (5235)

i.e. an area of approx. 14 sq. kms.

P.W. was unable exactly to state the extent of PALERMO ZONE, but he knew that it extended SOUTH as far as CALTANISSETTA, where an N.A.P. of 1 Inf Regt Depot was being formed in Dec. 1961.

For operational purposes a Centre is completely independent and responsible for its own area. It is subdivided into

133

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two sections of 12-15 men, under the command of a Sgt or Sgt-Major with one or two junior N.C.O.'s, and an HQ section, including cooks, drivers, sappers, and L/T operators.

4.

Armament

Each man equipped with a rifle and four hand grenades. The Centre was equipped with 4 L.M.G (Bren Gun.) and six or more flame-throwers. P.W. states that his Centre had several thousand rounds of amm stored in the Command Post.

The Centre had its own L/T cable and also a sumpshere. These were also supposed to be a certain number of Sub-machine guns (Kucila Mitra) issued to the N.C.O's and to one or more ptes per section, but by May 42 these had NOT been received.

5.

Transport

No. 351 M.A.P. had two lorries at its disposal. P.W. could NOT specify the type of lorry, but said that by means of these lorries it was possible to move the entire centre with full armament.

The O.C. Centre had a M/C.

6.

PRIME METHODS - ANTI-PARATROOP

(i) One of the two sections used to go out on patrol every night. This patrol was detailed by the O.C. Centre, and was allotted a certain area to watch. This area was large enough to make it necessary for the patrol to march almost continuously throughout the hours of darkness. "Rest points" were selected in advance by the N.C.O. i/c Patrol; these rest points were selected so as to give a good field of view over the surrounding countryside.

(ii) The patrol had to report at certain times at various points to meet any runners who might be sent out by the O.C. Centre.

(iii) The patrol split up into two sub-sections. These two sub-sections advanced in the same direction, approx. 1 Km. apart. Contact was maintained by means of runners, but P.W. states that if one of these sub-sections lost contact with the other, it was customary to fire one round from each as a signal. This means of contact was unofficial, but was permitted by the O.C. Centre. P.W. further asserted

six or more flame-throwers. P.W. states that his Centre had several thousand rounds of ammo stored in the Command Post.

The Centre had its own L/T cable and also a semaphore. These were also supposed to be a certain number of Sub-machine guns (Focile Mitra) issued to the N.C.O.'s and to one or more ptes per section, but by May 42 these had NOT been received.

Transport

No. 351 M.A.P. had two lorries at its disposal. P.W. could NOT specify the type of lorry, but said that by means of these lorries it was possible to move the entire centre with full armament.

The O.C. Centre had a M/G.

ENEMY METHODS - ANTI-PARATROOP

(i) One of the two sections used to go out on patrol every night. This patrol was detailed by the O.C. Centre, and was allotted a certain area to watch. This area was large enough to make it necessary for the patrol to march almost continuously throughout the hours of darkness. "Rest points" were selected in advance by the N.C.O. i/o Patrol; these rest points were selected so as to give a good field of view over the surrounding countryside.

(ii) The patrol had to report at certain times at various points to meet any runners who might be sent out by the O.C. Centre.

(iii) The patrol split up into two sub-sections. These two sub-sections advanced in the same direction, approx. 1 Km. apart. Contact was maintained by means of runners, but P.W. states that if one of these sub-sections lost contact with the other, it was customary to fire one round from each as a signal. This means of contact was unofficial, but was permitted by the O.C. Centre. P.W. further asserted that many other M.A.P. patrols used this method, and therefore that two shots fired in the middle of the night would NOT be taken as a sign of an alarm.

(iv) Patrols from one Centre had NO contact with those of another Centre, and, so far as P.W. knew, O.C. Centres did NOT consult with each other on the sending out of patrols.

(v) Patrols set out at sunset, returned at sunrise.

(vi) The patrol/on setting out received the following orders

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- (a) The patrol was to march all night, departing at a certain point at a certain time
- (b) It must be particularly alert in the early hours of the morning, as this was the most likely time for paratroops to be dropped.
- (c) NO action was to be taken against anything dropped by a plane while it was still in the air.
- (d) Fire was to be opened on paratroops immediately they touched the ground. If these were NOT more than two in number, the patrol should NOT open fire, but attempt to take them prisoner.
- (e) On seeing paratroops-landing a patrol must
 - (i) Fire THREE RED FLARES
 - (ii) Send a runner with all possible details to the Command Post.
- (f) Any patrol which saw three red flares fired was immediately to fire its own three red flares, so as to communicate the alarm to a wide area.
- (g) As soon as the alarm was given, the patrol was to engage the paratroops (see (d) above).
- (h) Neighbouring patrols were to run to the help of the attacked patrol if they were sufficiently close to be able to render assistance otherwise it had to report back to the Centre, unless it had received special orders to wait at a particular point for reinforcements.
- (i) On an air-raid warning being sounded the patrol had to stop at the nearest rendez-vous point and wait for orders from the C.O. Centre.
- (j) Two red flares subsequent to the first three meant "send reinforcements".
- (k) One white flare meant "danger Past".
- (vii) On an air-raid warning being given, the remainder of the Centre prepared for action, i.e. loaded the M.G's, flame-throwers and ran on to trucks and waited for the paratroop alarm.
- (viii) As soon as the alarm was given the trucks had to rush to the place of landing and engage the paratroops, eventually in collaboration with other troops in the area.

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- by a plane while it was still in the air.
- (d) Wire was to be opened on paratroops immediately they touched the ground. If these were NOT more than two in number, the patrol should NOT open fire, but attempt to take them prisoner.
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 - (ii) Send a runner with all possible details to the Command Post.
- (f) Any patrol which saw three red flares fired was immediately to fire its own three red flares, so as to communicate the alarm to a wide area.
- (g) As soon as the alarm was given, the patrol was to engage the paratroops (as a (d) above).
- (h) Neighbouring patrols were to run to the help of the attacked patrol if they were sufficiently close to be able to render assistance otherwise it had to report back to the Centre, unless it had received special orders to wait at a particular point for reinforcements.
- (i) On an air-raid warning being sounded the patrol had to stop at the nearest rendezvous point and wait for orders from the D.C. Centre.
- (j) Two red flares subsequent to the first three meant "second reinforcements".
- (k) One white flare meant "Danger Past".
- (vii) On an air-raid warning being given, the remainder of the Centre prepared for action, i.e. loaded the M.G's, flame-throwers and ran on to trucks and waited for the paratroop alarm.
- (viii) As soon as the alarm was given the trucks had to rush to the place of landing and engage the paratroops, eventually in collaboration with other troops in the area.

7. EQUIPMENT AND ARMAMENT

Anti-paratroop patrols were equipped as follows:-

Normal uniform; blanket, warboote, haversack. The haversack contained - 72 rounds of amm, 4 hand grenades, field dressing and hard ration for 3 days.

Each man carried -

- (a) Rifle, with bayonet fixed
- (b) 36 rounds in pouches
- (c) A box of amm containing 200 rounds for the L.M.O.
- (d) Gas Mask.

The sub-section commander carried a rifle and a flame-thrower. (P.W. states that in his sub-section only the

785015

NOTE: SECRET

* 99 (iv)

The sub-section commander carried a rifle and a flame-thrower. (P.W. states that in his sub-section only the M.C.O. was competent to handle this weapon. He himself had not been trained to use it.)

The whole patrol had two L.M.O's, one carried in each sub-section.

Each sub-section carried one very-light pistol.

INTERCOMMUNICATION

(i) Communication between O.C. Centre and patrol was by runner, or in case of emergency by flares, as described above.

(ii) Centre was connected by I/T of the Cerabinieri, and with the parent HQ.

(iii) There was NO allotment of R/T.

ALARM for APPROACHING AIRCRAFT

This alarm was given by the D.I. 3 A.T. sections working with sound detectors. One of the latter was always located near a H.A.P.

The D.I. 3 A.T. would normally give the alarm to the Cerabinieri station, which would transmit it on to the O.C.N.A.P. Centre.

CIVIL POPULATION

P.W. stated that the O.C. Centre was supposed eventually to mobilise the civilian population to take measures against paratroops, but up to the end of 1941 no such practice in civilian mobilisation had been carried out.

P.W. was NOT able to give any satisfactory answer as to how such mobilisation would be carried out. He remembered that two villages had once reported to the O.C. Centre the presence of suspicious aircraft. P.W.'s opinion was that during the civil population, apart from a few strongly pro-Fascist elements, no-one would join in the fight against paratroops. He thought they would look for shelter and await the development of the fight.

LOCATIONS

(a) 351 N.A.P. was quartered in

785015

Each sub-section carried one very light pistol.

INTERCOMMUNICATION

- (i) Communication between O.C. Centre and patrol was by runner, or in case of emergency by flares, as described above.
- (ii) Centre was connected by L/T with the Carabinieri of the Carabinieri, and with the parent HQ.
- (iii) There was no allocation of W/T.

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The D.I.C.A.T. would normally give the alert to the Carabinieri station, which would transmit it on to the O.C.N.A.P. Centre.

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LOCATIONS

- (a) 351 N.A.P. was quartered in BOGNETTA.
 - (b) Two other N.A.P. were quartered in PIANA DEI GRECI and CORLEONE respectively.
 - (c) P.W. had heard that other such units were in process of formation at MIELINERI and CALTANISSETTA.
- All these N.A.P. were drawn from the Depot of 6 Inf Regt.

GENERAL

Up to May 42 there were no paratroop alarms. During air-raid alarms the Centre stood-to with the M.T. ready to move. P.W. stated that on these occasions, in spite of practices, it always took about 20 minutes before the section was ready to move. Practice deployments had also been made, and in the darkness the unloading of the trucks and the preparing of the section for action might

0271

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20 (m)

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- (b) The basis of the report is the information received from the source who provided the information. The source is a person who has been identified as a source of information and is being provided to you for your information.
- (c) The basis of the report is the information received from the source who provided the information. The source is a person who has been identified as a source of information and is being provided to you for your information.
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130

is a member of the staff of the
and worked with them for a long time. In the summer of
1954, when Eisenhower was still president, he was in
London.

(4) The name of the observation service which was
located in the O.D. Center did not in any way reflect a connection
with the service.

785015

MOST SECRET

(1)

S/IIII/APPX. "A".

ARRA PACHINO

The following are answers to a verbal questionnaire between
A.A.P.I.U. and C.S.D.I.C.

SOURCE:-

All information in this report was obtained from P.W. ARUTA
(Ref: C.S.D.I.C. Serial No. S/VII.)

Photographs used for Interrogation:-

Sortie No. M 159 B.
Date 3 Jun 43.
Lens F/L 20".
Height 200 ft.
Locality

PORTOPALO (012880) via second class rd to
MAUCINI (956833) and PACHINO along the coast
to VENDICARI (930013)

Mosaic
Map

C.D.E.

ITALY 1:100,000 Sheet 277 HOTO.

1. Nature of the rock outcrop between M.R's 000880 and 890970.

P.W. stated that the rock was characteristic to the island, being of fairly hard of various nature. The irregular rock outcrop is intersected by low walls approx. 1m high, which are constructed of rocks from the area. The walls are not cemented, but are loosely built up and could be easily cleared. The levelling of the area would be difficult and unsatisfactory. Patches of cultivation are seen in places where cereals are grown.

2. Nature of the dune consolidation

P.W. only knew one of these areas, situated between the Salt Marsh and pens and the coast at approx. 005900.

He said that the sand on top was soft and loose. Quick growing creeping grass was grown in strips to consolidate the sand and that in places vines were grown.

He said that by digging you came to firm, wet sand. A horse and cart with a load of half a ton could easily cross the sand without sinking in.

Asked whether he thought the area could be cleared or levelled, his answer was yes, but could not say what the result would be.

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(Ref. C.S.D.I.C. Serial No. S/VII.)

Photographs used for Interrogation:-

Sortie No.	M 159 B
Date	3 Jun 43.
Lens	F/L 20"
Height	200 ft.
Locality	PORTOPALO (032480) via second clare rd to MAUCINI (955835) and PACHINO along the coast to VEDICARI (930013)
Mosaic	C.D.E.
Map	ITALY 1:100,000 Sheet 277 NOTO.

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Asked whether he thought the area could be cleared or levelled, his answer was yes, but could not say what the result would be.

3. Details of cultivated area between PACHINO and the rock outcrop area (para 1.)

(a) Nature of the soil	- Heavy loam. In winter the ground tends to hold moisture. In summer the ground becomes hard and cracks. Approx. 1 m. high, built by loose stones collected from the surrounding area.
(b) Walls	- Cactus growing about 2 m. high are the only form of hedge seen in PACHINO area.
(c) Hedges	- Mostly cereals. Grass is seldom sown.
(d) Crops	- Mainly olive trees.
(e) Trees	-

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(11)

MOST SECRET

4. Query on the isolated circular rock outcrops seen on air photos

Asked whether he could explain what these objects were, P.W. stated that they were piles of stones cleared from fields for cultivation. The piles of stones were symmetrically built, usually round, oval or square. They could be easily cleared again for the purpose of levelling the area.

DETAIL

PRINT NO

M.R.

014887 0032
010394 0037
005906 0041
0042

5.

- (a) The rocky coastline could be climbed in place but difficult.

- (b) Salt pans are flooded by an inlet from the sea. The sea water is left to evaporate and the salt is collected and heaped into mounds along the banks of the pans. If the evaporation is slow, wind mills are used to drain the water from one pan to another to accelerate the process of saline crystallisation.

- (c) Wall across wadi is broken in the (approx 10-15 m.) This confirmed by photographs 001922 0047

- (d) PACWANA sewage exit into the sea 002928 0049

- (e) An old powder house (arsenal) 002930 0049

- (f) MARZAMBI The single story building to the right of the rd entering the village was the coastguard house. 000948 0056

Long building in the centre of the village is a fish cannery.

The sea front wall is approx 3 m. high on the seaward side and about 2 m. high on the side of the town. There is an exit between the wall and group of houses at approx.

The continuation of the wall NORTH of the village is much

0057

59989488

(Ref) ITALY 1-25 000

- (e) The rocky coastline could be climbed in place but difficult. 0032
0037
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0042
- (c) Wall across wadi is broken in the (approx 10-15 m.) This confirmed by photographs. 0047
- (d) PACCHIA sewage exit into the sea. 0049
- (e) An old powder house (arsenal) 0049
- (f) MARZAMETI - The single story building to the right of the rd entering the village was the coastguard house. 0056
- Long building in the centre of the village is a fish cannery.
- The sea front wall is approx. 3 m. high on the seaward side and about 2 m. high on the side of the town. There is an exit between the wall and group of houses at approx. 99939463 0057
- The continuation of the wall NORTH of the village is much lower, approx. 2 m. high.

(Ref. ITALY 1:25,000
Sheet 11. PACCHINO)

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THIS INFORMATION HAS BEEN OBTAINED FROM P.W. AND THEIR DOCUMENTS. IT SHOULD BE TREATED WITH RESERVE UNTIL CONFIRMED FROM OTHER SOURCES.

15th June, 1943.

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To 342

C.C. 40

H.P. GOLD, Major, I.C.

For Commandant, C.S.D.I.C.

H.E.

785015

Report on the Situation in Germany

A. GERMANY.1. Military.

- a) Troops on leave
- b) Fuel for the Luftwaffe
- c) Morale on U-boats

2. Economic.

- a) Motor-vehicle factory
- b) Ships for the Nazis
- c) Horsebreeding

3. Political & Morale.

- a) Students' Riots
- b) Life in Bremen
- c) Opinions on invasion

B. ITALY - Economic.

- a) Small Arms Factory
- b) Paper factory
- c) Engineering firm
- d) Mediterranean shipping.

Note:

The items marked with "x" have already been included in C.S.D.I.C. operational reports circulated in A.F. H.Q. Command

GERMANY.1. Military.a) Troops on Leave.

A soldier going on leave from a station outside GERMANY is given a free warrant which he presents to the rationing authority at his destination, in exchange for a "FUHRER'S PARCEL". This "Fuhrer's Parcel" contains flour, sugar, sausages, etc., to the total of about 4-5 lb.

When he visits a big town on leave, he can be sure of getting a theatre or cinema ticket through a booking service run by the Station Commander.

b) Fuel for the Luftwaffe.C. POLAND.1. Economic.

- x a) Armament Factory
- b) Living Conditions

2. Political.

- a) Classification of Poles.
- b) Enemy Methods.

D. LUXEMBOURG.1. Economic.

- x Iron Ore Mines.

2. General Morale.

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b) Enemy Methods.

3. Political & Morale.
- Students Riots
 - Life in Bremen
 - Opinions on Invasion

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When he visits a big town on leave, he can be sure of getting a theatre or cinema ticket through a booking service run by the Station Commander.

b) Fuel for the Luftwaffe.

A Luftwaffe officer who was stationed with his squadron in SICILY from January until the middle of May, 1943, states that there was never any shortage of fuel during his stay there.

The types of fuel used were 87 and 95 octane, according to the type of aircraft. The fuel arrived at TRAPANI by rail in new type railway-tankers containing 65,000 litres (?). P.W. knows of only one instance when flying had to be restricted owing to shortage of fuel. This happened during his training at the "C" school in SORAU (SILESIA). When he completed only 70 hours of flying in 10 months. In P.W.'s opinion the shortage was only local, and due to the fact that all petrol that could possibly be spared went to the Eastern Front.

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Report No. 23

3

c) Morale on U-boats

A merchant marine captain (see also para. 2 (b)) witnessed the home-coming of several U-boats to a German port in January 1943.

He was struck by the difference in the bearing of these crews as compared with what it had been a year earlier. These U-boat men, now return home weary, overstrained and cheerless.

P.W. is not of the opinion, however, that this will affect U-boat activity, as "the German sailor is prepared for any sacrifice".

2. Economica) Motor-vehicle factory

The "BOCHUMWART-Werke A.G." at HASS-STEDT (GERMANY), which employ about 6,000 men, are engaged exclusively in work for the Armed Forces, their main items of production being half-tracked tractor and Diesel-torries. They had not suffered any substantial air raid damage up to the end of 1942.

b) Ships for the Nazi

The following particulars have been volunteered by a P.W. who was formerly a sea captain. He states that a number of Belgian and Dutch ship-owners have signed agreements with the German "HAPAG", whereby their vessels sail under German flag. These ships are distinguished by numbers instead of names, and the key-posts in the crew are filled by Germans.

The procedure adopted with regard to French ship-owners, states P.W., is slightly different. French merchant vessels are either requisitioned or chartered by the German naval authorities, and most of the crew, particularly the engineer personnel, are usually German. These German sailors are hired and paid through the "HAPAG", which has a special office in PARIS for the purpose.

P.W. mentions that all the shipbuilding yards he visited in NORWAY, DENMARK and FRANCE (as well as GERMANY) were fully engaged on the construction of merchant vessels, mostly of small tonnage.

c) Horsebreeding

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c) Horsebreeding.

A young German states his father owns a farm in BAVARIA and also breeds horses. These are described as medium-heavy in build of the OBERLÄNDER type. These and other types of draught horses are apparently very scarce in Germany and very expensive.

Horses used for breeding are "exempt from service with the armed forces" if an appropriate certificate is obtained from the "HYGIENEAUFSEHER".

The price of a yearling pure-bred "OBERLÄNDER" colt is 800 to 1,000 RM, while a pregnant mare may fetch up to 3,000 RM.

Report No. 84

SECRET

3. Political & Morale

a) Students' Riots.

A P.W. who was in MUNICH on Easter Sunday, 1945, learnt there of a riot that occurred shortly before his arrival.

The new GAULEITER, WAGNER's successor, whose name P.W. could not remember, summoned all students of MUNICH to a big gathering in the "HAUS DER DEUTSCHEN KUNST". There the GAULEITER, who had no seen active service, gave a "pep talk" of the most primitive kind. In very offensive terms he attacked the students among which there were several front-line soldiers - for not volunteering for the front.

The students protested, and obstructed the GAULEITER's speech by whistling, shouting, etc. S.S. men were called in and cleared the premises.

The next morning, posters appeared in conspicuous places throughout the city, but were quickly disposed of. (P.W. could not state what they said.) The posters re-appeared the following morning, and during the same night two boys and a girl student were caught putting them up.

All three students are said to have been shot by the S.S. When P.W. was in MUNICH, this occurrence was still the main topic of conversation in most circles.

b) Life in Bremen.Extracts from letters to a P.W. from his fiancée:-

"BREMEN, March 3rd, 1945. I should have written you long ago, but every time I started there was an air-raid alarm. Night after night they come, often so early that we have to take to our shelters without dinner. The day before yesterday the alarm lasted from 7.30 p.m. until 1.00 a.m."

"Six pieces of soap" (sent by P.W. from AFRICA) have arrived; I need them very much indeed. Nowadays the pleasure of getting things is much greater since there is nothing to be had here any more. The show windows are always full of stuff, but who wants to use purchasing warrants and points to buy rubbish?

A short time ago I got myself a purchasing warrant for shoes, but I could not get any within the time the warrant was valid. I could have bought wooden shoes but I can't bear the sight of those things, let alone wear them."

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"BREMEN, February 8th, 1943 Before, I used to go to town now and then to roam about shops. That has stopped completely. Things are getting more hopeless from day to day since a great many shops and firms have had to close down in order to release their personnel for the Services....."

"BREMEN, March 13th, 1943 Just fancy, photographing and developing of films has been prohibited now, as well as permanent waves!"....."

c) Opinions on Invasion.

A P.W. is of the opinion that if an invasion of EUROPE is undertaken this year it may perhaps be successful, but if it is delayed until next year he believes that the Germans will have had time to build a very strong defensive line of fortifications (ostwall) to hold out the Russians, thereby enabling them to withdraw sufficient numbers of troops to meet an invasion.

B. ITALY - Economic.a) Small arms factory. - TRIGLIA.

There is a factory roughly 600 metres from the town of GAVIGNANA (LUCCA), on the right-hand side of the main road leading to PISTOIA. It is at about 2 kilometres from the town of SAN MARCELLO.

In October 1941 it was known to be in full operation, employing approx. 150 men and women workers from SAN MARCELLO and GAVIGNANA. It comprises six small buildings, white in colour, but with red brick corners and red tiled roofs. There is one chimney among the central buildings.

This factory was known by P.W. to produce BREDA hand grenades, Small arms ammunition (9 mm., 8 mm., 7.35 mm. and 38-Rifle ammunition) plus a small number of rifles and LMG. (Types not specified). Working hours were from 7 a.m. to 6 p.m. (No night shifts.) (See Appendix A).

b) Paper factory

The "S.A. BENJAMINO DONZELLI" at TOSCOLANO (Province of BRESCIA), employing about 1,500 workers, manufactures newspaper and note-paper. All the raw materials, as well as the finished products, have to be transported by lorries to and from BRESCIA or DESENZANO, and 30 lorries are constantly employed.

All these lorries are run on producer-gas, and in order to make up for the loss of speed as compared with the petrol-run lorries, the drivers work longer hours.

c) Engineering firm.

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c) Engineering firm

The engineering firm of C. FIORENTINI in VIA TIEURTINA, ROMA, which employed about 300 workers, was engaged on the construction of building machinery (cranes, hoists, etc.). This firm closed down in March 1942, allegedly for lack of raw materials. As no engines were built by FIORENTINI, the shortage presumably refers to sections and castings.

d) Mediterranean Shipping.

The following particulars have been obtained from captured documents. (See also Report Ref. No. S.C.(1) LEVANT'S G.R. 15/OF43.)

MITTELMEER-FREEDEREI (MEDITERRANEAN SHIPPING) is the authority to which control of German merchant ships and K.T. ships (KRIEGSTRANSPORTER - WAR FREIGHTER) was transferred from SEETRANSPORTHAUPTSTELLE NKAPEL (Principal Sea Transport Office NAPLES) on 1st April 1943. The head office of MITTELMEER-FREEDEREI is in HAMBURG. Merchant ships and K.T. ships coming under control of M.M.R. are, for pay, victualling and discipline, equated to auxiliary war vessels. It is possible that the offices of M.M.R. are in the same building as the P.S.T.O. NAPLES, namely in the CASERTA BARRACKS.

M.M.R. is responsible for:-

Payment of crews at the following rates (other than basic pay):-

War Bonus:	Masters	£2 RM - 243 Lire.	for 10 days' seafaring.
	Officers	24 RM - 163 Lire.	
	Men	14 RM - 106 Lire.	

Clothing allowance: 15 RM per month for officers & men.

Leave Allowance: 2.80 RM per day " " "

Travelling allowance: Masters 20 RM per day.
Officers 15 RM " "
Men 10 RM " "

Masters also receive a shoregoing allowance of 3 RM a day in ITALY and 10 RM a day in GREECE.

Victualling of ships is to be effected in accordance with allowances laid down through M.M.R. stores or the victualling offices of the WEHRMACHT. Canteen goods are to be purchased in ITALY so long as they are available and demands for goods from GERMANY are to be made sparingly.

Masters of cargo ships may communicate with the Italian naval authorities only through the German naval office at the port of arrival. Direct contact is forbidden.

The following interesting entries appear in the notebook of the master of a K.T. freighter, which was commissioned in ANSALDO'S yard at GENOA on 20th Feb. 1943 for service under the direction of the P.S.T.O. NAPLES. Trials and exercises in the use of firefighting and life-saving appliances followed and the vessel was at sea for

to auxiliary war vessels. It is possible that the offices of M.M.R. are in the same building as the P.S.T.O. NAPLES, namely in the CASERTA BARRACKS.

M.M.R. is responsible for:-

Payment of crews at the following rates (other than basic pay):-

War Bonus:	Masters	£2 RM - 243 Lire.)	for 10
	Officers	24 RM - 123 Lire.)	days
	Men	14 RM - 106 Lire.)	seatings.

Clothing Allowance: 15 RM per month for officers & men.

Leave Allowance: 2.50 RM per day " " "

Travelling allowance: Masters 20 RM per day.
Officers 15 RM " "
Men 10 RM " "

Masters also receive a shoregoing allowance of 3 RM a day in ITALY and 10 RM a day in GREECE.

Victualling of ships is to be effected in accordance with allowances laid down through M.M.R. stores or the victualling offices of the WEHRMACHT. Canteen foods are to be purchased in ITALY as long as they are available and demands for goods from GERMANY are to be made sparingly.

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3th March Further trials at sea were contemplated but it was an unlucky day, for while under way the starboard anchor fouled the anchor of an Italian merchantman; when the K.T. freighter had got clear the starboard propeller struck a mooring buoy and three minutes later she collided with an Italian destroyer of the "ORIANI" class. She then retired into dock.

Report No. 85

63 08 11-14

1st April In the afternoon the wind attained force 4 to 6 with a high sea and heavy swell. The ship laboured heavily, the foremast and decks continually washing down. The magazine also entered the cablelocker and forward magazine lighting in the forecabin failed; the water could not be drained off until we arrived in harbour. How the water was able to enter enclosed spaces has not yet been discovered.

4th April Sailed from LA JOULSTRE with 115 tons of cargo, including olive oil in the holds. At 21.25 collided with another freighter when steering astern of her. Starboard rail was damaged.

10.30th April In dockyard for repairs at MESSINA. Half ship's crockery smashed by near miss on 28th April.

8th May 0330 passed ZEMERA. 0830-0830 air attack. 1350-1340 air attack. Last entry in Captain's notebook.

It is known that four K-T ships were fitting out in ANSALDO's yard at GENOA on 8th March, 1943.

3. POLAND.

1. Economic

a) Armament Factory - GRABOWSK.

P.W. worked from March 1941 to September 1942 at the JUNKER and HWH factory at GRABOWSK (former Polish Corridor) on the manufacture of metal containers for 75 mm shells. (NOTE: J and H used to be in KATOWICE before the war and specialised in the manufacture of gas cooking stoves, etc.)

One section of the factory turned out aircraft parts of simple design, which were sent to an unknown assembly plant. Other aircraft parts were manufactured in an old barracks near the local aerodrome. A further section of the firm made U-boat parts for a HAMBURG firm. German firms used exclusively in the U-boat

enclosed spaces has not yet been discovered.

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It is known that four E.T. ships were fitting out in ANSALDO's yard at GENOA on 8th March, 1943.

2. POLAND

1. Economic

a) Armament Factory - GRAUDENZ

P.W. worked from March 1941 to September 1943 at the JUNKER and HUP factory at GRAUDENZ (former Polish Corridor) on the manufacture of metal containers for 75 mm shells. (NOTE: J and H used to be in KRAUSFELD before the war and specialised in the manufacture of gas cooking stoves, etc.)

One section of the factory turned out aircraft parts of simple design, which were sent to an unknown assembly plant. Other aircraft parts were manufactured in an old barracks near the local aerodrome. A further section of the firm made U-boat parts for a RABUNG firm. Germans were used exclusively in the U-boat accessory section, but in the other sections only the foremen and engineers (about 20 in number) were German, the remaining 500 men and 200 women being Polish.

In May 1942, about 80 English P.W. were drafted to the firm and employed in making commercial articles, and on unskilled work such as moving stores and running errands.

Stop-watch production control was enforced in the plant and workers driven to work faster. Factory police (Wachschutz) checked up on workers who went sick, and, unless a doctor would certify inability, they were forced to return to work.

Shortage of materials was evident throughout the plant.

Sabotage by an organised but undetected group of about 20 men taking the form of damage to machinery and finished products, was being carried out regularly.

Armament Factory - Graudenz (Contd.)

When P.W. had home leave in December 1942, he noticed that older men and more women were being employed in the plant.

The neighbouring VENSXI UNYA factory also used about 80 English P.W. for making agricultural tools. A further use for English P.W. was as agricultural labourers on farms in the district. The English P.W. were paid in camp currency, and lived in a former students' hostel under prison camp conditions. Russian P.W. were employed in a nearby sugar factory.

Male workers were paid from 42 Pf per hour if under 21 and 52-58 Pf if over 21. Women were paid from 42 Pf per hour. The normal working day was 10 1/2 hours. A bonus of 25% for overtime and 50% for Sunday work was paid.

All Poles had a deduction of 20% from their wages as "Poles' Tax" (Polensteuer).

b) Living Conditions.

Poles receive only half the rations of Germans. That applies to everything. For example, Polish men get only 3 cigarettes a day, the same as German women. (Polish women get none at all).

Moreover, a P.W. states that it is impossible at times to purchase even goods which one is entitled to by the ration cards. Bread is always obtainable; the foodstuffs lacking are meat, butter, fats and sugar. The cards are valid for one week only, even if goods are unobtainable during that week. It is not even possible now to obtain foodstuffs on the Black Market.

.....

A suit (with coupons) costs approximately 100 RM, the material being very poor, and containing no wool at all. It is possible to obtain one on the Black Market with the material usually five times its normal price.

2. Political.a) Classification of Poles.

A Polish P.W., formerly a tailor in the town

camp currency, and lived in a former students' hostel under prison camp conditions. Russian P.W. were employed in a nearby sugar factory.

Male workers were paid from 42 Pf per hour if under 21 and 52-58 Pf if over 21. Women were paid from 42 Pf per hour. The normal working day was 10 1/2 hours. A bonus of 25% for overtime and 30% for Sunday work was paid.

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2. Political.

a) Classification of Poles.

A Polish P.W., formerly a tailor in the town of PREUSSISCH STARGARD, gives the following particulars concerning the Nazi classification of Poles. This classification, which has been in force since the middle of 1942, applies to all former Poland except the "General Gouvernement".

Class A are REICHSDEUTSCHE (Germans from Germany).

Class B are VOLKSDEUTSCHE (German originals who have settled in Poland). These carry a blue identity card.

Class C are EINGEDEUTSCHE. These are given a green identity card which bears the legend "INHABER BESITZT DIE DEUTSCHE STAATSANGEHÖRIGKEIT AUF WIDERSPRUCH". (Bearer enjoys German citizenship until further notice). In other words, the bearer will be promoted to VOLKS-DEUTSCHE or revert to Polish nationality according to his behaviour.

Class D are the few remaining Poles with Polish nationality. They carry red cards.

As far as P.W. knows, all classes receive the same food rations, though classes A and B are privileged in the matter of clothing coupons.

b) Enemy Methods.

Before the war, the village of MARZEVO (now OBRZENDORF) in the district of KIELCE had 1,000 inhabitants, of which 500 were farmers and landowners on a large scale. Only 10 of these now remain. As in the rest of POLAND, which now forms part of GREATER GERMANY, all the well-to-do Poles were sent to the "GENERAL GOVERNMENT", and their places were taken by Germans. All the Germans who are now at MARZEVO are spare-time S.S. men, and entitled to wear the black uniform.

When the Germans tried to take the town of BROMBERG on September 8th, 1939, they suffered considerable losses. As a reprisal, on every anniversary of this date, a "BLUTTAG (blood day)" is celebrated. In September 1940, 300 Poles were shot in the town, and on the two subsequent anniversaries 100 have been shot.

D. LUXEMBOURG

1. Economic.

Iron Ore Mines.

P.W. worked before and after the German occupation as a miner and for the HALOSI Company at KAYL in Luxembourg. The Coy. had three pits and employed a total of 120 men. Only one shift (0600-1400 hrs.) with a 1/2 Hr. usual break could be worked six days a week, because the mines needed frequent pumping out. After the Germans took over the country, the pits were put on a quota basis (300 tons daily for P.W.'s pit) and the pit owners, faced with a fine if the production fell below quota, kept the men down until such time as the tonnage had been reached. The Germans were also responsible for a ruling

b) Enemy Methods.

Before the war, the village of MAZOWIEC (now BRONOWSKI) in the district of KIELCE had 1,000 inhabitants, of which 800 were farmers and landowners on a large scale. Only 10 of these now remain. As in the rest of POLAND, which now forms part of GREATER GERMANY, all the well-to-do Poles were sent to the "GENERAL GOVERNMENT", and their places were taken by Germans. All the Germans who are now at MAZOWIEC are spare-time S.S. men, and entitled to wear the black uniform.

When the Germans tried to take the town of BRONOWSKI on September 8th, 1939, they suffered considerable losses. As a reprisal, on every anniversary of this date, a "BLUTTAG" (blood day) is celebrated. In September 1940, 300 Poles were shot in the town, and on the two subsequent anniversaries 100 have been shot.

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On the other hand, however, the Germans improved washing facilities for the miners and enforced safety measures more rigorously.

A miner earns between RM 12.-- and RM 14.-- per day, depending on his output. Insurance deductions amount to RM 2.50 per day, four times the amount payable before the Germans took over.

General Morley

The population of this small country, although on the whole still very anti-German, takes no active steps against the invader. Passive resistance takes the form of not mixing with the Germans. In April 1942, the Germans closed fifteen public bars and restaurants in the small town of TROUVENET because the Luxembourgers used them exclusively.

After the German pervasion, all local school teachers were replaced by Germans.

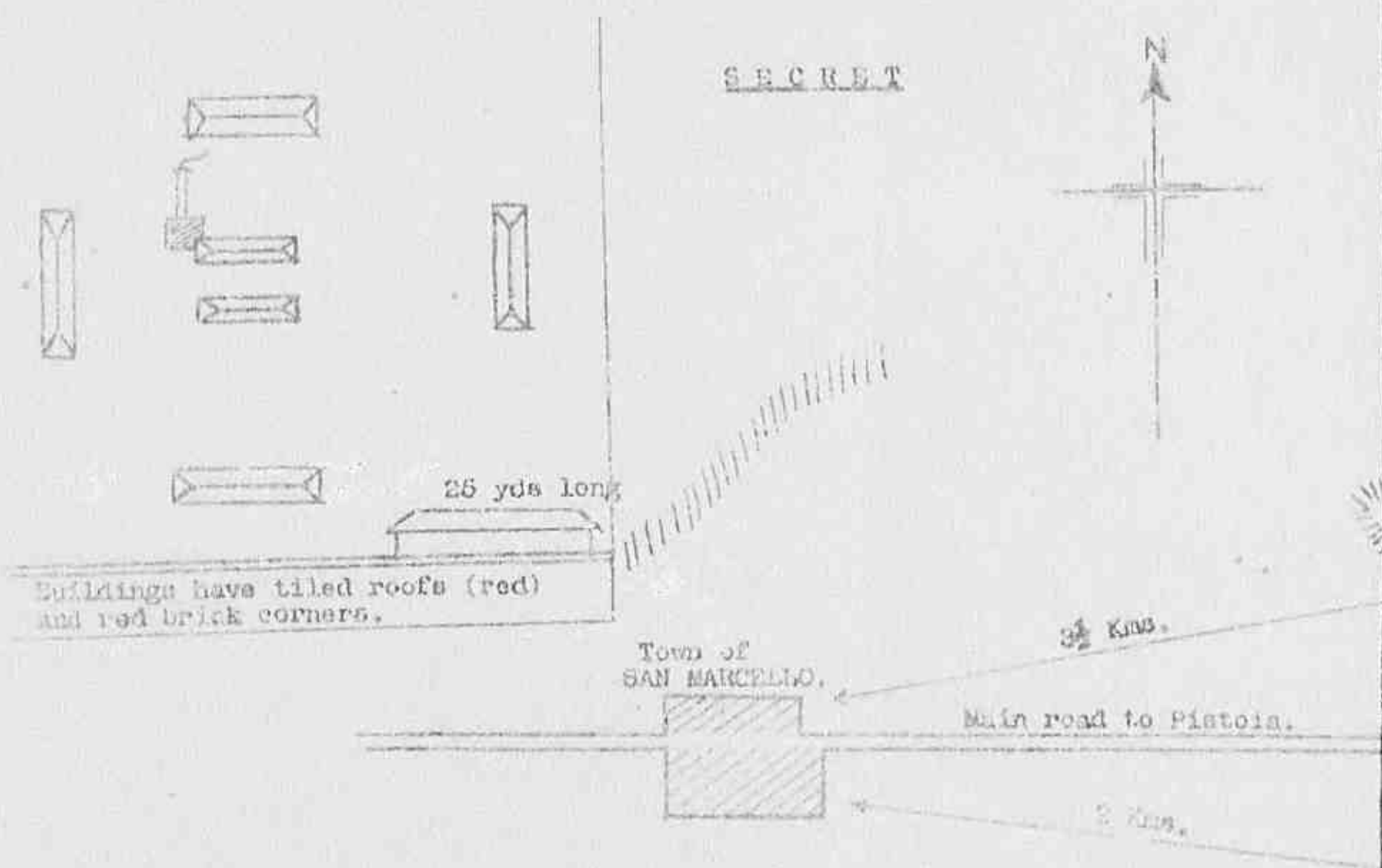
People still listen to the B.B.C. broadcasts.

Friends of a P.M. left the country in October 1942 to avoid being called up to the German Army; their relatives were immediately taken away to an unknown destination by the Gestapo.

A Luxembourg P.M.'s mail (which was fortunately not censored) contained such strong sentiments as "I would rather slave down the pit than fight for 'People and Leader' (Volk and Fuehrer) in Africa".

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SECRET

Buildings have tiled roofs (red)
and red brick corners.

25 yds long

TOWN OF
SAN MARCELLO

3 1/2 Kms.

Main road to Pistoia

2 Kms.

SHEDS AND FACTORY IN THE
VALLEY OF RAVENNA (LUCCA)

AP
OF

785015

MUNTE CROCE DI
SAN VITO 3



25 yds long
(red)

Town of
SAN MARCELLO.

34 KING

Main road to Pistoia.

QXV INANA

Road Junction

Stat 101

2. HNO_3 FACTORY IN THE
SAVIGNANA (LUCCA).

APPROX. POSITION
OF S.A. FACTORY.

1054



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HOT SPOTINDEX

This report contains information on the under-mentioned places and subjects:

1. ALI SUPERIORE (Prov. Messina)
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3. ISOLICA (SPAGNOLERO) (Prov. Ragusa)
4. MAZARA DEL VALLO (Prov. Trapani)
5. PALMA DI MONTECHIARO (Prov. Agrigento)
6. PORTO EMPEDOCLE
7. TERMINI IMERSE (Prov. Palermo)
8. TRAPANI AREA
9. ECONOMIC AND POLITICAL CONDITIONS
10. PERSONALITIES
11. Appendix A Bridges near ALI SUPERIORE
12. Appendix B TERMINI IMERSE MARITIME
13. Appendix C TRAPANI Road-Block
14. Appendix D TRAPANI Airport

E. G. K. ROBIN
 Commander R.N.
 C.O. C.S.D.I.C. Mod.

2. AGIRA (Prov. Enna)
3. IERIDA (SPACCAFORNO) (Prov. Ragusa)
4. MAZARA DEL VALLE (Prov. Trapani)
5. PALMA DI MONDICHILARO (Prov. Agrigento)
6. PORTO SFEREOLE
7. TRAPANI IENISE (Prov. Palermo)
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13. Appendix C TRAPANI Bomb-blocks
14. Appendix D TRAPANI Airport

G. G. H. HODD
 Commander R.N.
 C.S. C.S.D.I.C. Med.

785015

MOST PEOPLEALI SUPERIOR (Prov. Mass.)A. SOURCES

E/W BENDUOJO GIUSEPPE, born in ALI SUPERIOR Dec. 2, 1918 but left in Dec. 1953. Seem cooperative and truthful.

B. TOWN

- i) POPULATION 5,000. Farming is the main occupation.
- ii) WATER Water is found right in ALI SUPERIOR simply by digging. Pumps are built right in the town and people draw their water from them. It is very good and diminishes slightly during the summer.
- iii) ELECTRICITY It is installed in nearly every house. The central is located at ALI MAPUA and the power line follows the road from ALI MAPUA. Streets are illuminated by lights fixed to the walls of buildings about 100 m. apart.
- iv) GAS None. All cooking and heating is done by wood or charcoal.
- v) SEWERAGE Town cotta pipes are used for the sewerage system. Nearly all houses, particularly those in the center of town, have sewerage installations.
- vi) POSTAL FACILITIES 4 2-story buildings house the Post Office and the Telegraph. Mail is brought by car from ALI MAPUA.
- vii) RAIL No rail or CC. RR. Station. CC. RR. Station is located in ALI MAPUA. Carabidient go to ALI SUPERIOR on private rail.
- viii) HOSPITALS None. Doctor administers all first aid. Nearest hospital is in ALI MAPUA.
- ix) HOTELS None.
- x) SCHOOLS Elementary school only. Houses are rented by the township and used as school rooms.

C. RESOURCES None in ALI SUPERIOR or at ALI MAPUA. Fisheries used by fishermen.

D. BEACHES In ALI MAPUA, the beach directly in front of the town is about 400 m. wide and 300 m. long. The beach is sandy and rises gradually towards the town. P/W has seen small fishing boats pulled up on it. Coastal road parallels the beach and is accessible to it as there are no terrain obstacles. P/W stated that for as far as the eye can see either North or South of ALI MAPUA, the coastline is smooth and free of reefs and rocks.

E. VETERINARIAN P/W ALI This street is dry during the summer. It is about 30 to 40 m. wide and 3 m. deep. From a point about 25 m. West of Ali's house to highway, the banks are walled with stone and cement walls about 4 m. high. West of the P/W live banks are not walled and are too steep. P/W thinks that it could easily negotiate these banks. The bed is sandy and rocky.

F. COMMUNICATIONSa) ROAD

- i) ALI SUPERIOR - ALI MAPUA, in a 2-lane unmetalled PA with drainage ditches on either side. The road climbs to ALI SUPERIOR through back and forth up the mountainside. When banks are all leveled and have mountainous walls about 10-20 m. high on either side. The land adjoining this road is cultivated with vineyards and olive groves. The road ends at the coastal road in ALI MAPUA. That

- iv) GAS HONO. All cooking and heating is done by wood or charcoal.
- v) SEWERAGE. Sewer pipes are used for the sewerage system. Manholes are located in the center of town, have separate installations. Houses, particularly those in the center of town, have separate installations.
- vi) POSTAL FACILITIES. A 2-story building houses the Post Office and the Telegram. Mail is brought by car from ALI KIRK. Station is located in ALI KIRK. Mail is sent by car to ALI KIRK. Station is located in ALI KIRK. Carabiniere go to ALI KIRK on patrol daily.
- vii) HOSPITALS. None. Doctor administers all first aid. Hospital is in ALI KIRK.
- ix) HOTELS. None.
- x) SCHOOLS. Elementary school only. Houses are rented by the township and used as school rooms.

c) RECREATION. None in ALI KIRK or at ALI KIRK. Beaches used by fishermen.

d) BEACHES. At ALI KIRK, the beach directly in front of the town is about 100 m. wide and 300 m. long. The beach is sandy and rises gradually towards the town. It has been built up by the town. Coastal road parallels the beach and is accessible to ALI KIRK as there are no real obstacles. It is stated that for as far as the eye can see either North or South of ALI KIRK, the coastline is smooth and free of reefs and rocks.

e) WATERWAYS. FINE ALI KIRK stream is dry during the summer. It is about 30 to 40 m. wide and 3 m. deep. From a point about 25 m. West of ALI KIRK to the town, the banks are walled with stone and cement walls about 4 m. high. West of the ALI KIRK line banks are not walled and are not too steep. It is stated that it could easily negotiate three houses. The bed is sandy and rocky.

f) COMMUNICATIONS

a) ROAD

- i) ALI KIRK - ALI KIRK. This is a 2-way unpaved road with drainage ditches on either side. The road climbs to ALI KIRK winding back and forth up the mountainsides. These banks are all broken and have supporting walls about 1.2 m. high on either side. The land adjacent to this road is cultivated with vineyards and olive groves. The road ends at the coastal road in ALI KIRK. There are cultivators on this road.
- ii) COASTAL ROAD. 2-way metalled surface road with about 30 cm. wide stone and cement drainage ditches on either side. About 500 m. North of ALI KIRK there is a level area under guard by a watchmen which the road crosses by means of a creek.
- b) ALI KIRK - ALI KIRK. This is a road-crete single-track line with wooden sleepers. There are 2 sidings about 200 m. long. The line at ALI KIRK crosses ALI KIRK by means of a steel bridge (see sketch Appendix A) about 60 m. long and about 4 m. high. The station is a one-story building about 30 m. long.
- c) ALI KIRK - ALI KIRK. This is a road-crete single-track line with wooden sleepers. There are 2 sidings about 200 m. long. The line at ALI KIRK crosses ALI KIRK by means of a steel bridge (see sketch Appendix A) about 60 m. long and about 4 m. high. The station is a one-story building about 30 m. long.
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It is stated that the road is mostly rocky and slopes towards the sea. It is cultivated mainly with vineyards, olives and fruit trees. The water around is mostly rocky.

SECRET

SECRET (Prov. Info)

Declassified E.O. 12356 Section 3.3/NND No. 785015

A SOURCE P/W CHESCI CHAZIO, born in AGIRA, Prov. Enna. Has been away from there since 1939 but returned in Feb. 1940 to get married. Seems to be quick-witted and alert.

TOWN

- i) POPULATION 12,000. Main occupation is farming.
- ii) WATER All water is drawn from wells in and around the town. In the hot months water diminishes considerably and people limit themselves voluntarily to the quantity they draw.
- iii) ELECTRICITY There is no electricity. All lighting in homes and streets is done by paraffin.
- iv) GAS None. All heating is done by wood.
- v) SEWERAGE Only very few people have lavatories in the houses. Excreta is removed together with animal dung in carts.
- vi) POSTAL FACILITIES One small building on CORSO VITTORIO EMANUELE III houses the Post Office and Telegraph. There is no telephone. Mail reaches town once every 3 days by bus.
- vii) CAOL Only the CC. PE. Station, commanded by an Aguzzetto.
- viii) HOSPITALS None. All medical treatment is done in the local doctors' offices, Dr. Lemarca, Dr. Perelli.
- ix) HOTEL None.
- x) SCHOOLS Only one small building accommodating about 50 pupils.

COUNTRYSIDE

Land around AGIRA is mostly hills. Vineyards, olive and almond trees are scattered over the country. The ground is rocky and very steep in places. Strips of uncultivated ground about 50 cm. wide, often used as paths, are used to divide fields of different owners.

AGIRA (Spaced-out) (Prov. Roma)

A SOURCE

P/W FIERBA GIOVANNI, born Dec. 1919. Farmer. Has been away from AGIRA since May 1940. Seems scared and not the intelligent type. Illiterate.

TOWN

- i) POPULATION 12,000. Main occupation, farming.
- ii) WATER Is laid on in nearly all houses. It is brought to town by means of an underground aqueduct from a point about 6 km. to the NW.
- iii) ELECTRICITY Installed in all houses and in all streets. Main streets have lights at each corner, others at irregular intervals. P/W does not know where central is located.
- iv) GAS No gas. All cooking and heating is done by wood or charcoal.
- v) SEWERAGE P/W thinks there is a sewerage system but does not know where outlet is.
- vi) CAOL P/W only knows the CC. PE. Station commanded by a Maresciallo. It is a four-story building.

- is done by paraffine.
- iv) GAS. None. All heating is done by wood.
 - v) SEWERAGE. Only very few people have lavatories in the houses. Excreta is removed together with animal dung in carts.
 - vi) POSTAL FACILITIES. One small building on CORSO VITTORIO EMANUELE III houses the Post Office and Telegraph. There is no telephone. Mail reaches town once every 3 days by bus.
 - vii) GAS. Only the CC. RR. Station, commanded by an *ingegnere*.
 - viii) HOSPITALS. None. All medical treatment is done in the local doctors' offices, Dr. Lemore, Dr. Porcili.
 - ix) HOTEL. None.
 - x) SCHOOLS. Only one small building accommodating about 50 pupils.

C. COUNTRYSIDE

Land around town is mostly hilly. Vineyards, olive and almond trees are scattered over the country. The ground is rocky and very steep in places. Strips of uncultivated ground about 50 cm. wide, often used as paths, are used to divide fields of different owners.

ISPICA (Sporocentron) (Prov. N. S. S.)

A. SOURCE

P/W FIGURA GIOVANNI, born Dec. 1912. Farmer. Has been away from ISPICA since May 1940. Seems scared and not the intelligent type. Illiterate.

B. TOWN

- i) POPULATION 42,000. Main occupation, farming.
- ii) WATER. Is laid on in nearly all houses. It is brought to town by means of an underground conductor from a point about 6 km. to the NW.
- iii) ELECTRICITY. Installed in all houses and in all streets. Main streets have lights at each corner, others at irregular intervals. P/W does not know where central is located.
- iv) GAS. No gas. All cooking and heating is done by wood or charcoal.
- v) SEWERAGE. P/W thinks there is a sewerage system but does not know where outlet is.
- vi) GAS. P/W only knows the CC. RR. Station commanded by a *maresciallo*. It is a four story building.
- vii)

C. COMMUNICATIONS

- a) ROAD. ISPICA-MAZZARINO. A 2-way gravel road with immense ditches of stone and cement. Road has stone verges about 1 m. wide. This road runs over level country and is free of sharp bends. About 13-2 km. South of ISPICA there is a level crossing with a watchman who opens the gates by means of hand cranks. (N 242579).

At N 202965 road crosses *Monte S. Maria* by means of a stone and cement wall about 6 m. wide and 30 m. long. The adjoining land is on the same level as the road and cultivated. Stone walls are on either side of road but only in some places.

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- d) COUNTRYSIDE. Land is fairly level with scattered vineyards and olive and almond groves. Water is very abundant, nearly all farms have wells. at stream bed level.

MOST SECRET

MARZARA DEL VALLO

A SOURCE

MURGIO GUIDO, land owner; has been away from town since 1943.

B TOWN

- i) POPULATION About 25,000, main occupations are agriculture and fishing.
- ii) WATER Abundant in all houses in town. Source of supply not known.
- iii) ELECTRICITY There is electricity in most houses. Power comes from outside.
- iv) GAS None.
- v) SEWERAGE There is a sewerage system with outlet in the bay.
- vi) POSTAL SERVICES Telephones are available in most better-class homes. Telegraph office in town. Mail delivery twice daily in city. No rural delivery.
- vii) GASOL No gasol other than a few cells in the CC. RR. Station used mostly for transients.
- viii) HOSPITAL P/W does not remember any hospitals in town.
- ix) HOTELS There are two small hotels, the Albergo Spina with 20 rooms, and the Albergo Italia with 10 rooms. These are both located on the same street, name unknown.
- x) SCHOOLS The town has an elementary, high and seminary schools.
- xi) INDUSTRIES There are apparently no industries in the town other than winemaking. The main products are grain and wine. The wine is brought to various establishments by the farmers, among these being the Stabilimento Urops, founded by an Englishman but now controlled by Italian descendants of his, and the Stabilimento Donacena.

C HARBOUR

No harbour. The river has a channel on the East side with a depth of about 10 feet but is not navigable for any ships larger than small fishing craft. (see Para. F). These latter unload directly onto the sea wall along the river bank. Any larger ships are usually anchored about one mile offshore and unloaded by lighters. There are two moles, one on either side of the river mouth, projecting directly out from the land. P/W states that there is a lighthouse on the Western mole but does not recall whether there is one on Eastern mole. Entrance to river is closed by submarine net between two moles.

D BEACHES

1) EAST OF TOWN

From end of Eastern mole approximately 4 km. East there is no beach. The sea comes up directly to a wall constructed along the shore for about 600 m. It is approximately 6 feet high. In front of the East end of wall there are piles of rocks (a breakwater?). To the East of this stretch, from Stabilimento Urops to S. VITO, there is a fairly good stretch of beach approximately 600 m. long. The road along the beach is poor, unmetalled, and not used very much. Beach is not suitable for use by MT. Underwater gradient about 1:40.

41) WEST OF TOWN

The beach to the West of the river, for approximately 3 km., is soft sand, with scattered patches of rock. Inland the country is cultivated with vineyards. This stretch is not suitable for MT because the sand is too soft.

- vi) POSTAL SERVICES Telephones are available in most better-class homes. Telegram office in town. Mail delivery twice daily in city. No rural delivery.
- vii) GAO No gaol other than a few cells in the CC. M. Station used mostly for transients.
- viii) HOSPITAL P/W does not remember any hospitals in town.
- ix) HOTELS There are two small hotels, the Albergo Spina with 20 rooms, and the Albergo Italia with 10 rooms. These are both located on the same street, name unknown.
- x) SCHOOLS The town has an elementary, high and seminary schools.
- xi) INDUSTRIES There are apparently no industries in the town other than winemaking. The main products are grain and wine. The wine is brought to various establishments by the farmers, among these being the Stabilimento Koops, founded by an Englishman but now controlled by Italian descendants of his, and the Stabilimento Ionacusa.

C. HARBOUR

No harbour. The river has a channel on the East side with a depth of about 10 feet but is not navigable for any ships larger than small fishing craft. (see Para. 5). These latter unload directly onto the sea wall along the river bank. Any larger ships are usually anchored about one mile offshore and unloaded by lighters. There are two moles, one on either side of the river mouth, projecting directly out from the land. P/W states that there is a lighthouse on the Western mole but does not recall whether there is one on Eastern mole. Entrance to river is closed by submerging net between two moles.

D. BEACHES

i) EAST OF TOWN

From end of Eastern mole approximately 1 km. East there is no beach. The sea comes up directly to a wall constructed along the shore for about 600 m. It is approximately 6 feet high. In front of the East end of wall there are piles of rocks (a breakwater?). To the East of this stretch, from Stabilimento Koops to S. VITO, there is a fairly good stretch of beach approximately 600 m. long. The road along the beach is poor, unmetalled, and not used very much. Beach is not suitable for use by MT. Underwater gradient about 1:50.

ii) WEST OF TOWN

The beach to the West of the river, for approximately 3 km. is soft sand, with scattered patches of rock. Inland the country is cultivated with vineyards. This stretch is not suitable for MT because the sand is too soft. Beyond this stretch for a further 3 km., the beach is very soft and rocky and is backed by marshland, which may be in the process of being drained. Likewise not suitable for MT, water depth unknown.

E. COMMUNICATIONS

a) ROAD

Roads in the city are generally metalled and 2-way. Road along sea-wall is an unmetalled cart-track and not suitable for MT. State Road 15 has staggered road-blocks and tank barriers made of concrete in the vicinity of the town. There is a 4-way MT bridge crossing the stream about 500 m. North of the river mouth. Land flanking roads is generally cultivated with low vines and is quite flat and open.

b) RAILWAY

There is a single-track railway running through the town with 4 or more sidings at the Station to permit trains to pass one another. There is also a further siding running just behind the sea-wall and ending on the Eastern mole. It was used to carry rocks and sand out to extend the mole. The Railway Station is in the center of the town and there are several wine warehouses along the sidings.

MAZARA DEL VALLO

F RIVERS

The MAZARA is navigable only for a short distance along the Eastern bank where the channel is located and then only by small fishing craft. The channel is approximately 10 feet deep and the river shoals to about 5 feet on the Western shore. The Western shore is sandy but steep. The Eastern shore has a wall about 6' high along the bank, where the fishing boats tie up to unload. There is also a ferry crossing this river at the narrowest part about 100 m. from the mouth. This ferry is a raft capable of carrying one vehicle or about 20 persons and is pulled across the river by the passengers by means of a rope, which is allowed to lie on the bottom of the river at other times to permit the passage of boats. (See also Report SS/II).

G COUNTRYSIDE

The surrounding country is quite flat with some olive and fig trees, but mostly cultivated with vines and grain. There are few walls and they could quite easily go across-country. On the Western bank of the river for about 2500 m. along the beach, the land is cultivated in vineyards. For the next 3500 m. the ground is marshy and has drainage canals dug in it. Behind this marsh the terrain is again cultivated with vines.

H FISHING

Allowed only by permit and during daylight only. Most fish are consumed locally and the boats used are quite small.

I MILITARY

Troops in the area are all Italian. No identifications.

TOP SECRET

PALMA DI MONTECHIARO (Prov. Agrigento)

A SOURCE

Pte. CARUSELLI GIOVANNI, a 27 year old farmer from PALMA DI MONTECHIARO, who has been absent from home since 1938 and has returned there only once for a funeral in January 1941. Not well-informed but honest and reliable.

B TOWN

- i) POPULATION The town has a population of about 12,000 people, almost all of whom are engaged in agriculture. The town has one and two storey buildings and a few as high as 3 storeys.
- ii) WATER A few of the houses have running water. Most of the people get their water from a few public taps located throughout the town. The water comes from springs in the vicinity of the town (exact location unknown) and is brought into the town by way of underground mains. The water is rationed in the summer time, and only available during a few hours in the morning, afternoon and evening. In addition, the people collect rain-water in cisterns. In the country the people use both cisterns and wells.
- iii) ELECTRICITY The town has electricity, the wires coming in from the North, from the direction of CIMAUSTA. Exact source unknown, but there is no generating plant or power station in the neighborhood. Most houses have it laid on, and all the streets are illuminated by electricity. The wires and lights are suspended on poles, and sometimes on the corners of houses.
- iv) GAS None. Wood or coal is used for heating and cooking.
- v) SEWERAGE No underground system. Rain-water in the streets merely runs along the gutters. The houses use cesspools which are emptied out periodically.
- vi) POSTAL SERVICES Mail is delivered once a day, in the afternoon. No distribution on Sundays. No rural delivery service. The Post Office, on VIA MILANO, also houses the Telegraph Office and the only telephone.
- vii) CAOL There is a small gaol located just outside the town in a district popularly called "GRASSI", capacity unknown, but it is only a one-storey building. The town has a CC. RR. Station in charge of a "Brigadiere" or "Maresciallo".
- viii) HOSPITALS None. There is not even an infirmary in the town. Medical services are furnished by 5 doctors. Serious cases are sent to AGRIGENTO or even to PALERMO.
- ix) HOTELS No hotels or restaurants in town.
- x) SCHOOLS There are two small schools, one for boys and another for girls, of about 5 rooms each, located within 500 m. of each other near the Convent.

C WATERCOURSES

The region near PALMA DI MONTECHIARO is hilly and drained by a network of small streams, all of which dry up in the summer. There are no perennial streams in this region. Most of the streams are narrow but have very steep banks. Even during the rainy season, the water is shallow.

D COMMUNICATIONS

a) ROADS

- i) Within the town, the roads are unpaved and only one-way. When vehicles from opposite directions meet, one of them must back into a side-street

from springs in the vicinity of the town (exact location unknown) and is brought into the town by way of underground mains. The water is rationed in the summer time, and only available during a few hours in the morning, afternoon and evening. In addition, the people collect rain-water in cisterns. In the country the people use both cisterns and wells.

iii) ELECTRICITY The town has electricity, the wires coming in from the North, from the direction of CALISTO. Exact source unknown, but there is no generating plant or power station in the neighborhood. Most houses have it laid on, and all the streets are illuminated by electricity. The wires and lights are suspended on poles, and sometimes on the corners of houses.

iv) GAS None. Wood or coal is used for heating and cooking.

v) SEWERAGE No underground system. Rain-water in the streets merely runs along the gutters. The houses use cesspools which are emptied out periodically.

vi) POSTAL SERVICES Mail is delivered once a day, in the afternoon. No distribution on Sundays. No rural delivery service. The Post Office, on VIA MILANO, also houses the Telegraph Office and the only Telephone.

vii) LAOL There is a small coal located just outside the town in a district popularly called "CESSE", capacity unknown, but it is only a one-storey building. The town has a CC. RA. Station in charge of a "Brigadiere" or "Maresciallo".

viii) HOSPITALS None. There is not even an infirmary in the town. Medical services are furnished by 2 doctors. Serious cases are sent to AGRICENTO or even to FALERNO.

ix) HOTELS No hotels or restaurants in town.

x) SCHOOLS There are two small schools, one for boys and another for girls, of about 5 rooms each, located within 500 m. of each other near the Convent.

C WATERCOURSES

The region near FALMA DE MONTECHIANO is hilly and drained by a network of small streams, all of which dry up in the summer. There are no perennial streams in this region. Most of the streams are narrow but have very steep banks. Even during the rainy season, the water is shallow.

D COMMUNICATIONS

a) ROADS

i) Within the town, the roads are unpaved and only one-way. When vehicles from opposite directions meet, one of them must back into a side-street to let the other pass.

ii) Road FALMA DE MONTECHIANO - CALISTO (G 812504). This is an unpaved road, barely wide enough to permit 2-way traffic. There are no drainage ditches. In summer this road is very dusty and in winter very muddy. Leaving FALMA the road ascends rather steeply along the Western base of MONTE POZZILLO, the ascent continuing as far as the level crossing at (G 793472). From there on, the road is generally level as far as the outskirts of CALISTO except for a dip at the stream crossing (G 796492). The road climbs and winds as it enters CALISTO.

There are no bridges along the whole stretch of road. Vehicles must go very slowly as they traverse the above mentioned stream, since the road leads down the banks and across the stream bed itself.

The narrow gauge Rly runs parallel to this road and crosses it three times. There are level crossings at (G 793472) and (G 815498) and a fly bridge over the road at (G 817504).

MOST SECRET

PALEA III MONTECHILLO (Env. Aconcagua) Cont.

The sides of the road are generally free from obstruction. There is a stone wall on the lower flank beginning at the edge of the town and extending along the road for about 300 m. It is about 1 m. high and 25 cm. thick, made of stone and concrete.

iii) CROSS COUNTRY GOING There are no roads leading into the farm country flanking the road described in (ii) above, other than tracks. P/W used to reach his farm at (G 845465) by means of a track leading in from the level crossing at (G 793472). These tracks are impassable to MT.

b) RAILWAY

The railway paralleling the road described in a) above is a narrow-gauge, single-track line with wooden sleepers about 1 m. apart.

2) COUNTRYSIDE

i) VEGETATION The main agricultural products grown are wheat and barley. There are very few vines in this area and no citrus fruit trees. Fruit orchards of any kind are rare, although each farmer has a few fruit trees for his own needs. The hillsides are generally bare with the exception of an occasional olive tree.

ii) OBSTACLES There are very few if any stone walls or fences in the fields. Land owners divide their properties by small stone markers. The fields are generally strewn with rocks, and farm machinery can be used in only some of the fields.

of RAILWAY
The railway paralleling the road described in a) above is a narrow-gauge, single-track line with wooden sleepers about 4 m. apart.

D COUNTRYSIDE

- i) VEGETATION The main agricultural products grown are wheat and barley. There are very few vines in this area and no citrus fruit trees. Fruit orchards of any kind are rare, although each farmer has a few fruit trees for his own needs. The hillsides are generally bare with the exception of an occasional olive tree.
- ii) OBSTACLES There are very few if any stone walls or fences in the fields. Land owners divide their property by small stone markers. The fields are generally strewn with rocks, and farm machinery can be used in only some of the fields.

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MOST SECRETPORTO EMPEDOCLESee also Report SS/VA SOURCE

LORENZO GIOVANNI, age 22 yrs, student. Has lived in PORTO EMPEDOCLE all his life. Appeared to be extremely security-minded but reliable. Was last at his home Christmas Day of 1940 for a period of 12 hours.

B TOWN

- i) POPULATION About 14,000. Chief occupation farming and fishing.
- ii) WATER Most houses in town have running water, supplied from underground mains. There is an abundance of water and it is not rationed. The source of water is unknown to P/W. The people in the country have a few wells and some come into town for water with casks strung on mules.
- iii) ELECTRICITY Almost all houses have electricity. Streets are lit by lights with the wires strung along the houses. The electricity was originally generated at the power station in the town (shown on Target Chart No. 2-114-Va), but P/W states that he read in "Il Poyolo di Italia", that this power station was bombed in October, 1941 and destroyed. Does not know the present source of electricity.
- iv) COAL None. Cooking and heating are done by coal and wood.
- v) SEWERAGE The town has an underground sewerage system which empties into the sea.
- vi) POSTAL SERVICES P/W states the Post Office is the only place which has a Telephone and Telegraph. Mail is delivered once daily in the mornings and also on Sunday.
- vii) HOSPITALS There are two hospitals, the location of which P/W would not disclose. He does not know their capacity. There are five or six doctors in the town and about twelve medical students. Some malaria is prevalent. (See Report SS/V).
- ix) HOTELS There is one 2-storey hotel in the square. Capacity or number of rooms unknown. Called "Albergo Madonna".
- x) SCHOOLS The school is (see Target Chart No. 2-114-Va) the large square building, 200' NE of the base of the inner harbour mole. It is three storeys in height and the largest building in town. It has a capacity of approximately 1200 students.
- xi) INDUSTRIES P/W states that until 1939 the sulphur refinery plant was in operation but discontinued operations at that time when the sulphur deposits were exhausted. The refinery plant still exists at the points indicated on Target Chart No. 1-112-Va, but P/W states that it has been bombed. The last time he was there, he saw only guards watching the plant and that the earth around it was being cultivated by the guards.

C BUILDINGSSee Report SS/VD REMARKS

REMARKS of PORTO EMPEDOCLE (see also Report SS/V) P/W states he is familiar

- ter is unknown to P/W. The ponds in the country have a few walls and some come into town for water with casks strung on poles.
- iii) ELECTRICITY Almost all houses have electricity. Streets are lit by lights with the wires strung along the houses. The electricity was originally generated at the power station in the town (shown on Target Chart No. 2-144-N), but P/W states that he read in "Il Popolo di Italia", that this power station was bombed in October, 1941 and destroyed. Does not know the present source of electricity.
- iv) GAS None. Cooking and heating are done by coal and wood.
- v) SEWERAGE The town has an underground sewerage system which empties into the sea.
- vi) POSTAL SERVICES P/W states the Post Office is the only place which has a telephone and telegraph. Mail is delivered once daily in the mornings and also on Sunday.
- vii) HOSPITAL It is located outside of town in a large tower. Capacity unknown to P/W.
- viii) HOSPITALS There are two hospitals, the location of which P/W would not disclose. He does not know their capacity. There are five or six doctors in the town and about twelve medical students. Some malaria is prevalent. (See Report SS/V).
- ix) HOTELS There is one 2-storey hotel in the square. Capacity or number of rooms unknown. Called "Albergo Madonna".
- x) SCHOOLS The school is (see Target Chart No. 2-144-N) the large square building 200' NE of the base of the inner harbor mole. It is three storeys in height and the largest building in town. It has a capacity of approximately 1200 students.
- xi) INDUSTRIES P/W states that until 1939 the sulphur refinery plant was in operation but discontinued operations at that time when the sulphur deposits were exhausted. The refinery plant still exists at the points indicated on Target Chart No. 1-144-N, but P/W states that it has been bombed. The last time he was there, he saw only guards watching the plant and that the earth around it was being cultivated by the guards.

C BEACHES

See Report SS/V

D BEACHES

EAST OF PORTO DEVIOLIE (see also Report SS/V) P/W states he is familiar with that stretch of the beach running from the Eastward mole for a distance of about 2 km. East, where he used to bathe frequently. Beginning at the 1070 BY LEVANTE the ground falls steeply from the edge of town to the beach forming a cliff about 70 m. in height, which diminishes in height to about 50 m. at 1130 m. East. From the beginning of the beach to the water's edge, the ground is all sand and measures about 200 m. in width. It is hard enough to permit the boys from a nearby camp to play soccer. The beach is level and free from rocks, having formed at one time the base of the sulphur deposits. Along this stretch of the beach one can walk for a distance of approximately 100 m. out to sea, before reaching a point where bottom is on a steep gradient.

E WATERCOURSES Vas. SPINOLA

P/W stated he is only familiar with the stream directly Northwest of the center of town. Bed is about 5 m. deep with steep banks and a rocky bottom. It flows South over the edge of the sea cliff, where it falls for a distance of approximately 70 m. to the beach. It flows only in the winter and after heavy rains.

TOP SECRET

REPORT ON EMBEZZLEMENT (Cont. 2)

See also Report SS/V

F. COMMUNICATIONS

a) ROADS

i) PORTO EMPEDOCLE - VILLASITA This is a metalled road which permits 2-way traffic, with stone-surfaced drainage ditches on either side of the road. There are no walls along the sides of this road. The road rises steeply from the center of PORTO EMPEDOCLE to its outskirts and then rises gently from the latter point to VILLASITA.

ii) VILLASITA - AGRICENTO This is an unmetalled cart-track with an earth and rock surface, and it permits 1-way traffic only. There is no drainage and at frequent intervals, walls border both sides of the road. P/W states that the bridge at G 614565 was washed away by floods about five years ago and never rebuilt. The stream at this point is about 4 m. in width with steep slopes, and dries up in the summer. In the winter it can be forded without wetting the knees, but it is impassable during the steepness of banks.

iii) PORTO EMPEDOCLE - RALMONTE P/W stated he was not familiar with this road all the way to RALMONTE, but mentioned that for about half this distance, it is a metalled road with 2-way traffic and stone-surfaced drainage ditches on either side. No walls border it. A section of this road, running approximately for a distance of 1 km. West of the Westernmost mole, was bombed by American planes and badly damaged.

iv) VILLASITA - G 633547 - AGRICENTO This is a metalled road, permits 2-way traffic, and has drainage ditches on either side and no walls bordering it. That portion of the road between G 633547 and AGRICENTO is at a gradient steep enough to force cyclists to dismount.

b) RAILWAYS (see Report SS/V)

P/W refused to disclose any information concerning railways except to say there was a narrow-gauge single-track line running close to the water's edge, and that at point G 622550, there is a level crossing.

G. COUNTRYSIDE

The terrain on the outskirts of PORTO EMPEDOCLE is rolling country, which rises gradually away from the sea. It is fertile and cultivated with lemon and olive trees and only a few vineyards. There are also a number of vegetable gardens close to the town itself.

H. FISHING

P/W states that fishing has been prohibited entirely.

Declassified E.O. 12356 Section 3.3/NND No. 785015

785015

MOST SECRET

TERMINI IMPROSE (Prov. Palermo)
See Appendix B

A. SOURCE

P/W RIZZO CROCIANO, born in TERMINI IMPROSE and lived there until Oct. 41. Returned in Apr. 42 on a 2-day leave. Seems reliable and very helpful, he was however primarily interrogated for his knowledge of FIRE FIGHTING Methods. (See Report SS/P/II).

B. TOWN

- i) POPULATION About 20,600. Occupations, fishing and farming.
- ii) WATER Water is laid on in some houses. Most of people, however make use of the many fountains for their water supply. P/W does not know the source nor how it is piped into town, but said people become ill from drinking too much of this water as it tastes "heavy". During extremely dry periods water diminishes considerably.
- iii) ELECTRICITY P/W does not know where current comes from but nearly all houses have electricity. The streets are illuminated by lights at each intersection. Wires are strung between the walls of the buildings.
- iv) GAS None. All cooking and heating is done by wood or charcoal.
- v) SEWERAGE A sewerage system exists. Outlet is to the West of large rock about 500 m. West of town.
- vi) POSTAL FACILITIES Post Office is a one-story building in the Eastern part of town. Telegraph and Telephone are also there. P/W said that telephones may be installed in some houses but was not sure. Mail arrives by train and is distributed once a day.
- vii) CHURCH One small chapel plus the OC. MR. Station. This Station is surrounded by a Maresciallo and has about 30 OC. MR.
- viii) HOSPITALS There is a hospital and also an orphanage and home for the aged run by a Church known as Capucini, located in the Eastern part of town known as Termini Alto.
- ix) HOTELS Two small hotels with restaurants which can accommodate about 20 persons. They are not very good.
- x) SCHOOLS Two elementary schools of a capacity of about 125 children each.
- xi) LAUNDRIES None. Sulphur refining along West quay has long been abandoned.

C. HARBOR See Appendix B

There is a small harbor where only fishing boats enter. It has a quay about 500 m. long, 1 m. above water level and about 3-4 m. wide. It is divided into 2 sections: East quay and West quay. Extending from this quay there is a stone mole (4) about 600 m. long, 1 1/2 m. high and 2 m. wide which serves as a breakwater. The West quay (1) is about 150 m. long. The water at the land-side is very shallow, but at the other end about 1 m. deep, with a muddy bottom needing constant dredging. At the far end of the West quay another quay (2) extends at right angle to it. It is about 15-20 m. long, about 6 m. wide and level with the other quays. This was used mostly for the anchorage of small fishing vessels. (P/W said boats with 2 masts tied alongside). The East quay (3) extends from base of quay (2) for about 500-550 m. The water depth along this quay varies due to many submerged rocks, the deepest being about 2 m. Along the mole there are many rocks, some rising above the water.

but some of it is piped into town, but said people became ill from drinking too much of this water as it tastes "bad". During extremely dry periods water diminishes considerably.

- iii) ELECTRICITY P/W does not know where current comes from but nearly all houses have electricity. The streets are illuminated by lights at each intersection. Wires are strung between the walls of the buildings.
- iv) GAS None. All cooking and heating is done by wood or charcoal.
- v) SEWERAGE A sewerage system exists. Outlet is to the West of large rock about 500 m. West of town.
- vi) POSTAL FACILITIES Post Office is a one-storey building in the Eastern part of town. Telegraph and Telephone are also there. P/W said that telephones may be installed in some houses but was not sure. Mail arrives by train and is distributed once a day.
- vii) CHOL One small Chol plus the CC. JR. Station. This Station is commanded by a Haresciallo and has about 30 CC. JR.
- viii) HOSPITALS There is a hospital and also an out-patient and home for the aged run by a Church known as Capuccini, located in the Eastern part of town known as Tormini Alto.
- ix) HOTELS Two small hotels with restaurants which can accommodate about 20 persons. They are not very good.
- x) SCHOOLS Two elementary schools of a capacity of about 125 children each.
- xi) INDUSTRIES None. Sulphur refining along West quay has long been abandoned.

C. HARBOURS See Appendix B

There is a small harbour where only fishing boats enter. It has a quay about 500 m. long, 1 m. above water level and about 3-4 m. wide. It is divided into 2 sections: East quay and West quay. Extending from this quay there is a stone mole (L) about 600 m. long, 1 1/2 m. high and 2 m. wide which serves as a breakwater. The West quay (1) is about 150 m. long. The water at the land-side is very shallow, but at the other end about 1 m. deep, with a muddy bottom needing constant dredging. At the far end of the West quay another quay (2) extends at right angles to it. It is about 15-20 m. long, about 6 m. wide and level with the other quays. This was used mostly for the anchorage of small fishing vessels. (P/W said boats with 2 masts tied alongside). The East quay (3) extends from base of quay (2) for about 500-550 m. The water depth along this quay varies due to many submerged rocks, the deepest being about 2 m. Along the mole there are many rocks, some rising above the water.

D. BAYACHES

i) FROM WEST QUAY TO PUNTA TORRECHICO (5)

This is not used very much by fishermen. It is fairly level but very muddy with debris stream all over it. P/W does not know how wide it is as no one went bathing here.

ii) PUNTA TORRECHICO TO TORRENT DE L'ERAPIER (6)

Beach is straight and is used by nearly all the fishermen. The beach here is about 70 m. wide and flat with trees and bushes growing at the rear of it. The beach itself is sand and gravel but P/W does not think it suitable for BT. No roads lead out of beach but a hard earth-surfaced road (7) at back of beach runs parallel to it. P/W could walk out for 15-20 m. and the water would only reach his knees. There are no false hookers and no shelving but ground seems to be muddy.

iii) BEACH from point (6) to point (3) was never used either by fishing boats or bathers. At the mouth of TORRENT DE L'ERAPIER there is a small bar in summer, due to lack of water in the stream, which is completely dry. Only during the winter is it submerged.

iv) The SHOULDER to the North of town is not known to P/W at all.

MOST SECRETTERMINI BARRESE (Prov. Palermo) Cont.
See Appendix BE WATERCOURSES1) TORRENTE BARBATTIA (G)

This stream is dry during the summer months. It narrows considerably west of Pily line. Two very small bridges cross this stream but P/W cannot say how they are constructed.

11) FIUME S. LEONARDO

This stream is also dry during the summer. It is about 10 m. wide with banks about 2 m. high sloping very gradually. The bed is rocky in places and in others muddy but could be negotiated by MT. The stream is crossed by a stone bridge and a Pily bridge.

F COMMUNICATIONSa) ROADS

MESSINA - PALERMO ROAD passes through TERMINI. It is a metalled, 2-way road with drainage ditches. Road runs generally along coastline and is free of steep hills or sharp bends. From the MESSINA end the road runs into CORSO VINCENZO E MACHHERA in TERMINI and continues towards PALERMO through VIA CAULANDI. Only the main streets permit the passage of vehicles in TERMINI, all others being either too narrow or are dead ends.

b) RAILWAYS

The MESSINA - PALERMO line, which is the principal line in Sicily, passes through TERMINI. In addition some trains for PALERMO form here at intervals. Line is normal-gauge and has wooden sleepers covered by gravel in the station. P/W stated that it is strictly forbidden to cross or walk along tracks and that Pily is guarded by Pily Militia, with headquarters at the station. All trains must travel with windows lowered whether travelling by day or night. About 1 km. west of Pily Station road enters a tunnel about 300 m. long.

c) BRIDGES

Bridge (13) is about 4-5 m. wide with stone parapets about 30-40 cm. high.

G COUNTRYSIDE

In general all around TERMINI the land is fairly level and planted with olive trees.

H FISHING

Fishing has been stopped as far as P/W knows.

I MILITARY

P/W claims that there were no troops in TERMINI increase up to the time of his departure and that barracks do not exist now, but were there before he was born and have been demolished since.

This stream is also dry during the summer. It is about 10 m. wide with banks about 2 m. high sloping very gradually. The bed is rocky in places and in others muddy but could be negotiated by MT. The stream is crossed by a stone bridge and a dry bridge.

P COMMUNICATIONS

a) ROADS

MESSINA - PALERMO ROAD passes through TESSINI. It is a metalled, 2-way road with drainage ditches. Road runs generally along coastline and is free of steep hills or sharp bends. From the MESSINA end the road runs into CORSO UMBERTO I MARCONI in TESSINI and continues towards PALERMO through VIA GARIBOLDI. Only the main streets permit the passage of vehicles in TESSINI, all others being either too narrow or are dead ends.

b) RAILWAYS

The MESSINA - PALERMO line, which is the principal line in Sicily, passes through TESSINI. In addition some trains for PALERMO form here at irregular times. Line is normal-gauge and has wooden sleepers covered by gravel in the station. P/W stated that it is strictly forbidden to cross or walk along tracks and that Rly is guarded by Rly MILITIA, with headquarters at the station. All trains must travel with shades lowered whether traveling by day or night. About 4 km. West of Rly Station road enters a tunnel about 300 m. long. (a)

c) BRIDGES

Bridge (15) is about 4-5 m. wide with stone parapets about 30-40 cm. high.

C COUNTRYSIDE

In general all around TESSINI the land is fairly level and planted with olive trees.

F FISHING

Fishing has been stopped as far as P/W knows.

I MILITARY

P/W claims that there were no troops in TESSINI DUNES up to the time of his departure and that barracks do not exist now, but were there before he was born and have been demolished since.

785015

TOP SECRETTRAPANI AREAA. SOURCEP/W SCHNEIDER DA NELLA, TUNIS

UNIT: 2 Tro. German Goering Artillery Regiment.

P/W was in the TRAPANI area from Mar. 25 to April 16, 1943, when he left for Africa to stand military trial in Tunis. He was accused of subversive activities. He is willing and cooperative and appears to be telling the truth. His general knowledge of the area is limited by the fact that he was there only three weeks.

B. TOWN

i) TRAPANI is a town of about 63,000. It is primarily a port.

ii) WATER SUPPLY Provision of an adequate water supply for the city is still a difficult problem. A large water tower near the railroad station is the principal reservoir of water for the city itself. The German army units stationed there used to chlorinate their own water. Running water is available only in the larger and better type buildings.

iii) ELECTRICITY Is generally laid on in the better houses.

iv) GAS So far as P/W could determine, there is no gas available in TRAPANI.

v) POSTAL SERVICES Both Telephone and Telegram services are available.

vi) CLOL P/W did not see any.

vii) HOSPITALS There are several hospitals in the TRAPANI area. At a point designated at about 4 753372, some 5 km. East of the heart of the city, and well up on the side of a hill, there is a large stone hospital for wounded soldiers.

viii) HOTELS TRAPANI does not have first-class hotels. There are a few in the city, principally 4-story buildings, which P/W estimates have about 30 rooms each. One such hotel is located at 4 693366, directly North of and opposite the large central park in the heart of the city. It is used as an office for the commander of the German transport unit stationed in the TRAPANI area.

ix) SCHOOLS P/W recalled two schools, particularly, a high school near the central park mentioned above, and a very large school in FASSO. P/W estimated that the latter school was sufficiently large to provide barracks for 3 battalions. It is located at 4 734328 on top of a hill.

C. HARBOUR

In the harbour area, at point 4 693360, there are docks which have been destroyed by bombs. Almost all the buildings in this immediate area, on which are 50-60 ft. North of the coastline, have been completely destroyed.

There are supposed to be torpedo dumps in the harbour area, P/W did not see them and couldn't locate them. He states they were hit once by bombs.

D. COASTLINE AND REEFS

i) POINT MURIA - OHIO 4 6223 The great line from POINT MURIA South to SICILIA LIAZZO is reported to be very swampy, so much so that it cannot be crossed on foot; crossing the immediate coastal area by sea is out of question. This area is very flat. There are salt beds immediately behind the coastal sweep in many places and meadow land.

- i) TRAPANI is a town of about 65,000. It is primarily a port.
- ii) WATER SUPPLY Provision of an adequate water supply for the city is still a difficult problem. A large water tower near the railroad station is the principal reservoir of water for the city itself. The German army units stationed there used to chlorinate their own water. Running water is available only in the larger and better type buildings.
- iii) ELECTRICITY Is generally laid on in the better houses.
- iv) GAS So far as P/W could determine, there is no gas available in TRAPANI.
- v) POSTAL SERVICES Both Telephone and Telegram services are available.
- vi) CLOTHES P/W did not see any.
- vii) HOSPITALS There are several hospitals in the TRAPANI area. At a point designated at about A 753372, some 5 km. West of the heart of the city, and well up on the side of a hill, there is a large stone hospital for wounded soldiers.
- viii) HOTELS TRAPANI does not have first-class hotels. There are a few in the city, principally 4-story buildings, which P/W estimates have about 30 rooms each. One such hotel is located at A 698366, directly North of and opposite the large central park in the heart of the city. It is used as an office for the commander of the German transport unit stationed in the TRAPANI area.
- ix) SCHOOLS P/W recalled two schools, particularly, a high school near the central park mentioned above, and a very large school in PIZZOL. P/W estimated that the latter school was sufficiently large to provide billets for 3 battalions. It is located at A 734328 on top of a hill.

C. HARBOR

In the harbor area, at point A 693360, there are docks which have been badly damaged by bombs. Almost all the buildings in this immediate area, as much as 50-60 m. North of the coastline, have been completely destroyed.

There are supposed to be bombed ships in the harbor area, P/W did not see them and couldn't locate them. He states they were hit once by bombs.

D. COASTLINE AND BEACHES

i) POINT NUBIA - CIPOLLAZZO The exact line from POINT NUBIA South to CIPOLLAZZO is reported to be very swampy, so much so that it cannot be crossed on foot; crossing the immediate coastal area by P/W's is out of question. This area is very flat. There are salt beds immediately behind the coastal swamps in many sections and further inland still are olive trees and meadow land.

The salt pans are divided into individual beds by very small canals or ditches, which are used for drainage purposes. The people who tend the salt beds and drain the drainage ditches in small, flat-bottomed boats.

ii) NORTH OF TRAPANI The coastline North of TRAPANI is very steep. At individual points there are some very small beaches, no more than 1 to 10 m. wide, and these may be completely under water at high tide.

E. COMMUNICATIONS

a) RAILS

i) TRAPANI - CIPOLLAZZO

The main railway running West from TRAPANI is an asphalt road, but is only about 5 m. wide. It has considerable difficulty passing one another, overhanging in places. There are small viaducts on either side of the road, but they are only 1 m. wide. The surface has many holes in it and, in general, is in a state of disrepair.

MOST SECRET

TERRAIN AREA (Cont. 2)

On the above road, about 1 km. NW of the entrance to the airport (at about A 750355) and at the northern end of a row of houses, there is a recently constructed road block. See sketch 1 Appendix C. This road block was painted black and white.

As indicated, the block, machine gun positions, and ditches are located on only one side of the block, the Eastern side. Possible attack was evidently anticipated from that direction rather than from the direction of U.S. III. This block is so arranged that vehicles can go through it but it would be impossible for a tank to pull it's gun through the narrow space left over.

The construction of this road block is not very strong. According to P.W., the German soldiers located at the Italian lines of road block construction and were also puzzled by the fact that it was built to provide defense against possible attack from only one direction. In P.W.'s opinion, one shot from an artillery piece like an 88 mm gun would be sufficient to destroy the whole construction.

It was part of a work to build that the anti-tank ditches shown in the sketch on both sides of the road. The ditches were being dug to a depth of 4 m., were about 3 m. broad at the top, and at the time the P.W. left the work (still unfinished), the ditches had been extended 40 to 50 m. on both sides of the road. Between wire entanglements were also being strung along the ditches. There are olive trees on the South side of the road at the point where the road block is located; one of the ditches led to the W. through a grove of olive trees. For profile sketch of one of these anti-tank ditches, see sketch 2 Appendix C.

ii) TANKS -

The highway leading South from TANNON through TANNON is said to be essentially a much better road than the road described above. It is 8 to 10 m. wide. It is now in poor condition because it has been so heavily traveled over. This road is built on an embankment. There is a similar road constructed road block on this highway. P.W. could not pinpoint it's location but estimates it at A 752300. It is situated on a rise which contains a stretch of road in a depression.

iii) ROAD BLOCK SOUTH OF TANNON

The number of roads in the area South of TANNON and West of the TANNON-MARSAH Rd may be even greater than that shown on the 1:25,000 map, Sheet 95/IV (1:25,000). The usefulness of this road network is very limited, however, because most of the roads are too narrow for use. Many of them have wall walls on both sides, so that only a jeep or a Volkswagen could use the road.

b) RAILROADS

Two railway lines lead into TANNON from the South and Southwest. Join at A 748355. The line which approaches TANNON from the South and runs along the coast is the main line. The line which approaches TANNON from the Southwest is a branch line. The line which approaches TANNON from the South and runs along the coast is the main line. The line which approaches TANNON from the Southwest is a branch line.

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14) P/W. J. - ITALIAN

The highway leading South from TREPANI through MACINO is said to be considerably a much better road than the road described above. It is 6 to 10 m. wide. It is now in poor condition because it has been so heavily traveled over. This road is built on an embankment.

There is a single-lane constructed road block on this highway. P/W could not pinpoint it's location but estimates it at A 732300. It is situated on a ridge which carries a stretch of road in a division.

14a) ROAD KMS SOUTH OF TREPANI

The number of roads in the area South of TREPANI and West of the TREPANI-MACINO Rd may be even greater than that shown on the 1:25,000 Map, Sheet 277-IV NW (2.2000). The usefulness of this road network is very limited, however, because most of the roads are too narrow for use. Many of them have small walls on both sides, so that only a jeep or a Volkswagen could use the road.

b) RAILWAYS

Two railway lines lead into TREPANI from the South and Southeast join at A 748353. The line which approaches TREPANI from the South and runs close to the coast is a normal gauge line. The one that approaches from the Southeast is a narrow gauge line. Both are electric track. At A 721352 where the main railway crosses over the railroad line, there is a bridge about 20 m. long. There is an Italian yard at the bridge.

c) COAST GUARD

As mentioned above, there are a good many salt beds in the coastal area South of TREPANI. Movable land is characteristic of that area and olive trees are the outstanding feature of the countryside all around TREPANI. Some grain is grown, but not a great deal.

d) FISHING

There is a lot of fishing done on the coast near TREPANI but the fishing boats that P/W saw were mostly very small ones, not much larger than rowboats. P/W said that during the whole time he was in this locality he saw only two or three two-stated motor sailboats.

1087 SECRET

TRAPANI AREA (Cont. 3)

H. MILITARY

a) TRAPANI AIRPORT

During the period from Apr. 7-16, 1943, P/W went to the airport daily and thus had an opportunity to observe some of the installations.

The airfield is at A 752317. The entrance road to the airfield branches off the main highway at A 750353. See Appendix D for sketch of portion of airfield with which P/W is familiar.

German pursuit planes are generally parked directly East of the field, very well camouflaged under olive trees. As a rule, there were only 4 or 5 Italian planes on the field at any one time, usually biplane pursuit craft.

Some distance West of the airfield and on the South side of the main highway there are about 30 barracks for the German flying and ground personnel.

While P/W was there, the main runway was bordered from about 125 m. to 200 m., which enabled the "Giant" 6-motored planes to land there. These "Giant" planes were always parked near the Northwest corner of the field. P/W never saw any bombers on the field, only the "Giant" transport planes and fighters.

At about A 761354, Northeast of the main highway there is an extensive area where bombs are stored. They are stacked in groups of 4, 5, or 6 with intervals of 50 to 60 m. between groups. The bombs are covered with olive branches for camouflage purposes.

Beyond the Western edge of the airport there is a shallow ditch. Next to it and extending the whole length of the Western of the field is a barbed-wire fence. This fence has not been constructed to serve as a real barrier but as entanglement, it is simply a fence.

West part of the main highway which runs or less parallels the Northern side of the airport has a stone wall about 2 m. high running along its Southern edge. (The edge nearest the airport). This stone wall has been broken in several places as a result of bombings.

There are air raid shelter trenches in the immediate vicinity of the large German repair shop building and between that building and other buildings in this area. These trenches are intended for the protection of the personnel working there. Some are covered over, some are not. They have been dug about 2 m. deep.

Between the three-sided boxes for parking fighter planes on the Northern side of the field there are 4 or 5 positions for light machine guns. P/W stated there are no permanent pill boxes in or near the airport.

Southwest of the airport and at the Southern end of a narrow road which leads directly South from the main highway, there is a radio station, manned by German signal personnel.

While P/W was there he saw only 2 sentries, Italians, who stood at the main gate. P/W was not at the airport during the night, so he does not know the guard arrangements after dark. He expressed the opinion that the night guards were undoubtedly German, since it is not policy to use Italian guards in areas where German troops are billeted.

At time P/W was at the airport daily (Apr. 7-16, 1943), he was of the opinion that all of the necessary patrol was brought in by him. He did not see any large patrol starting tanks or or near the airfield.

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At time P/W was at the airport daily (Apr. 7-16, 1943), he was of the opinion that all of the necessary patrol was brought in by lorries. He did not see any lorry patrol stove tanks on or near the airfield. **107**

b) OTHER MILITARY INSTALLATIONS

P/W could not pinpoint his bivouac area. It was approximately on the plain South of the city end of the harbor area, where tropical tents were camouflaged with olive branches. While there, P/W saw troops from German armored and armored reconnaissance units. None of these troops were, however, German troops, but simply awaiting transport to Africa; the German troops in the whole TAFANI area were Italians. The only German troops located here were transport and clerical personnel. The transient German soldiers were many casualties and men, who were returning to Germany on furlough.

At point A 752353 on the North side of the main highway opposite the Northwest corner of the airfield, there are large barracks used by transport personnel. Usually, lorries and other vehicles stand between the barracks buildings.

MOST STATIONTRAINING AREA (Cont. 1)

In the latter building shown on the map at A 743357 there is a petrol pump. It adjoins the railway and the highway.

At A 743327, on the edge of FINEGO, there is a large school, used as a barracks for German troops. It is located on top of a hill. It is estimated to be sufficiently large to accommodate 3 battalions. There is also a ty. of four 88 mm M guns on this hill, clearly visible from the road.

Italian armored cars in the past have been parked in the streets around the central park (A 693365) in the heart of the city. It is known that scores of them by bombs. The buildings directly west of the park are administrative buildings.

P/W stated that from the AI fire observed on times of air raids, he deduced there were AI guns on the ASPANIN TOWNS.

J MISCELLANEOUS

P/W had come to Sicily by means of the ferry from SPERO CALABRIA to MESSINA. He reports that there were formerly 3 or 4 ferry boats on this route, but that because of damage suffered there is only one large passenger ferry boat left in use. It's trip across the Strait of MESSINA requires 12 hours. Naval vessels are also used to transport troops from the mainland to Sicily.

H O S T S E C R E TE C O N O M I C C O N D I T I O N SI. E C O N O M I C C O N D I T I O N SM L S S I

A P. W. from MAZARA DEL VALLO, described the system, now prevalent all over SICILY, by which farm produce is requisitioned from farmers by the Government for later distribution under Government supervision and direction: A certain percentage, of the grain produced, the amount varying with the crop, is turned over at each harvest to the M.L.S.S.I. Transportation to the depot is provided by the farmer. The grain is then issued to the millers as needed, to be ground into flour and semola. Transportation from the depot to the mill is provided by the miller. The miller issues the flour or semola to the retail distributors (bakers etc) of the town in exchange for ration coupons. The surplus over and above local needs is taken over by the Government for distribution elsewhere.

Under the system described above, the farmer is permitted to retain sufficient grain for family needs. This grain is over and above the grain the farmer keeps for seed and is usually slightly more in amount than the flour ration for non-farmers. In addition, the farmer generally manages to keep for himself something more than his "official" allotment of grain. In 1940 farmers were paid 170 to 180 Lit. per quintal of grain.

Prices

A recent indication of prices is provided by the following list of quotations for fruits and vegetables in "Corriere della Sera" dated June 12, 1943, found on a P.W. captured at PATERLINI :-

Garlic white or red	per kg	Lira	4.20
Dry garlic	"	"	7.75
Beets (cooked)	"	"	2.70
" (raw)	"	"	1.40
Broccoli	"	"	2.50
Artichoke	each	"	1.20
Carrots (early)	per kg.	"	2.90
Cauliflower	"	"	2.70
Cabbage, flower broccoli	"	"	2.20
Onions (raw)	"	"	2.40
Parsley	"	"	3.90
" without roots	"	"	4.50
Rosemary	"	"	4.50
Onion beans	"	"	5.25

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Cauliflower	"	2.70
Cabbage, flower broccoli	"	2.20
Onions (new)	"	2.40
Parsley	"	3.90
" without roots	"	4.60
Rosemary	"	4.50
"Peas" beans	"	3.25
Salads	"	3.10
Beans (fresh)	"	4.60
Potatoes (normal)	"	1.80
" (yellow)	"	2.70
Tomatoes (early)	"	7.60
Murens (early)	"	3.60
Peas	"	4.10
Celery	"	3.80
Spinach (without root)	"	2.80
" (with root)	"	2.80
Fennel	"	2.10
Asparagus (early)	"	6.50
Oranges (1st quality)	"	7.70
" (2nd quality)	"	7.40
Strawberries (small)	"	11.25
" (big)	"	5.70
Cherries	"	5.70
Lemons (late)	"	4.60

Page 2

ECONOMIC CONDITIONS (cont.) MOST SECRET

A German P.W. who had been in the TRAPANI area in March and April 1943 stated that German soldiers stationed there were not offered anywhere near the amount of merchandise they had previously been offered when they were in NAPLES. Foodstuffs were definitely short in TRAPANI. The only food items the Germans could purchase were lemons, oranges and eggs. At that time he paid:

Lire 2 to 3 per kg for lemons
" 8 per kg for oranges
" 4 to 6 apiece for eggs.

II. POLITICAL CONDITIONS

A P.W. from PORTO EMPEDOCLE stated that a deep hatred of German soldiers exists among Sicilians. Some of this bad feeling is attributed to the treatment received by Sicilians while prisoners of the Germans in the last war, but most of it is said to be due to the fact that German officers and men are responsible for the pregnancy of so many Sicilian women. P.W. has heard that in CAGLIARI and PALERMO at least a dozen Germans have been assassinated by Sicilians recently for this reason.

This P.W. from PORTO EMPEDOCLE states that as a custom guard he often apprehended German officers carrying as much as Lit. 150,000 worth of gold rings and watches across the Italian border into CAGLIARI. He also stated that during the North African Campaign German soldiers deliberately fired on Italian soldiers, using rifles at first, then M.G.s and finally guns.

The German P.W. who had been in the TRAPANI area confirmed the fact that German soldiers were not welcomed by the Sicilian civil population.

III. PERSONALITIESAGIRA:

NEUSTRO, mayor and political secretary.
STATELLA, chief postal clerk.
L. ALBA, and FOSSELLI, doctors.
MORINI, priest.

PANELA & MONTECHIARO: DI VINCENZO, largest landowner.

GALLI, mayor in 1941 and probably still holding office.

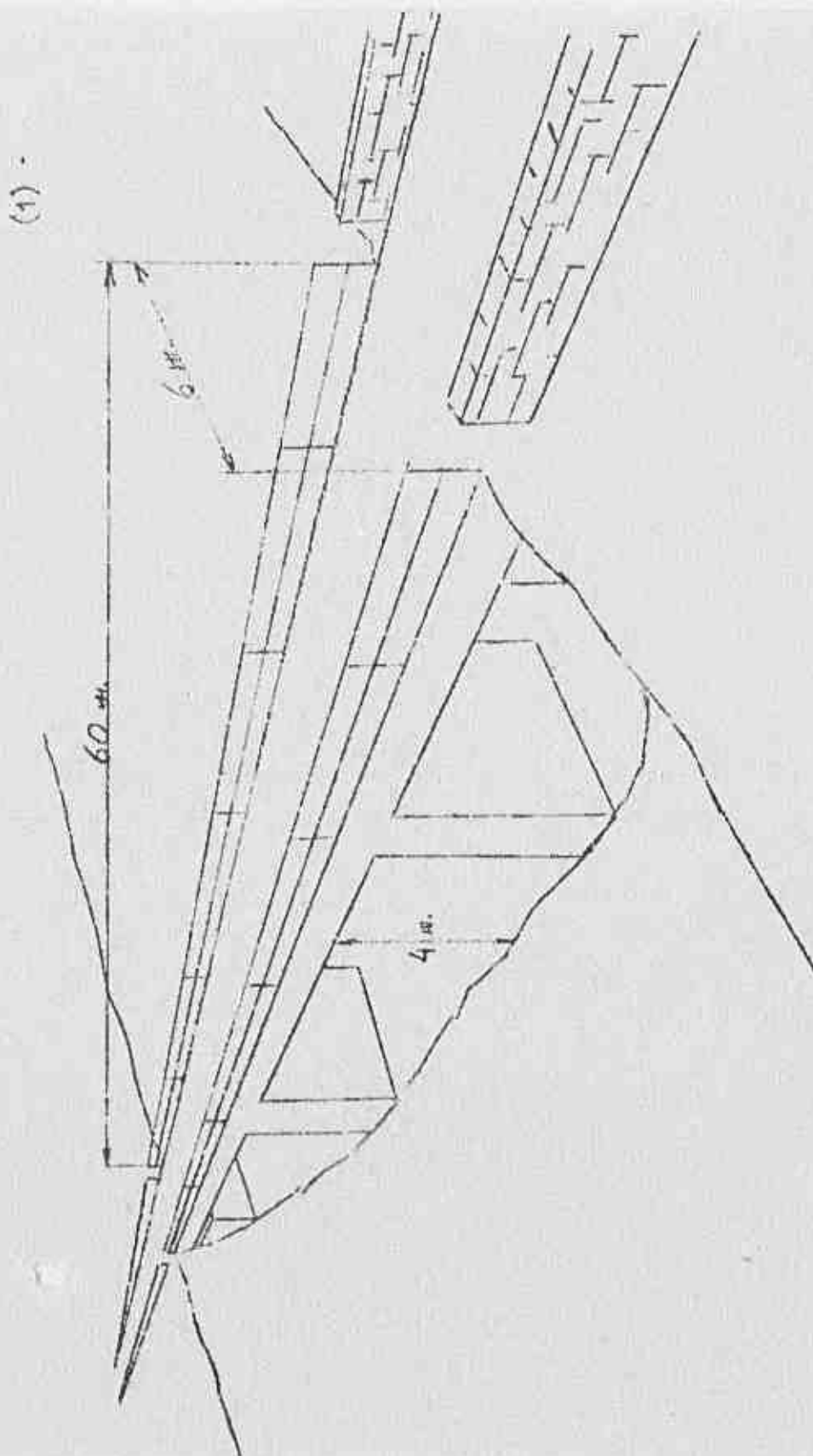
PORTO EMPEDOCLE:

HARRI, tailor by occupation and a notorious anti-Fascist. Was imprisoned at one time.
CAREGGIOLI - this family is the richest in town and the leading landowners.

The family resides at G. 563548 (Sheet PORTO EMPEDOCLE, 1:25,000, Sheet 271 - IV NW)

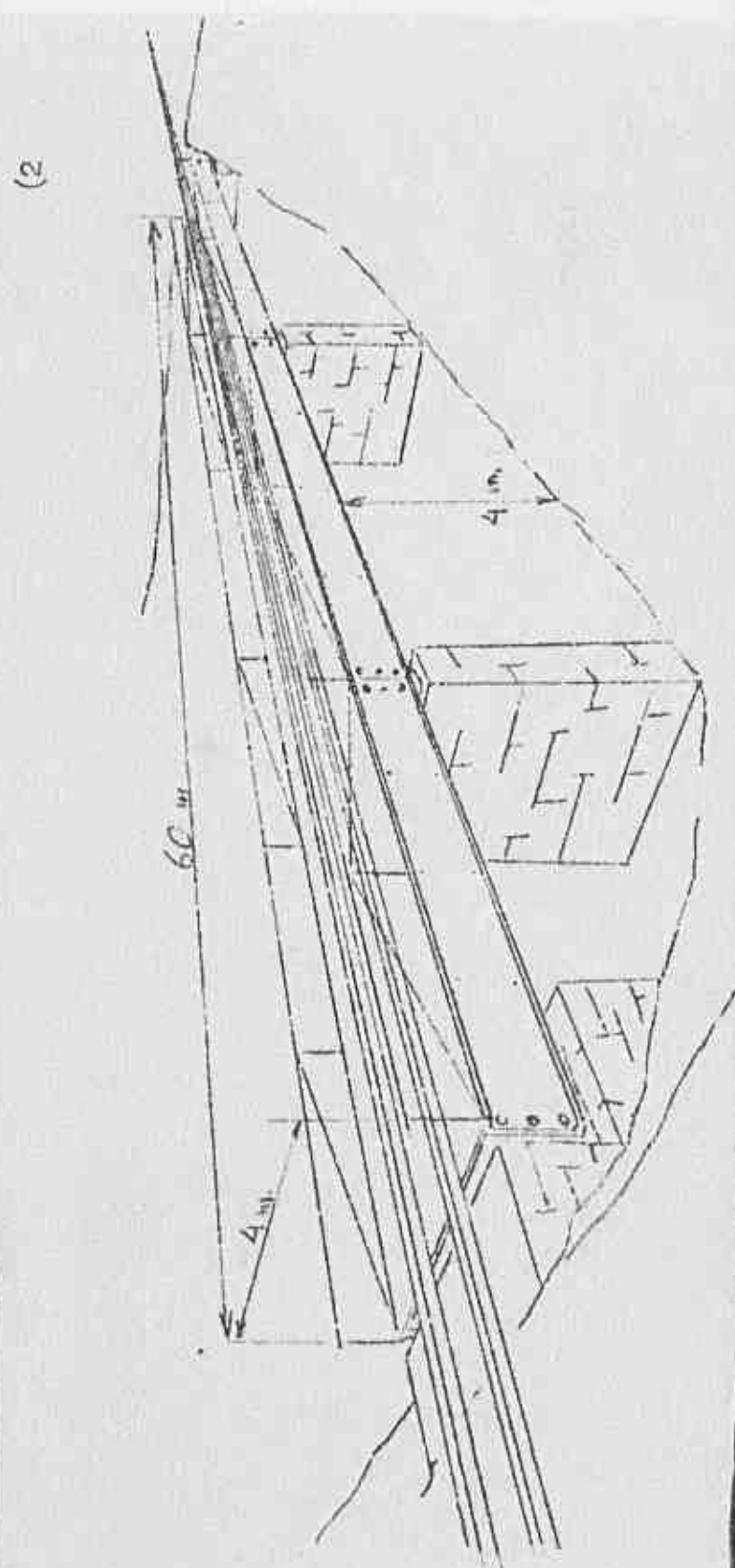
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Declassified E.O. 12356 Section 3.3/NND No. 785015



ROAD BRIDGE OVER FINE ALI
(D 252353)

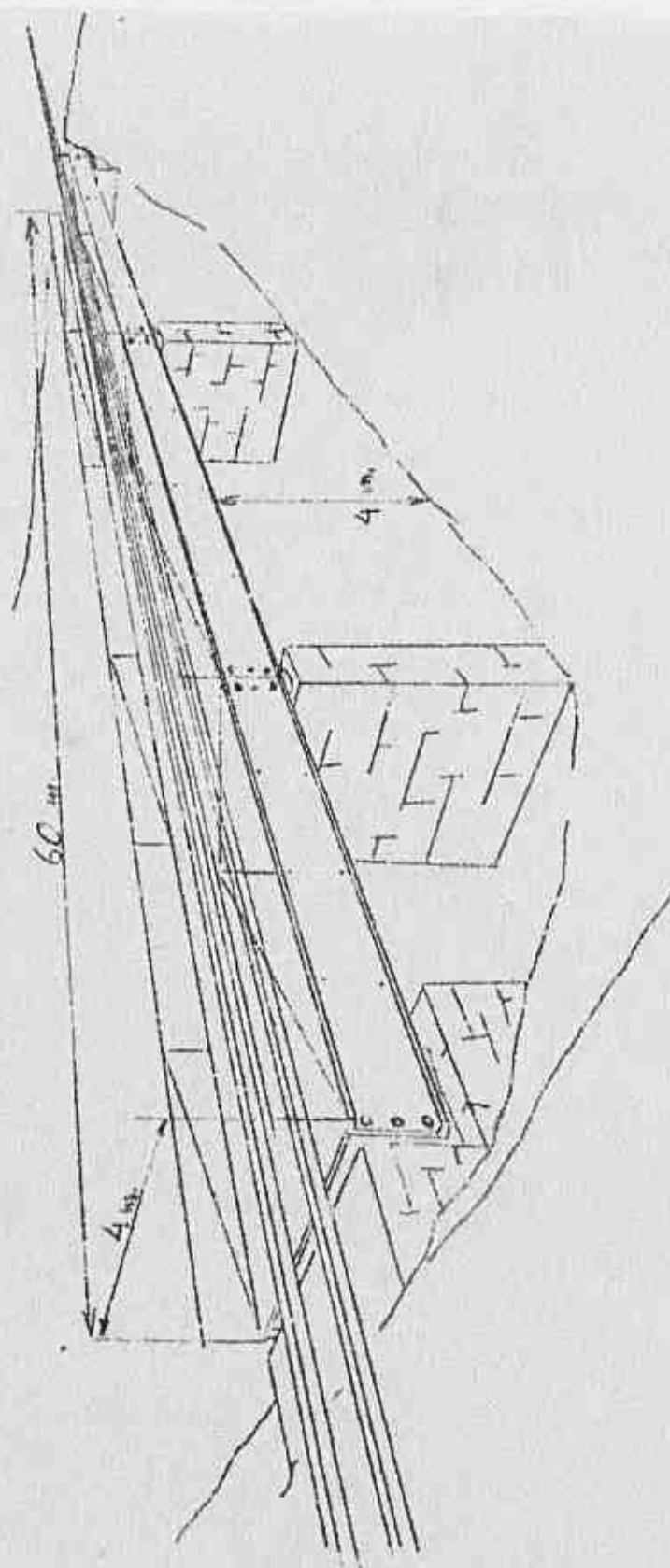
Reinforced concrete structure.
Iron railing.



ROAD BRIDGE OVER FIUME ALI
(D 252353)

Reinforced concrete structure.
Iron railing.

(2)



RAILWAY BRIDGE OVER FIUME ALI

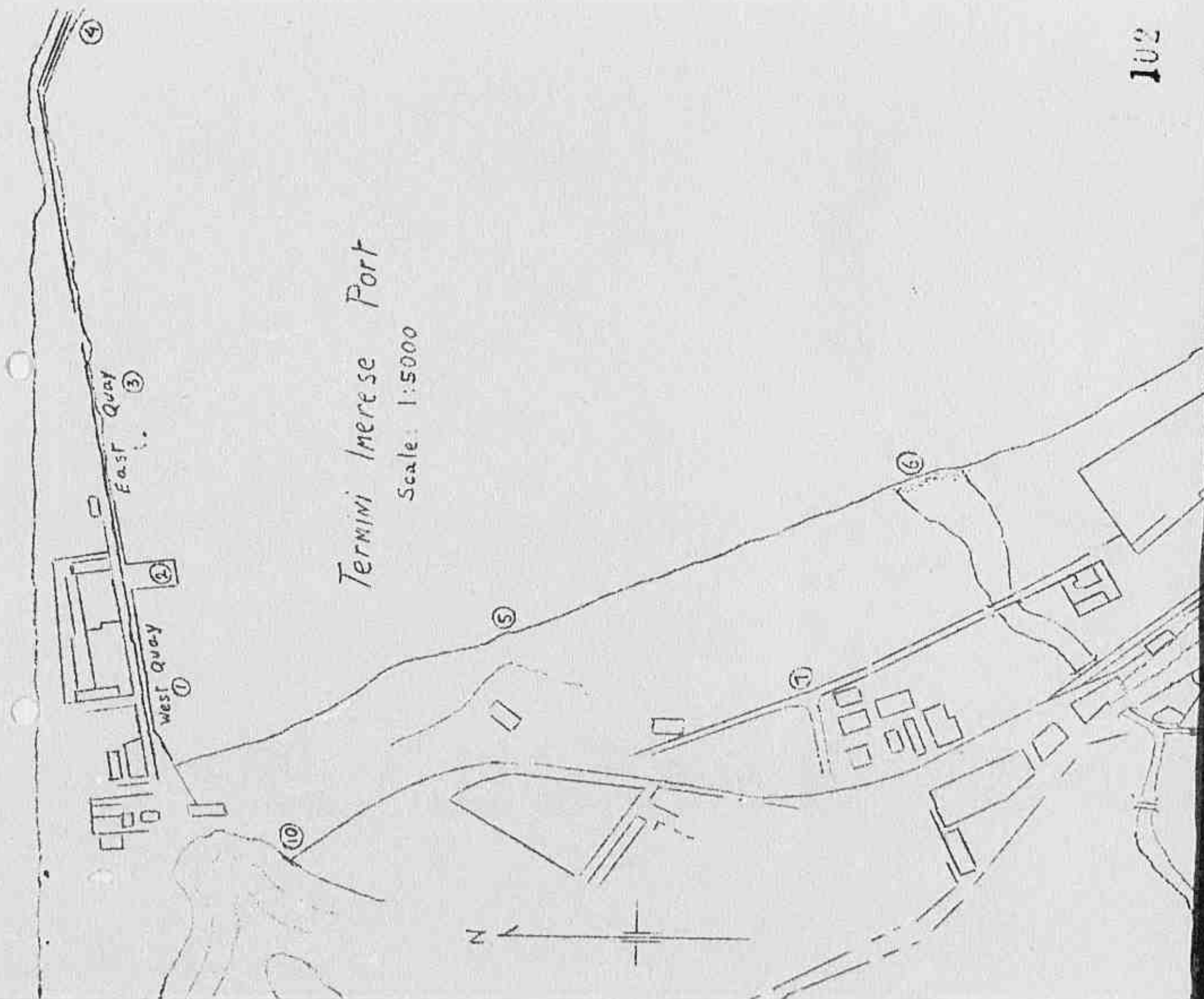
(D 252353)

Steel structure.
Stone piles.

APPENDIX A

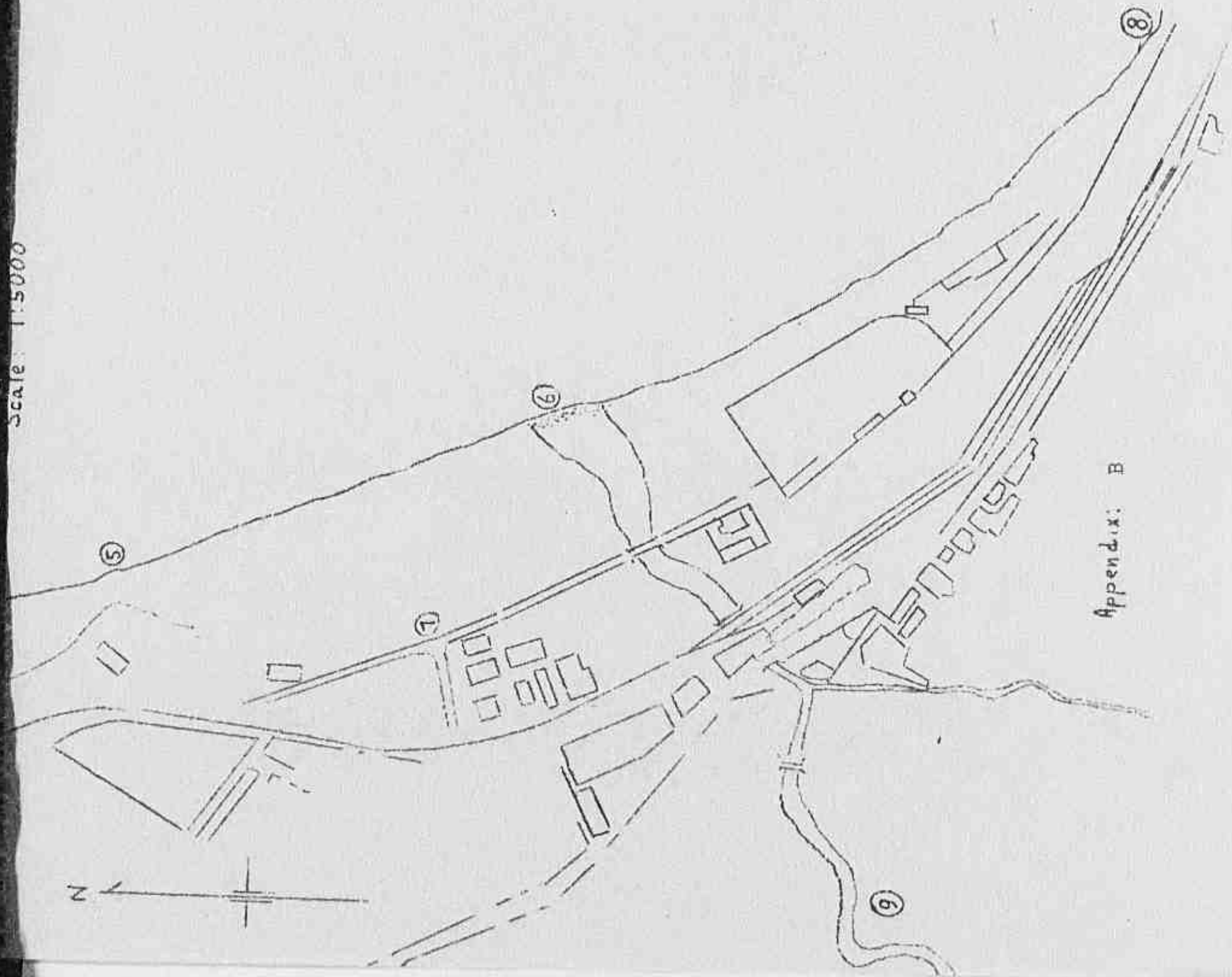
Declassified E.O. 12356 Section 3.3/NND No. 785015

Termini Imerese Port
Scale: 1:5000



Declassified E.O. 12356 Section 3.3/NND No. 785015

102



Scale 1:5000

785015



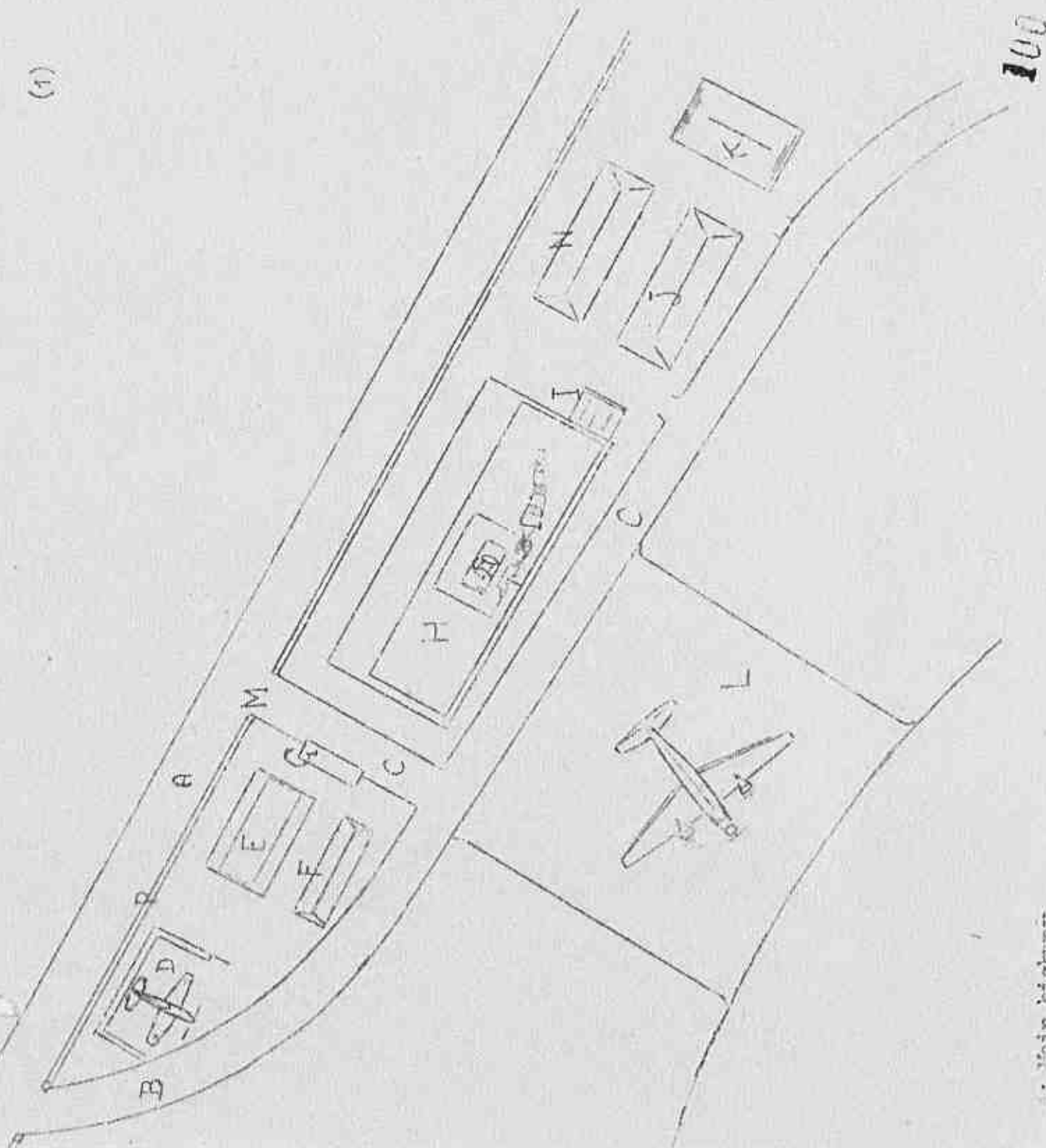
ROAD BLOCK on TRAPANI - CALATAFIMI road
(about A 749360)

785015

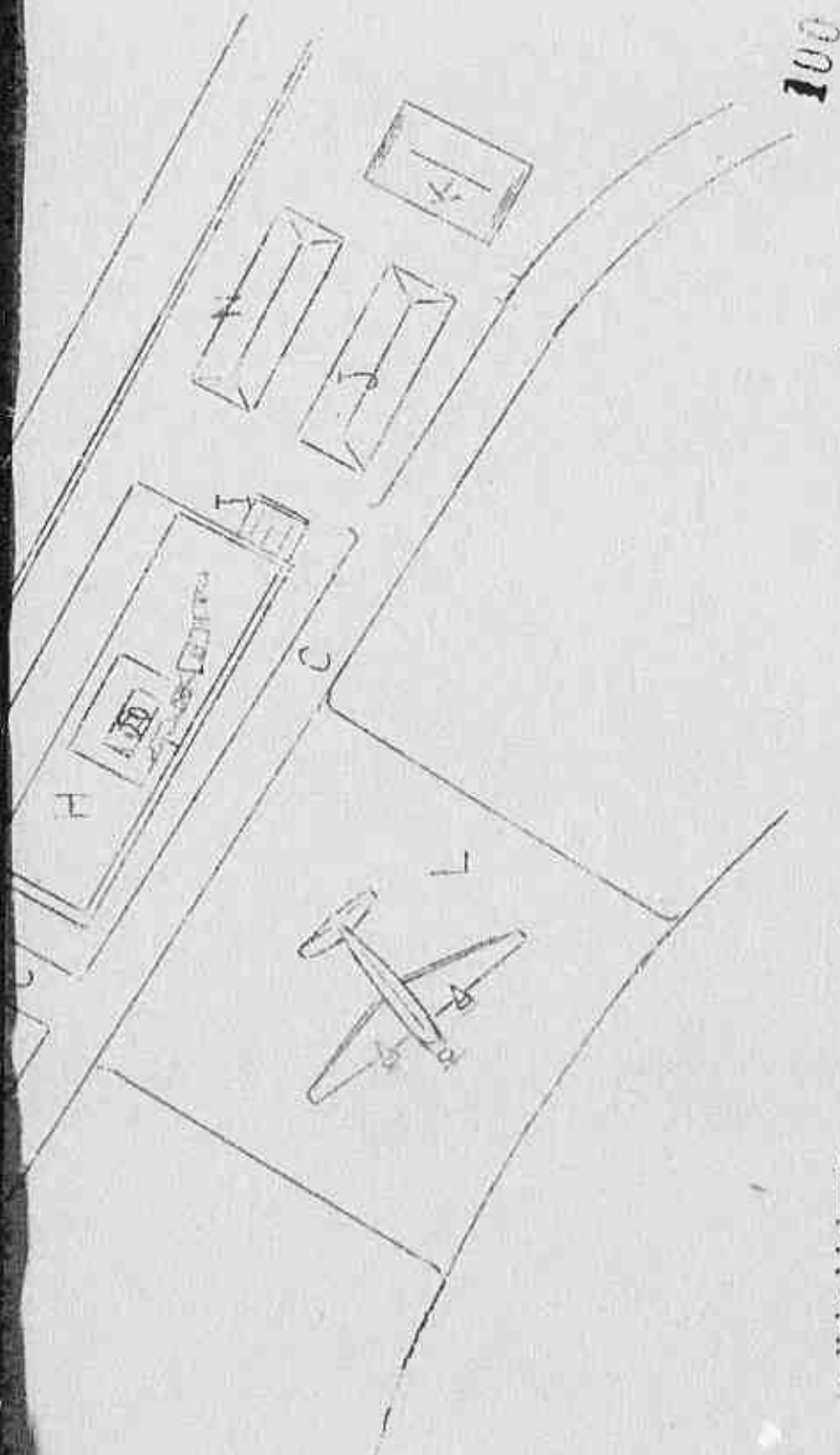


Appendix: C

(1)



- A: Main highway
 B: Supply road, not used a great deal.
 C: Entry road, and road that runs all around the airfield.
 D: Protective three-sided wall for parking Messerschmitt 109's and 210's. These installations are located all around the outside edges of the field at intervals of 5 or 6 m.
 E: German repair shops.
 F: Barracks building.
 G: Petrol filling station.
 H: Administration building. It has a lexicon in the tower and also an AA. M.F.
 I: Tanks for drinking water (There may be a filter here.)
 J: Italian repair shops.



- A: Main highway
- B: Supply road, not used a great deal.
- C: Entry road, and road that runs all around the airfield.
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- E: German repair shops.
- F: Barracks building.
- G: Petrol filling station.
- H: Administration building. It has a balcony in the tower and also an AA. M.G.
- I: Tanks for drinking water (There may be a filter here.)
- J: Italian repair shops.
- K: Building for storing materials and parts.
- L: Main runway.
- M: Main gate.
- N: Warehouse.
- P: Stone wall about 2 m. high.

TRAPANI AIRPORT
(A 750353)

785015

21 Jun 43

7878.

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C.S.D.I.C. - MED - A.F.H.Q.

INDEX to Special Section's Interrogation Reports on SICILY.

The Index covers serial numbers I to IX of both Middle East and AFHQ issues, the prefix 'S' being used for Middle East serials and 'SS' for AFHQ serials.

A complete set of Reports may be obtained at:

- G.S.I. 141 Force
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- C.S.D.I.C. Algiers
- S.O.(I) Levant.

Reference No: GR.A.4/0643

Date: 18th JUNE, 1943.

Commander The Hon: G.C.R. HODG. R.N.,
O.C. C.S.D.I.C. Med.,
Tel: FREEDOM 186.

fix 'S' being used for Middle East serials
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1943/11
Commander The Hon: C.G.R.RODD. R.N.,
O.C. C.S.D.I.C. Med.,
Tel: FREEDOM 185.

To see

Local Finance Office

RB

help

GR.A.4/0643.

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	MARZAMEMI	MILITELLO	MONTE LEPRE

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	CALATAFIMI	CAPO PASSERO ISLAND.	CATANIA	BIANCAVILLA
	CALLIGIRONE	CAPO RANA	CATANZARO	BUTERA
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BALESTRA

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BUFFALO 37720 (Chimisia ex Tropani Aragno)

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BIFERRA

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<u>CALTAGIRONE</u>		
ARMY	<u>Road to VITTORIA</u>	S/I chapter 18 (Misc.)
	<u>Road to PIAZZA ARMERINA</u>	S/I chapter 18 (Misc.)
	<u>Road to PALAONIA</u>	S/II chapter 11
	<u>Road to AUGUSTA</u>	S/III chapter 3
	<u>Road to GELA</u>	S/III chapter 3
	<u>Roads</u>	SS/III (Caltagirone) D.a)
	<u>Road-patrols in area</u>	S/IV (Caltagirone) Route 3.
	<u>Bus-service</u>	S/II chapter 11
	<u>Railways</u>	SS/III (Caltagirone) D.b)
ARMY	<u>Engineers Garrison</u>	S/I chapter 18 (Misc.)
	<u>Local HQ</u>	S/I chapter 18 (Misc.)
	<u>Garrison</u>	S/IV E.1.
ARMY	<u>Topography</u>	S/II chapter 11
	<u>Landmarks</u>	S/II chapter 11
	<u>Topography</u>	SS/III (Caltagirone) E.
ARMY	<u>Cultivation</u>	S/II chapter 11
	<u>Marshland</u>	S/II chapter 11
	<u>Rivers</u>	S/II chapter 11
	<u>Water-courses</u>	SS/III (Caltagirone) C.
ARMY	<u>Water-supplies</u>	S/I chapter 18 (Misc.)
	<u>Pipe-line</u>	S/II chapter 11
	<u>Water-supplies</u>	S/III chapter 3
ARMY	<u>Telephone system</u>	S/I chapter 18 (Misc.)
ARMY	<u>Town & public services</u>	SS/III (Caltagirone) B.
CIVIL	<u>Personalities</u>	SS/III (at end)

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(C. - cont'd)

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MOST SECRET - OFFICER ONLY.

CALIMNISSETTA

ARMY	Road to SAN CALAIDO	SS/VIII G.D.a) i)
	Road to PIAZZA ARMERINA	S/V 53
	Road to BARRAFRANCA	S/V. 53
	Railway to AGRIGENTO	SS/V (Canicatti) D. b)
ARMY	Garrison	SS/VI E. iii)
AIR	Ammunition dump 3 kms. to E.	S/V 53.

CALA DEI MULETTI

NAVY	Beach	SS/VI C. xii)
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CAMPORBELLO

ARMY	Road to LICATA	SS/V (Canicatti) D. a) i)
ARMY	Garrison	SS/VI E. iii)
AIR	Ammo. dump N. of S. CIPRIELLO road.	S/V 53.

CAMPORBELLO

AIR	Ammo. dump	SS/VI E. iv) cc)
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CANICATTI

ARMY	Road to LICATA	SS/IV (Libate) G. a) ii)
	Roads	SS/V (Canicatti) D. a)
	Railways	SS/V (Canicatti) D. b)
ARMY	Town & public services	SS/V (Canicatti) E.
ARMY	Topography	SS/V (Canicatti) E.
ARMY	Watercourses	SS/V (Canicatti) E.
ARMY	Garrison	SS/VI E. iii)

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ATK Ammunition dump 3 kms. to E. S/V 53.

CALA DEI MUZZI

NAVY Beach SS/VI C.xii)

CANPOBELLO

ARMY Road to LICATA SS/V (Canicatti) D.a) i)

ARMY Garrison SS/VI E. iii)

AIR Ammo.dump N. of S. 3/V 53.
CIPRIELLO road.

CAMPOREALE

ATK Ammo.dump SS/VI E. iv) cc)

CANICATTI

ARMY Road to LICATA SS/IV (Licata) G. 2) ii)
Roads SS/V (Canicatti) D. a)
Railways SS/V (Canicatti) D. b)

ARMY Town & public services SS/V (Canicatti) B.

ARMY Topography SS/V (Canicatti) E.

ARMY Watercourses SS/V (Canicatti) C.

ARMY Garrison SS/VI E. iii)

CIVIL Economic conditions SS/V Chapter 6. I
Personalities SS/V Chapter 6. II

CAPACI

ARMY Garrison SS/VI E. iii)

CAPIC GALLI

NAVY Coast towers PUNTA DI SS/VI C. viii)
PAUCARELLO

(C. - cont') 97

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MOST SECRET - OFFICER ONLY.

(C. - cont'd)

CAPO MOLINI

ARMY	<u>Coastal highway</u>	SS/IV (Aci S.Fil.) D.a) II)
ARMY	<u>Garrison</u>	SS/IV (Aci S.Fil.) G.
NAVY	<u>Beach patrols</u>	SS/IV (Aci S.Fil.) G.

CAPO PASSERO ISLAND

NAVY	<u>Beach</u>	S/VII Appendix A
ARMY	<u>Wadi</u>	S/VII 6
ARMY	<u>Water-supplies</u>	S/VII Appendix A
ARMY	<u>Telephone system</u>	S/VII 12

CAPO RANA

NAVY	<u>Lighthouse - coastline</u>	SS/VI C. XI)
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CAPO S. ELIA

NAVY)	<u>Area used by Italian Army</u>	S/II (Sardinia)
ARMY)		
	<u>Engineers & Navy for training</u>	
AIR	<u>Barracks at S. BARCLOUGH</u>	S/II (Sardinia)
CIVIL	<u>Material areas</u>	S/II (Sardinia)

CAPO SAN VITO

NAVY	<u>Coastline</u>	SS/VI C. XIX)
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CARLENTINI

	<u>Roads</u>	SS/V (Carlentini) D.a)
ARMY	<u>Road to SIRACUSA</u>	SS/III (Siracusa) B.a) IV)
	<u>Railways</u>	SS/V (Carlentini) D.b)
ARMY	<u>Town & public services</u>	SS/V (Carlentini) D.

NAVY	<u>Beach</u>	S/VII Appendix 4
ARMY	<u>Wadi</u>	S/VII 6
ARMY	<u>Water-supplies</u>	S/VII Appendix 4
ARMY	<u>Telephone system</u>	S/VII 12

CAPO RANA

NAVY	<u>Lighthouse - coastline</u>	SS/VI C. xi)
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CAPO S. ELIA

NAVY)	Area used by Italian Army	
ARMY)	Engineers & Navy for training	S/II (Sardinia)
AIR	<u>Barracks at S. BARTOLOMEO</u>	S/II (Sardinia)
CIVIL	<u>Material areas</u>	S/II (Sardinia)

CAPO SAN VITO

NAVY	<u>Coastline</u>	SS/VI D. xix)
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CARLENTINI

ARMY	<u>Roads</u>	SS/V (Carlentini) D.a)
	<u>Road to SIRACUSA</u>	SS/III (Siracusa) E.a) iv)
	<u>Railways</u>	SS/V (Carlentini) D.b)
ARMY	<u>Town & public services</u>	SS/V (Carlentini) B.
ARMY	<u>Township</u>	SS/V (Carlentini) C.
	<u>Water-courses</u>	SS/V (Carlentini) C.
CIVIL	<u>Economic conditions</u>	SS/V chapter 6. I
	<u>Peracholitis</u>	SS/V chapter 6. II

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TOP SECRET - OFFICER ONLY.

(C. - cont'd)

CASSIDILE

ARMY Road to AVOLA SS/VIII I. P. c) i)
ARMY Bridge over river nearby SS/II (Avola) I. c) ii)

CASTELLAMARE

NAVY Castello SS/VI C.
Soft & sandy beach S/V 52.
ARMY Road to ALCAMO SS/VI D. i) e) 3)
Road to CAPO SAN VITO SS/VI D. i) f)
Road to ALCAMO S/V 52.
CIVIL Hotels & accommodation SS/VI B. iii)

CASTELLAMARE DEL GOLFO

NAVY Beaches S/I (C. del Golfo)
Jetty S/I (C. del Golfo)
ARMY Coast road S/I (C. del Golfo)
ARMY Rivers S/I (C. del Golfo)
CIVIL Population S/I (C. del Golfo)
Malaria S/I (C. del Golfo)

CASTELVERRANO

AIR Aerodrome SS/VII 192-194
CIVIL Hotels SS/VI B. iii)

CASTROFILIPPO

ARMY Road to AGIGENTO SS/7 (Castell. D. a) iii)

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NAVY	<u>Coastline</u> <u>Soft & sandy beach</u>	SS/VI C. S/V 52.
ARMY	<u>Road to ALCAMO</u> <u>Road to CAPC SAN VITO</u> <u>Road to ALCAMO</u>	SS/VI D.1) e) 3) SS/VI D.1) f) S/V 52.
CIVIL	<u>Hotels & accommodation</u>	SS/VI E. iii)

CASTELLUMARE DEL GOLFO

NAVY	<u>Berches</u> <u>Jetty</u>	S/I (C.del Golfo) S/I (C.del Golfo)
ARMY	<u>Coast road</u>	S/I (C.del Golfo)
ARMY	<u>Rivers</u>	S/I (C.del Golfo)
CIVIL	<u>Population</u> <u>Malaria</u>	S/I (C.del Golfo) S/I (C.del Golfo)

CASTELVETREANO

AIR	<u>Aerodrome</u>	SS/VII 192-194
CIVIL	<u>Hotels</u>	SS/VI E. iii)

CASTROFILIPPO

ARMY	<u>Road to ACHIGENTO</u>	SS/V (C.riocetti) D.e) ii)
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(C. - cont'd)....//

Absence of bridges S/II chapter 11
Roads S/II chapter 11
Roads SS/III (Ostania) F. 3)
Road to PATERNO SS/II (Belpasso) D. a) vi)
Road to ACIABELE SS/IV (Lef S. Fil. D. a) i)
Road-patrols in area S/IV 1.
Road-blocks on FIUMEREDDO road S/V 54.
Anti-tank defenses on roads S/VI 67. 4.
Railway & bus-services S/II chapter 11
Railway to MESSINA SS/II (Belpasso) I. b) i)
Railway to ETHA SS/III (Ostania) E. b)
Railway to ACIABELE SS/IV (Lef S. Fil. D. a) ii)
Railway to FIUMEREDDO (has
been declared prohibited S/V 54.
area)

ARMY

Plain of S/II chapter 11
Marshes S/II chapter 11
Watercourses S/II chapter 11
Rivers S/II chapter 11
Topography S/II chapter 11

ARMY

Town & public services SS/III (Ostania) B.
Pipe-line S/II chapter 11

ARMY

German signals line to GDI S/IV C. 1
Location of various HQ SS/VI 151-158
Organisation of CC.RR S/III chapter 11

ARMY

Aerodrome Harrison SS/III (Ostania) C. i)
Aerodrome S/IV D. 1 & 2
Aerodrome (map) SS/VII 139
Aerodrome S/VI 67. 4.
Aerodrome (plan) S/VIII 69.
Patrol dump S/IV D. 2.

AIR

Cultivation S/II chapter 11
Industries SS/III (Ostania) C.
Economic conditions in area SS/II (at end)
Personnelities SS/II (at end)
Personnelities SS/III (at end)
Personnelities S/V 54. E.

CIVIL

(C. - cont'd)

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(C. - cont'd)

CATANZARO

NAVY	Beaches & exits	S/II (Catanzaro)
ARMY	Railway	S/II (Catanzaro)
	Sketch-map	S/II (Catanzaro)
CIVIL	Civilian morale	S/II (Catanzaro)

CIMITERO DEI ROTOLI

ARMY	Blockhouse	SS/VI E. iv)
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CINISI

ARMY	Road to EROGENTE	S/III chapter 10
ARMY	Monument to SANTUARIO DI MURI	S/III chapter 10

COLONIA MALINA

NAVY	Coastal defences (sketch-map)	S/II chapter 9.
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CONISO

ARMY	Road to RAGUSA	S/III chapter 4.
	Railway station	SS/VII 169
	Railway station (plan)	S/VIII 70
ARMY	Town (plan)	S/VIII 70
ARMY	Topography	S/III chapter 4.
AIR	Airports	SS/VII 159-167
	Airports (plan)	S/VIII 70.
	C.A.B. Hq. etc..	(plan) SS/VII 158.
	Arms. dump (plan)	SS/VII 176-178

COBRECONE

NAVY	Coastal defences towards RCM.ONCIC	S/II chapter 9.
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CIVIL	Civilian morale	S/II (Caterzore)
CIMINERO DEI ROTOLI		
ARMY	Blockhouse	SS/VI E. IV)
CINISI		
ARMY	Road to BORGETTO	S/III chapter 10
ARMY	Aqueduct to SANTUARO DI RUHI	S/III chapter 10.
COLONIA MARTINA		
NAVY	Coastal defences (sketch-map)	S/II chapter 9.
CONISO		
ARMY	Road to MAGUSA	S/III chapter 4.
ARMY	Railway station	SS/VII 169
ARMY	Railway station (plan)	S/VIII 70
ARMY	Town (plan)	S/VIII 70
ARMY	Topography	S/III chapter 4.
AIR	Aerodrome	SS/VII 159-167
	Aerodrome (plan)	S/VIII 70.
	S.A.F. HQ, etc., (plan)	SS/VII 168.
	Airbase (plan)	SS/VII 170-172
COLEONE		
NAVY	Coastal defence towers	S/II chapter 9.
ARMY	Garrison	SS/VI E. III)
	Sketch-map	S/II chapter 9.
CHESCIAMMO		
ARMY	Road to C. L. RAGIONE	SS/III (Caltagirone) E. 11)

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MOST SECRET - OFFICER ONLY

D. DELIA

ARMY Road to CANICATTI SS/V (Canicatti) D.2) iv)

DONNALUCATA

NAVY

Beaches

S/I chapter 5

Landmarks

S/I chapter 5

ARMY

Roads

S/I chapter 5

ARMY

Description of village

S/I chapter 5

E. ENNA

ARMY

Garrison (HQ)

SS/VI E. iii)

AIR

Underground ammo.dump

S/V 53

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F. PICARAZELLI

NAVY Beach towards ROMAGNOLO SS/VI C. 1)

FIGUZZA

ARMY	Roads	S/VI 63. 3.
ARMY	Railway	S/VI 63. 2.
ARMY	Rivers	S/VI 63. 4.
ARMY	Wooded country	S/VI 63. 5.
CIVIL	Malarial areas	S/VI 63. 7.

FIUMEFRENDO di Catania

NAVY	Benches	S/III chapter 5
	Landmarks	S/III chapter 5
	Beaches	S/V 55. 2.
ARMY	Road to beach	S/III chapter 5
	Road-blocks on CATANIA road	S/V 54
	Railway to CATANIA	S/III chapter 5
	Provincial rly to ETNA	S/III chapter 5
	Rly. to CATANIA (prohibited area)	S/V 54

ARMY	Hinterland	S/III chapter 5
	Water	S/V 55. 6.
ARMY	Rivers	S/V 55. 3.
	Marshes	S/V 55. 4.
	Cultivation	S/V 55. 5.
	Population, etc.	S/III chapter 5
CIVIL	Malaria	SS/VI E. 1) a)
	Malaria	S/V 55. 8.
	Personalities	S/V 54. E.

FLORIDIA

ARMY	Road to SIRACUSA	S/I chapter 7
	Road to SIRACUSA	SS/III (Siracusa) E. a) 1)
	Roads	SS/V (Floridia) E. a)
	Bridges over rivers	S/I chapter 7
	Railways	SS/V (Floridia) E. b)

FIUMEFREDDO di Catania

NAVY
Beaches S/III chapter 5
Landmarks S/III chapter 5
Beaches S/V 55. 2.

ARMY
Road to beach S/III chapter 5
Road-blocks on CATANIA road S/V 54
Railway to CATANIA S/III chapter 5
Provincial rly to ETNA S/III chapter 5
Rly. to CATANIA (prohibited area) S/V 54

ARMY
Hinterland S/III chapter 5
Water S/V 55. 6.

ARMY
Rivers S/V 55. 3.
Marshes S/V 55. 4.

CIVIL
Cultivation S/V 55. 3.
Population, etc. S/III chapter 5
Malaria SS/VI 2. i) a)
Malaria S/V 55. 8.
Personalities S/V 54. E.

FLORIDA

ARMY
Road to SIRACUSA S/I chapter 7
Road to SIRACUSA SS/III (Siracusa) E.a) i)
Roads SS/V (Florida) E.a)
Bridges over rivers S/I chapter 7
Railways SS/V (Florida) E.b)

ARMY
Town & public services SS/V (Florida) E.
Topography SS/V (Florida) F.
Water-courses SS/V (Florida) C.

CIVIL
Economic conditions SS/V chapter 6. I
Personalities SS/V chapter 6. II

(F. - cont'd)

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(P. - cont'd)

FLUMINIMAGGIORE

CIVIL Married area S/III chapter 2

FONTANA A MARE

NAVY Pench (sketch-map) S/I chapter 6

FONTANA ROSSA

ARMY Road to CATANIA , SS/III (Catania) P.a) ii)

FRANCOFONTE

ARMY Road to LENTINI S/IV (Catania) Route 2

ARMY Topography S/IV (Catania) Route 2

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SS/III (Catania) P.O. II)

Good to CATANIA

FRANCOSCHITE

Good to LENTINI

3/IV (Catania) Route 2

Topography

3/IV (Catania) Route 2

G. /

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G. SALATI

NAVY Beach

S/I chapter 14

CELA

NAVY
Beaches
Benches
Pier

S/II chapter 4
SS/II (Gela) D
SS/II (Gela) E

ARMY
Situation of town
Town & public services
Topography

S/II chapter 4
SS/II (Gela) B
SS/II (Gela) G

ARMY
Roads
Road to LICATA
Road to LICATA
Railways
Railways to FAVAROTA

SS/II (Gela) C.a)
SS/IV (Licata) C.a) i)
SS/VII 3.5.a)
SS/II (Gela) C.b)
SS/VIII 3.C.b)

ARMY
Water-courses
Water-courses

S/II chapter 4
SS/II (Gela) F

ARMY
Garrison
German signals line to
CATANIA

SE/II (Gela) G.n)
S/IV C.1.

AIR
Aerodrome defenses
Aerodrome
Aerodrome

S/II chapter 4
SS/VII 174-176
S/VIII 70

CIVIL
Material stores
Economic conditions
Personalities

S/II chapter 4
SS/II (at end)
SS/II (at end)

GERBINI

ARMY
Topographical
Electricity & water

S/IX 75. 3.
S/IX 75. 10.

AIR
Aerodrome A.A. defenses
Aerodrome barracks (plan)
Aerodrome equipment
Patrol-dump

S/IX 75. 2.
S/IX 75. 4.
S/IX 75. 7.
S/IX 75. 5.

Roads
Road to LICATA
Road to LICATA
Railways
Railways to FAVAROTA

SS/II (Gela) C.a)
 SS/IV (Licata) C.a) i)
 SS/VIII 3.C.a)
 SS/II (Gela) C.b)
 SS/VIII 3.C.b)

Water-courses
Water-courses

S/II chapter 4
 SS/II (Gela) E

Garrison

SS/II (Gela) C.a)

German signals line to
CATANIA

S/IV C.1.

Aerodrome defences

S/II chapter 4

Aerodrome

SS/VII 174-176

Aerodrome

S/VIII 79

Malarial areas

S/II chapter 4

Economic conditions

SS/II (at end)

Personalities

SS/II (at end)

CIVIL

GERBINE

Topographical

S/IX 75. 8.

Electricity & water

S/IX 75.10.

Aerodrome L.L. defence

S/IX 75. 2.

Aerodrome barracks (plan)

S/IX 75. 4.

Aerodrome equipment

S/IX 75. 7.

Patrol-dump

S/IX 75. 6.

GIARDINELLO

ARMY Road to STIMPATI

S/IV (Catania) Route 7

ARMY Topography of area

S/III chapter 10

(S. - cont'd)

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(G. - cont'd)

GIARRE-BIPOSTO

NAVY	<u>Beaches nearby</u>	SS/V (Giarrè-B.) D.
	<u>Beaches</u>	S/V 55.
	<u>Harbour</u>	SS/V (Giarrè-B.) C.
ARMY	<u>Roads</u>	SS/V (Giarrè-B.) F.2
	<u>Roads</u>	S/V 55
	<u>Railways</u>	SS/V (Giarrè-B.) F.3
ARMY	<u>Town & public services</u>	SS/V (Giarrè-B.) B
	<u>Water-courses</u>	SS/V (Giarrè-B.) E
	<u>Topography</u>	SS/V (Giarrè-B.) G
	<u>Topography</u>	S/V 55
CIVIL	<u>Economic conditions</u>	SS/V chapter 6.1.

GRAMMICHELE

ARMY	<u>Roads</u>	S/II chapter 5
ARMY	<u>Water-supplies</u>	S/II chapter 5
	<u>Topography</u>	S/II chapter 5
ARMY	<u>Garrison</u>	S/IV F.1.
CIVIL	<u>Population, etc.,</u>	S/II chapter 5
	<u>Malaria area</u>	S/II chapter 5
	<u>Prayer</u>	S/II chapter 5
	<u>Bus-services to GILANIL</u>	S/II chapter 11

ARMY	Town & public services	SS/V (Giarre-A.) 5
	Water-courses	SS/V (Giarre-B.) 5
	Topography	SS/V (Giarre-C.) 5
	Topography	S/V 55
CIVIL	Economic conditions	SS/V chapter 6.1.
<u>CAAMMICHIELE</u>		
ARMY	Roads	S/II chapter 5
ARMY	Water-supplies	S/II chapter 5
	Topography	S/II chapter 5
ARMY	Garrison	S/IV F.1.
CIVIL	Population, etc..	S/II chapter 5
	Material area	S/II chapter 5
	Bakery	S/II chapter 5
	Bus-service to GALANIA.	S/II chapter 4

I. IGLESIACIVIL Material area

S/III chapter 2

I. /

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L. LA PLATA

NAVY
Beach
C.D. guns on beach

S/IV P. 3.
S/VI 61.2.

LAROCCA

ARMY Garrison

SS/VI E. 111)

LENTINI

Roads & road-patrols
Roads & road-patrols
Bridges over railway

S/IV A. Route 1
S/IV A. Route 2
S/IV A. Routes 1 & 2

ARMY

Marsh area
Cultivation

S/II chapter 11
S/VI 67. 111) c)

ARMY

Rivers
Canals
Water-supply

S/VI 67. 111) b)
S/VI 67. 111) b)
S/VI 67. 111) a)

ARMY

Land-defences
Garrison

S/VI 67. 111) f)
S/VI 67. 111) f)

CIVIL

Marital areas

S/VI 67. 111) g)

LICATA

Harbour
Harbour
Harbour
Harbour
Beaches
Beaches
Beaches
Beaches
Coastal defences
Coastal defences
Coastal navvies
Coastline to Molebelle
Molebelle (see)

S/I chapter 2
S/IV (Licata) D
S/III 1.1.
S/IX 76. 5.
S/I chapter 2
S/IV (Licata) E.
S/III 3.E.
S/IX 76. 3.
S/IV (Licata) I
S/II 76. 7.
S/IX 76. 10.
S/IX 76. 2.
S/IX 76. 9.

NAVY

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ARMY	Roads & road-patrols	S/IV 4. Route 1
	Roads & road-patrols	S/IV 4. Route 2
	Bridges over railway	S/IV 4. Routes 1 & 2
ARMY	Marsh area	S/II chapter 11
	Cultivation	S/VI 67. iii) c)
ARMY	Rivers	S/VI 67. iii) b)
	Canals	S/VI 67. iii) b)
	Water-supply	S/VI 67. iii) a)
ARMY	Land-defences	S/VI 67. iii) f)
	Garrison	S/VI 67. iii) f)
CIVIL	Material stores	S/VI 67. iii) g)

LICATA

Harbour	S/I chapter 2
Harbour	SS/IV (Licata) D
Harbour	SS/VIII 3.D.
Harbour	S/IX 76. 5.
Benches	S/I chapter 2
Benches	SS/IV (Licata) E.
Benches	SS/VIII 3.E.
Benches	S/IX 76. 1.
Coastal defences	SS/IV (Licata) I
Coastal defences	S/IX 76. 7.
Coastal patrols	S/IX 76. 10.
Coastline to MCEBELLIA	S/IX 76. 2.
Minifields (see)	S/IX 76. 9.
Fishing	SS/IV (Licata) C.iii)

ARMY	Description of town	S/I chapter 2
	Town & public services	SS/IV (Licata) B
	Town & public services	SS/VIII 3.B.

ARMY	Roads	SS/IV (Licata) C.5)
	Roads	SS/VIII 3.C.5)
	Road to G.MIC.ATI	SS/IV (Licata) D.5) i)
	Railways	SS/IV (Licata) C.5)
	Railways	SS/VIII 3.C.5)

Water-courses
(I. - cont'd) .89/

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(1.-cont'd)

LICATA (cont'd)

Water-courses
Water-courses
River SALSO
Topography
Topography

ARMY

SS/IV (Licata) F
SS/VIII 3.E
S/IX 76. 5.
SS/IV (Licata) H.
SS/VIII 3. H.

Garrison troops
Water-supplies

ARMY

S/I chapter 2
S/IX 76. 9.

Material area
Industries
Industries
Economic conditions
Personnel

CIVIL

S/I chapter 2
SS/IV (Licata) Q.
SS/VIII 3. G.
SS/IV chapter 4
SS/V chapter 6. II.

LICODIA

ARMY - Road to SCORRIA

S/IV (Catania) Route 8

ARMY Military telephone exchange

S/IV (Catania) 0.2

LIPARI

Harbours
Beaches
Fishing restrictions

NAVY

SS/VIII 4.C.
SS/VIII 4.D.
SS/VIII 4.H.

Roads
Roads
Patrols

ARMY

S/III chapter 11
SS/VIII 4.E.
SS/VIII 4.I.

ARMY Town & public services

SS/VIII 4.B.

Political prisoners
Personnel

CIVIL

S/III chapter 11
SS/VIII 7.

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3/I chapter 2
SS/IV (Matera) 3.
SS/VIII 3. C.
SS/IV chapter 4
SS/V chapter 6. II.

Material area
Industries
Industries
Economic conditions
Personalities

CIVIL

<u>LICOLA</u>	
ARMY	Road to SCORRI. S/IV (Catania) Route 8
ARMY	Military telephone exchange S/IV (Catania) C.2
<u>LIPARI</u>	
NATY	SS/VIII 4.C. SS/VIII 4.D. SS/VIII 4.H.
ARMY	3/III chapter 11 SS/VIII 4.F. SS/VIII 4.I.
ARMY	Town & public services SS/VIII 4.B.
CIVIL	3/III chapter 11 SS/VIII 9.

V. /

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M. MARINELLA

CIVIL Material areas SS/VI F.4) b)

MARIONOPOLI

ARMY Extra line laid at Riv. Sth. S/III chapter 12

MARSA

NAVY Harbour S/III chapter 7
Beaches S/III chapter 7
Seaplane-station S/III chapter 7
Seaplane-base SS/VIII 186-191

ARMY Garrison S/III chapter 7
Garrison SS/VI E.iii)
Defences S/III chapter 7

AIR Ammunition dump S/III chapter 7

ARMY Sketch-map S/III chapter 7

MARITIMANI

NAVY Beaches S/VII 4.
Beaches S/IX 81.B.
Rocks S/IX 84.B.
Quays S/IX 81.B.
Anchorage S/IX 81.B.
Islands off S/II 81.B.
Prevalent winds S/IX 81.B.

ARMY Road to PACHINO S/VII 3.B.

ARMY Water-supply S/VII 5.
Sketch-map S/IX

MARSA

NAVY Beaches S/I chapter 8

ARMY Road to SAN GIOVANNI S/I chapter 8

NAVY	<u>Seaplane-Station</u>	S/III chapter 7
	<u>Seaplane-base</u>	SS/VIII 185-191
ARMY	<u>Garrison</u>	S/III chapter 7
	<u>Garrison</u>	SS/VI 2.iii)
	<u>Defences</u>	S/III chapter 7
AIR	<u>ammunition dump</u>	S/III chapter 7
ARMY	<u>sketch-map</u>	S/III chapter 7
<u>MARZAMEMI</u>		
	<u>Beaches</u>	S/VII 4.
	<u>Beaches</u>	S/IX 81.B.
	<u>rocks</u>	S/IX 81.B.
NAVY	<u>quays</u>	S/IX 81.B.
	<u>anchorage</u>	S/IX 81.B.
	<u>Islands off</u>	S/IX 81.B.
	<u>Prevailing winds</u>	S/IX 81.B.
ARMY	<u>Road to PACHINO</u>	S/VII 3.E.
ARMY	<u>Water-supply</u>	S/VII 5.
	<u>Sketch-map</u>	S/IX
<u>MASALI</u>		
NAVY	<u>Beaches</u>	S/I chapter 3
ARMY	<u>Road to SAN GIOVANNI</u>	S/I chapter 3
ARMY	<u>Topography</u>	S/I chapter 3
	<u>Levee belt</u>	S/I chapter 3
<u>MASERIA BRITANO</u>		
ARMY	<u>Road to CATANIA</u>	S/IV (Catania)
	<u>Bridge (sketch)</u>	S/IV (Catania)
<u>M.UTINI</u>		
ARMY	<u>Road to PACHINO</u>	S/VII D.

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(M.-cont'd)

MAZZARA DEL VALLO

Beach SS/II (Mazzara) E
Beach S/IX 79.4.
Sketch-map showing beach
and tracks S/I chapter 9.
Mines in harbour S/IX 79.2.4.
Torpedo stores S/IX 79.2.C.
E-Boat jetty S/IX 79.2.D.
Fishing restrictions SS/II (Mazzara) C.e)
Roads SS/II (Mazzara) C.e)
Roads S/IX 79.3.
Ferry SS/II (Mazzara) C.3)
Billways SS/II (Mazzara) C.e)

Garrison SS/VI E.111)
Garrison-troops S/IX 79.2.G.

Air-defences S/IX 79.2.2.
Petrol-dump S/II 79.2.F.

Material stores SS/II (Mazzara) C.e)

MONTE VAGGIO SS/III (Montevago) E.3)111)

Coastal defences towards
TAORMINA S/II chapter 6
Beach N.E. of town S/III chapter 3
Coastal defences S/V 51.
Roads S/III chapter 8
Road to TORRE DI S.M.C. S/IX 80.3.
Riv. S.M. being rebuilt S/III chapter 12
Defences S/IX 80.4.

ARMY	Roads	SS/II (Mazzara) C.a)
	Roads	S/IX 79.3.
	Ferry	SS/II (Mazzara) C.b)
	Railways	SS/II (Mazzara) C.c)
ARMY	Garrison	SS/VI E.iii)
	Garrison-troops	S/IX 79.2.C.
AIR	A.A. defences	S/IX 79.2.E.
	Patrol-dump	S/IX 79.2.F.
CIVIL	Material areas	SS/II (Mazzara) C.e)
MENFI		
ARMY	Road to MONTEVAGO	SS/III (Montevago) E.a)iii)
MESSINA		
NAVY	Coastal defences towards PALERMO	S/II chapter 6
	Beach N.E. of town	S/III chapter 2
	Coastal defences	S/V 51.
ARMY	Beach	S/III chapter 8
	Road to TORRE DI RILIC	S/IX 80.3.
	Qty. 500. being rebuilt	S/III chapter 12
	Defences	S/IX 80.4.
AIR	A.A. Defences	S/III chapter 8
	Port A.A. defences	S/V 51.
CIVIL	Cultivation in area	S/IX 80.3.
	Material areas	S/IX 80.5.
MILAZZO		
NAVY)	Beaches	S/III chapter 8
ARMY)	Fortifications on promontory	S/III chapter 8

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MILITELLO

ARMY	Road joining TRANSOCCIDENTE- SICCUDIA road	S/IV (Catanic) Route 10.
ARMY	Garrison troops	S/IV P. 1.

MIRABELLO

ARMY	Road to CALTAGIRONE	S/I chapter 18
ARMY	Telephone line through	S/I chapter 18

MISTERBIANCO

ARMY	Road to CATANIA	SS/III (Catanic) P. a) iv)
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MODICA

ARMY	Road to POZZELLO	SS/II (Pozzello) P. a) ii)
ARMY	Telephone lines through	S/I chapter 18

MONTEBELLO

NAVY	Beaches	SS/VI C. viii)
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MONTEBELLO

ARMY	Garrison troops	S/II chapter 9
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MONTEBELLO

ARMY	Road to AGRIENTO	SS/IV (Agrigento) P. a) i)
	Railway to AGRIENTO	SS/IV (Agrigento) P. b)

MONTE GOTTANO

NAVY	Italian U-Boat shelter	S/I chapter 17
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ARMY	<u>Road to CANTAGIONE</u>	S/I chapter 18
ARMY	<u>Telephone line through</u>	S/I chapter 18
<u>MISTEBIANCO</u>		
ARMY	<u>Road to CANTAGIONE</u>	SS/III (Catanis) F.3)iv)
<u>MODICA</u>		
ARMY	<u>Road to POZZILLO</u>	SS/II (Pozzillo)D.3)ii)
ARMY	<u>Telephone lines through</u>	S/I chapter 18
<u>MONTEBILLO</u>		
NAVY	<u>Beaches</u>	SS/VI C.viii)
<u>MONTEBATE</u>		
ARMY	<u>Garrison troops</u>	S/II chapter 9
<u>MONTEBELLICRO</u>		
ARMY	<u>Road to AGGICENTO</u>	SS/IV (Aggicento) F.3) i)
	<u>railway to AGGICENTO</u>	SS/IV (Aggicento) F.5)
<u>MONTE COFFANO</u>		
NAVY	<u>Italian U-Boat shelter</u>	S/I chapter 17
<u>MONTE LERBE</u>		
ARMY	<u>Water-supplies (good)</u>	S/III chapter 10.
CIVIL	<u>Cultivation</u>	S/III chapter 10.
<u>MONTE PECORARO</u>		
ARMY	<u>Topography towards sea.</u>	S/III chapter 10.
ARMY	<u>Impassable to wheeled traffic</u>	S/III chapter 10.

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MONTEROSSO

ARMY	<u>Road to VIZZINI</u>	S/IV (Catania) Route 11
	<u>Road to FRANCOFONTE</u>	S/IV (Catania) Route 12
ARMY	<u>Garrison</u>	S/IV P.I.

MONTEVAGO

ARMY	<u>Roads</u>	SS/III (Montevago) E.a
	<u>Railways (none)</u>	SS/III (Montevago) E.b
ARMY	<u>Town & public services</u>	SS/III (Montevago) P
	<u>Rivers</u>	SS/III (Montevago) D
	<u>Topography</u>	SS/III (Montevago) P
ARMY	<u>Garrison troops</u>	SS/III (Montevago) G
CIVIL	<u>Industries (none)</u>	SS/III (Montevago) C
	<u>Economic conditions</u>	SS/III (at end)
	<u>Personalities</u>	SS/III (at end)

MONTEVAGO

ARMY	<u>Road to CATANIA</u>	SS/III (Catania) P.3(iv)
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MONTEVAGO

ARMY	<u>Garrison artillery</u>	C/II chapter 15
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ARMY	<u>Railways (none)</u>	SS/III (Montevago) I.b)
	<u>Town & public services</u>	
	<u>Rivers</u>	SS/III (Montevago) B
	<u>Topography</u>	SS/III (Montevago) D
		SS/III (Montevago) F
ARMY	<u>Garrison troops</u>	SS/III (Montevago) G
	<u>Industries (none)</u>	
CIVIL	<u>Economic conditions</u>	SS/III (Montevago) C
	<u>Personalities</u>	SS/III (at end)
		SS/II (at end)

N. WESTER

ARMY	<u>Road to CATANIA</u>	SS/III (Catania) T.a)iv)
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NOLA

ARMY	<u>Garrison artillery</u>	3/II chapter 15
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NOTO

ARMY	<u>Road to NOLA</u>	SS/VIII I.F.ii)
	<u>Road to PACHINO</u>	8/VII A.1.

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O. CANTINA

NAVY Beaches

G/VI 67. 2.

ARMY Road to RUI CASTELLO
level-crossingSS/III (Catanio) F. n) iii)
SS/III (Catanio) F. n) iii)

P.

PACECO

ARMY

Road to PONTE BILIBUS.

SS/VI D. i) n)

ARMY

Garrison troops

SS/VI E. iii)

PACHINO

NAVY

Coastal defences

S/VII 10.

ARMY

Road to NERO

S/VII 1.

Road to PORTOPILO

S/VII B.

Road to MAUCINI

S/VII C.

Road to SPASCOFONNO

S/VII F.

Road to MARZAMEMI

S/VII E.

(ARMY)
AIR }Power-house
W/T station

S/VII 7.

S/VII 12.

ARMY

Telephone lines

S/VII 12.

CIVIL

Industries

S/VII 9.

PALEGGIO

<u>PACETO</u>		
ARMY	Road to PONTE BIDDUS.	SS/VI E.I) a)
ARMY	Garrison troops	SS/VI E.III)
<u>PACHINO</u>		
NAVY	Coastal defenses	S/VII 10.
	Road to NOTO	S/VII 4.
	Road to PORTOPALO	S/VII B.
	Road to MUCINI	S/VII C.
	Road to SPACCARANO	S/VII I.
	Road to MARZAMEMI	S/VII E.
ARMY)	Power-house	S/VII 7.
AIR)	W/T station	S/VII 12.
ARMY	Telephone lines	S/VII 12.
CIVIL	Industries	S/VII C.
<u>PALAGONA</u>		
ARMY	Road to CALTAGIRONE	S/II chapter 11
	Road to CALTAGIRONE	S/IV (Catania) Route 5
	Road to PALMESA	S/IV (Catania) Route 5
<u>PALAZOLO</u>		
ARMY	Road to VIZZINI	S/IV (Catania) Route 4

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PALESTINE

Coastal defenses to MESSINA S/II chapter 9
 Coastal defenses to EAST S/II chapter 9
 Beaches to West and East S/II chapter 9
 Beach to ROMAGNOLI SS/VI C.iii)
 Sketch-map of coastline S/II chapter 9

NAVY

Road to BELMONT S/I chapter 18
 Coastal road to PARTINICO SS/VI D.i) 2)
 Inland road to PARTINICO SS/VI D.i) 5)
 Road via Monte LEPAE SS/VI D.i) c)

ARMY

Garrison troops SS/VI E.iii)

ARMY

Military areas S/I chapter 18
 Economic conditions SS/II (at end)

CIVIL

PARTINICO

Road to MONTEVAGO SS/III (Montevago) E.i) 11)
 Road to SANTA NINA SS/VI i) j)
 Road to CASTELVETANO SS/VI i) k)

ARMY

Garrison troops SS/VI E.iii)
 Field-hospital SS/VI E.iv) 2)

ARMY

Water-supplies SS/VI E.i) n)

ARMY

Hotels SS/VI B.iii)

CIVIL

PARTINICO

Road to AICAMO SS/VI D.i) d)
 Road to PARTINICO SS/VI D.i) e)

ARMY

Garrison troops SS/VI E.iii)
 Armoured train S/V. 50.

ARMY

Montevago SS/III chapter 10.

ARMY

ARMY	<u>Road to BELMONT</u>	S/I chapter 18
	<u>Coastal road to PARTINICO</u>	SS/VI D.1) a)
	<u>Inland road to PARTINICO</u>	SS/VI D.1) b)
	<u>Road via Monte LEPRE</u>	SS/VI D.1) c)
ARMY	<u>Garrison troops</u>	SS/VI E.1ii)
CIVIL	<u>Material areas</u>	S/I chapter 18
	<u>Economic conditions</u>	SS/II (at end)
<u>PARTINICO</u>		
ARMY	<u>Road to MONTEVIGO</u>	SS/III (Montevigo) E.1)ii)
	<u>Road to SANTA NINA</u>	SS/VI i) j)
	<u>Road to CASTELVETANO</u>	SS/VI i) k)
ARMY	<u>Garrison troops</u>	SS/VI E.1ii)
	<u>Field-hospital</u>	SS/VI E.1v) z)
ARMY	<u>Water-supplies</u>	SS/VI E.1) a)
CIVIL	<u>Hotels</u>	SS/VI E.1ii)
<u>PARTINICO</u>		
ARMY	<u>Road to MONTANO</u>	SS/VI D.1) d)
	<u>Road to MONTANO</u>	SS/VI D.1) e)
ARMY	<u>Garrison troops</u>	SS/VI E.1ii)
	<u>Armoured train</u>	S/V. 50.
ARMY	<u>Photography</u>	S/III chapter 10.

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PATERNO

ARMY	<u>Road to BELPASSO</u>	SS/II (Belpasso) D.a)(ii)
	<u>Roads</u>	SS/II (Paterno) D.a)
	<u>Railways</u>	SS/II (Paterno) D.b)
	<u>Topography</u>	SS/II (Paterno) E
ARMY	<u>Topography towards PUNTA LA BARCA</u>	SS/II (Belpasso) E
	<u>Watercourses</u>	SS/II (Paterno) C
ARMY	<u>Town & public services</u>	SS/II (Paterno) B
CIVIL	<u>Economic conditions</u>	SS/III (at end)

PATTI

NAVY	<u>Beaches</u>	SS/III (Patti) C
	<u>Fishing restrictions</u>	SS/III (Patti) G
ARMY	<u>Roads</u>	SS/III (Patti) E.c)
	<u>Railways</u>	SS/III (Patti) E.b)
ARMY	<u>Topography</u>	SS/III (Patti) F
	<u>Watercourses</u>	SS/III (Patti) D
ARMY	<u>Town & public services</u>	SS/III (Patti) B
CIVIL	<u>Economic conditions</u>	SS/III (at end)

PIANA DEI CRECI

ARMY	<u>Road to BELMONTE</u>	3/II chapter 1
	<u>Road to PALERMO</u>	3/VI ss. 2.
ARMY	<u>Topography of area towards BELMONTE</u>	3/I chapter 18
	<u>Watercourses</u>	3/VI ss. 3.
	<u>Water-supply</u>	3/VI ss. 4.

<u>Watercourses</u>		SS/II (Paterno) C
ARMY	<u>Town & public services</u>	SS/II (Paterno) B
CIVIL	<u>Economic conditions</u>	SS/III (at end)
<u>PATTI</u>		
NAVY	<u>Beaches</u>	SS/III (Patti) C
	<u>Fishing restrictions</u>	SS/III (Patti) C
ARMY	<u>Roads</u>	SS/III (Patti) E.s)
	<u>Railways</u>	SS/III (Patti) E.b)
ARMY	<u>Topography</u>	SS/III (Patti) E
	<u>Watercourses</u>	SS/III (Patti) D
ARMY	<u>Town & public services</u>	SS/III (Patti) B
CIVIL	<u>Economic conditions</u>	SS/III (at end)
<u>PIANA DEI GRECI</u>		
ARMY	<u>Road to BELMONTE</u>	S/II chapter 1
	<u>Road to PALERMO</u>	S/VI 66. 2.
ARMY	<u>Topography of area</u>	S/I chapter 18
	<u>towards BELMONTE</u>	S/VI 66. 3.
	<u>Watercourses</u>	S/VI 66. 4.
	<u>Water-supply</u>	S/VI 66. 5.
CIVIL	<u>Cultivation</u>	S/VI 66. 5.
	<u>Malaria areas</u>	S/VI 66. 6.
<u>PIAZZA ARMERIA</u>		
ARMY	<u>Road to CALTAGIRONE</u>	S/I chapter 18
	<u>Road to CALTAGIRONE</u>	S/V 53.
ARMY	<u>Telephone lines through</u>	S/I chapter 18

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PIZZOLUNGOARMY
NAVYCoastal patrols to TA.PANI S/II chapter 9.POETTO

NAVY

Beaches (sketch-map)
Beaches & LidoS/II chapter 8
S/II chapter 10.PORTE BIDDUSA

ARMY

Road to P.O.E.C.O.

SS/VI P.I.) n)

PORTIXEDDU

NAVY

Beaches

S/III chapter 2

ARMY

Coast road nearby

S/III chapter 2

PORTO EMPELLOLE

NAVY

Harbour (sketch-map)Harbour

SS/II (P.Emp.) B

Beach

SS/V (P.Emp.) C

Beaches

S/III chapter 1

Beach

SS/V (P.Emp.) D

Beach defences

S/VI 62.2.a)

Coastal defences

S/VI 62.2.b)

Battery

S/VI 62.4.

Roads

SS/V (P.Emp.) E.a)

Railways

SS/V (P.Emp.) E.b)

Railway

S/VI 62.3.

Town & public services

SS/V (P.Emp.) E

Topography

SS/V (P.Emp.) Z

Topography

S/VI 62.2.

Fortified & defences

SS/V (P.Emp.) G

P.O.L.

SS/V (P.Emp.) F

NAVY	Beaches (sketch-map) Beaches & Lido	S/II chapter 8 S/II chapter 10.
<u>PONTE BLINDUS</u>		
ARMY	Road to FLOREO	SS/VI D.1) n)
<u>PORTINEDDU</u>		
NAVY	Beaches	S/III chapter 2
ARMY	Coast road nearby	S/III chapter 2
<u>PORTO EMPEDICCE</u>		
NAVY	Harbour (sketch-map)	SS/II (P. Emp.) D
	Harbour	SS/V (P. Emp.) C
	Beach	S/III chapter 1
	Beaches	SS/V (P. Emp.) D
	Beach	S/VI 62.2.2)
	Beach defences	S/VI 62.2.3)
	Coastal defence battery	S/VI 62.4.
ARMY	Roads	SS/V (P. Emp.) E.a)
	Railways	SS/V (P. Emp.) E.b)
	Railway	E/VI 62.3.
ARMY	Town & public services	SS/V (P. Emp.) D
	Topography	SS/V (P. Emp.) E
	Topography	S/VI 62.2.
	Geographical defences	SS/V (P. Emp.) G
	P.O.L.	SS/V (P. Emp.) F
AIR	A.A. defences	SS/II (P. Emp.) O
CIVIL	Economic conditions	SS/V chapter 6.I
<u>PORTOFALIO</u>		
NAVY	Lighthouse	S/VII 6
ARMY	Road to PACHING	S/VII 4
ARMY	Water-supply	S/VII 5

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POZZALLO

NAVY	<u>Beaches</u>	SS/II (Pozzallo) C
ARMY	<u>Roads</u> <u>Railways</u>	SS/II (Pozzallo) D.a) SS/II (Pozzallo) D.b)
ARMY	<u>Town & public services, etc.,</u> <u>Topography</u>	SS/II (Pozzallo) E SS/II (Pozzallo) F

PULA

ARMY	<u>Track to beach at S. SPIRITO</u> <u>Concrete bridge on</u> <u>CAPELLARI road</u>	S/II chapter 10, para 1.b S/II chapter 10, para 2.a
ARMY	<u>Topography</u>	S/II chapter 10, para 2
CIVIL	<u>Marital areas</u>	S/II chapter 10, para 4

PUNTA LEB PASSAGGIO

ARMY	<u>Topography</u>	SS/VI C.x)
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PUNTA DI BACCARELLO

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6/i chapter 14

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SANTA MARGHERITA ELLIOT

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SS/VI-E.111)

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C. L. D. HODD
 Commander, R.M.
 C.S.D.I.S. Mod.

NOTES FROM

AUGUSTA (Eger, Simchen)

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EDITORIAL

P/W CAPOISI GAETANO, is 100% cooperative but his estimates of distances and quantities are very poor. Was last in area in Aug. 42 and remained 40 days on sick leave. He is prepared to do anything for the Allied cause, including acting as a guide to a landing party.

Some of the statements of a topographical nature were confirmed and added to by P/W MAJORAN, a reliable and talkative carpenter from KVT 37A, whose knowledge is not extensive however.

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NOT

4) POPULATION is 30,000 including resident military personnel. Chief occupations are farming and mining.

ii) WATER - Water is laid on the basis of the following factors:

11. Waste water is laid on in houses. It is very good. There is a water pumping station as shown on sketch at 1. It is 6 x 4 m. and about 17 m. high. There is a tank high on the inside. The building is of white stone. Diesel oil is used. Water supply from 038522.

ALLEGATO (V)

installed in houses and in the streets. Power lines come from the direction of SYRACUSE, strung on wooden poles, which generally follow the Fly line. There is a sub-station in town at 50 (see AERIALS).

Gas Works. Cooking by wood or coal stoves.

COMMENTS (4)

had an underground sewerage system which had to be condemned because it was contaminating the water. A new system was being installed, but work was suspended at the beginning of the war. The new system was completed only in the Esplanade street of the town, via XIMENO. The outlet in unknown. The rest of the people use cesspools or throw the waste over the banks into the sea.

vi) POSTAL SERVICES The town has a new Post Office built in 1940, located on VIA 10 OTTOBRE near the Cathedral (see 2). Mail is delivered once per day in the afternoon, and on Sundays, it is delivered in the morning.

There is no mini battery device. None of the houses have telephones. Telephones and Teleview offices are at the Post Office building.

CAOL Nemo. The pool was located as shown on sketch at L, but it is now used as a military barracks. My claim is for a capacity of 30,000 (!!) and a current officer of the yard assured him of this. It is supposed to house all Sicilian low-down prisoners, who have now been expatriated all over Sicily. There is a CO. HQ. Station with a few cells at the northern end of VIL. MICHIO.

141) HOSEIENS Only military, civilians use ILLUMI and BROUSE. ILLUMI is 15 km. SW of ALPHEM. The military hospital at 23 has a capacity of 1000 (?). Malaria fairly prevalent. A military venereal disease hospital is at 65.

24) CHATEAU ACADEMY building, the "KISS" clubhouse, administered by
was, is located near intersection of VII MISSION and VII SOLE.

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- ii) WATER. Water is laid on in houses. It is very good. There is a water pumping station as shown on sketch at 1. It is 8 x 4 m. and about 17 m. high. There is a tank high on the inside. The building is of white stone. Diesel oil is used. Water oozes out of the streets. Power lines come from the direction of SANCOS, strung on wooden poles, which generally follow the fly line. There is a sub-station in town at 50 (see Appendix E).
- iv) GAS. None. Cooking is done on coal stoves.
- v) SANITATION. This has been a problem in APUKAL. Before this war the town had an underground sewerage system which had to be abandoned because it was contaminating the water. A new system was being installed, but work was suspended at the beginning of the war. The new system was completed only in the Easternmost street of the town, VII. XIPOMIO. The outlet is unknown. The rest of the people use cesspools or throw the waste over the rocks into the sea.
- vi) POSTAL SERVICES. The town has a new Post Office built in 1940, located on VII. 10 OTTOPE under the Cathedral (see 2). Mail is delivered once per day in the afternoon, now on Sundays. It is delivered in the morning. There is no rural delivery service. None of the houses have telephones. Telephone and Telegraph offices are at the Post Office building.
- vii) CADL. None. The coal was located as shown on sketch at 4, but it is now used as a military barracks. It claims it has a capacity of 30,000 (?!) saying a current officer of the guard assured him of this. It is supposed to house all Sicilian long-term prisoners, who have now been repatriated all over Sicily. There is a CO. HQ. Station with a for cells at the Northern end of VII. XIPOMIO.
- viii) MILITARY. Only military civilians use MILITARY and SANCOS. MILITARY is 15 km. SW of APUKAL. The military hospital at 26 has a capacity of 4000 (?). Military fairly prevalent. A military counter force division hospital is at 65.
- ix) HOTELS. ALBERTO LERMA on VI. THERMOPOL COLOMBIO as shown on sketch at 5. It is fairly large and frequented by superior officers. Other hotels are the "FOUR", the "MILITARY" and the "HOTEL".
- x) SCHOOLS. The high school is shown on sketch at 8. It is on PLAZA DUOMO and accommodates about 400 students. Another school at 15 accommodates 200 students.
- xi) CHURCHES. A 2-story building, the "PARISH" church, administered by a priest, is located near intersection of VII. XIPOMIO and VII. ENLA.
- xii) ESTABLISHMENTS.
- The town ice store is shown at 9. It is a 2-story building about 11 m. square, made of bricks.
 - At 12 is PLAZA MOLO, a large square with the Cathedral, Chiesa PARISH.
 - The Harbour Master's Office is shown at 19.
 - Headquarters of the Port Police is at 20.
 - There is a post-military old depot with 5 tanks, shown at 21.
 - Civil Works Office located at 25.
 - Light house is shown at 42. The tower is about 8 m. high. There is also a wireless station on this tower.
 - CO. HQ. Station shown at 15.

MOST SECRETAUGUST 4 (Pay, Simensen) Cont. (C)See Appendix E

- i) City Police Station is at 45.
- j) Eight Diesel oil tanks, used for fuel storage at 47.
- k) A 14-inch and some other station are located at 57, height of tower 15 m.
- l) There is an open-air theater shown at 64. The enclosure is made by a wooden fence about 3 m. high, 15 m. wide and 25 m. long.
- m) Municipal Hall (TOWN HALL) at 7.

C. INDUSTRIES

- i) QUARRY There is a stone quarry shown at 66. The larger stones are used as foundations and supports for quays at the harbour. The rest of the stone is crushed and mixed with cement and sand, to form large reinforced blocks for construction of quays. These blocks are brought West to the port on barges, which are loaded by cranes at the quays shown at 66. Water depth here is about 5 m. About 150 people are employed in this industry and wages range from 2.80 M.L. to 5.80 Lit. a day.
- ii) SALT INDUSTRY On both sides of the road going North out of the city, and extending along the coast, there are two salt-pans, municipally owned. These pans consist of flat hard earth plots about 50 m. square, each separated from the other by low walls about 4 feet high. These walls are made of packed sun-baked clay. Water is pumped into the pans by means of wind-mills until the beds are full. Then the water evaporates under the heat of the sun, leaving a crust of salt in the pans about 2 or 3 inches thick. Workers then come in and shovel the cakes of salt off the beds with thin flat shovels.

These salt-pans are hard and would probably be impassable to M.T.; the dividing walls would not present a very serious obstacle. However, in the middle of the large salt-pan or the West side of the road, there is an area of marshy ground, roughly 200 m. square, which is not used for salt-pans and which might be a serious obstacle to M.T.

Employees about 150, - wages about 27 Lit. daily.

D. HARBOUR

The main breakwater running SE of AUGUST is 7 m. wide, constructed of cement blocks with a smooth top. It is about 20 m. high. It continues this way for 500 m. when the construction changes to rough rocks piled up to form the mole. The small mole shown at 67 encloses a small harbour which was dredged in 1939. It is used to anchor M...S., but whenever it first submarines and heavy-arm could anchor in it as well as on the West side of the mole. Mole 67 extends South from the mainland for about 90 m. and is about 10 m. wide. From there on it is made up of piled rocks, which continue in a Southeasterly direction for about 125 m. The 90 m. portion nearest shore is constructed as shown in the sketch below.

C INDUSTRIES

i) QUARRY There is a stone quarry shown at 66. The larger stones are used as foundations and supports for quays at the harbour. The rest of the stone is crushed and mixed with cement and sand, to form large reinforced blocks for construction of quays. These blocks are brought West to the port on barges, which are loaded by cranes at the quays shown at 66.

Water depth here is about 5 m. About 150 people are employed in this industry and wages range from 2.50 lit. to 5.20 lit. an hour.

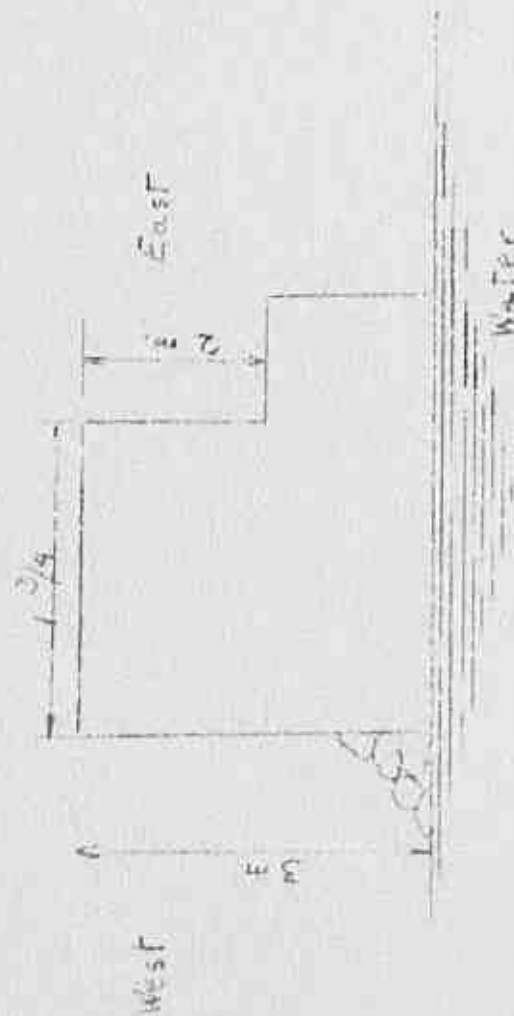
ii) SALT INDUSTRY On both sides of the road going North out of the city, and extending along the coast, there are some salt-pans, principally owned. These pans consist of flat hard earth plots about 50 m. square, each separated from the other by low walls about 4 feet high. These walls are made of packed sun-dried clay. Water is pumped into the pans by means of wind-mills until the beds are full. Then the water evaporates under the heat of the sun, leaving a crust of salt in the pans about 2 or 3 inches thick. Labourers then come in and shovel the crust of salt off the beds with thin flat shovels.

These salt-pans are hard and would probably be penzable to M.T.; the dividing walls would not present a very serious obstacle. However, in the middle of the large salt-bed area or the East side of the road, there is an area of marshy ground, roughly 200 m. square, which is not used for salt-pans and which might be a serious obstacle to M.T.

Employees about 150, - wages about 27 lit. daily.

D HARBOUR

The main breakwater running SE of the city is 7 m. wide, constructed of cement blocks with a smooth top. It is about 2 1/2 m. high. It continues this way for 500 m. when the construction changes to rough rubble piled up to form the mole. The small mole shown at 67 encloses a small harbour which was wedged in 1939. It is used to anchor H.M.S., but water has it that submarines and destroyers could anchor in it as well as on the West side of the mole. Mole 67 extends South from the mainland for about 90 m. and is about 3 1/2 m. wide. From there on it is made up of piled rocks, which continue in a Southeasterly direction for about 125 m. The 90 m. portion nearest shore is constructed as shown in the sketch below.



be found offshore. They are not too close together and leave widening spaces could navigate between them. The water depth averages 2 m. in the vicinity. For another 500 m. north the coast is free of rocks. This 1000 m. stretch is used for fishing boats. The northern half of this portion of beach has a depth of 1 m. 3 m. offshore. Gradually the depth increases gradually. The beach here has a very slight curve and is not very wide or sandy.

At 69 are ship ways and dry docks where small boats, not exceeding 20 m. in length, are built and launched. Immediately to the South there is a small beach on which fishing boats of 10-15 m. are pulled up.

The stone pier shown at 70 is about 100 m. long and 4 m. wide. It is about 11 m. above water level. Water depth is 5 m. at end of the pier decreasing to 3 m. 15 m. from shore. From this point to the base of the pier, the ground slopes gradually.

The largest ships that enter the harbor anchor in the center, as no ships have sufficient water depths to accommodate deeper draft ships than destroyers or submarines. Destroyers could anchor within 200 m. of the West beach of the 500 m. peninsula. The two deepest anchorages along the quays are at 74 and 62. It is here that submarines and destroyers are kept.

The jetties shown at 62 are used to supply ships with oil and diesel oil, which is kept in the area indicated on Appendix I, just West of quays numbered 62. Appendix B, sketch 1 shows the modifications of these jetties oil tanks. For further detail see Part. (J ii).

It is noted that the land area contained nine fields extending from FUHL 1220, shown at 72, South to FUHL 1221 peninsula.

2. REMARKS

1) FUHL. DEL. GUAYO and FUHL. GUAYO

The beach between FUHL GUAYO and FUHL GUAYO, shown at 73 and 74, is of very soft sand. At FUHL GUAYO it is about 100 m. wide and becomes wider Southward as it approaches the FUHL GUAYO. From here to FUHL GUAYO, the beach extends inland by the city. The northern half of the beach is marked by a strong ridge whereas the southern half slopes gently inland. In this southern portion, there is a large area of vegetable gardens over to within 100 m. of the water. The water gradient all along this beach is 1:150. At FUHL GUAYO, however, the water gradient is 1:30. From here Southward along the beach, there are numerous rocks offshore.

14) BEACH E of GUAYO

There is a sandy beach near the main air theater shown at 74 extending Southward for about 150 m. It is only about 15 m. wide and backed by steeply sloping ground to the city level. The beach is not so wide as the only maintained by frequent digging of sand dunes. The water at this point is calm and shallow and extends about 20 m. offshore, where there is a sudden drop in the sea bottom. Large and floating buoys form a barrier to the area dangerous to boats. A West side about 1 m. wide separates rather steeply from the beach and leads to the eastern end of FUHL GUAYO.

From the end of the beach Southward for about 1 km. the coast is rocky and the beach about 12 m. wide backed by steep slopes. The water depths here are very erratic varying from 1 to 3 m., just a few meters offshore.

SECRET4. U. S. T. A. (Prov. Simancas) Cont. (A)See Appendix A14) N.W. of AMCHEN.

There is a rocky sloping beach to the South of the wall shown on Appendix E, 75. This wall is made of stone, is 1 m. high and about 25 cm. wide. Its length extends as shown in the sketch referred to above. The beach alongside this wall is about 42 m. wide and terminates with the end of the wall. A narrow, crushed-stone track extends East from the main road leading into AMCHEN. It runs adjacent to and along the seaward side of the above wall and continues along the landward side side of the wall shown at 76, to the end of the salt-pans, shown on the sketch. The wall shown at 76 is a wet wall, made of piled bricks. It prevents the waves from washing into the salt-pans. E/W does not know water depths in this area.

The beach shown at 82 is about 250 m. long. It is a very narrow, sandy beach (about 2 m. wide). Thereafter the beach slopes very gently upward and inland. The ground is fairly firm. Exit is easy to the road 200 m. E st. P/W claims that only 4 m. from shore he was out of his depth.

14) From 1220 to 1220 C. BOLDING

From 1220 to 1220 at 72 for a distance of about 5 km. to SAN CARLOS, there is a very narrow strip of beach about 3 m. wide with the ground rising steeply to a plain in the interior. All along this coast the water has a depth of 2 m. or more within 5 m. of the shore. The only possible exit for 11 to the interior was at CAPO SAN CARLOS del MAR and at 1220, 1220, 72.

3. WATERWAYS1) RIVER AMCHEN

About 100 m. wide at the mouth. Due to navigation, the water level here is seldom more than 60 cm. Upriver, however, for a distance of about 1 km. the water depth varies from 1 1/2 to 2 m. The water also fairly steadily from the stream for 1 km. inland. Salt-pans flank the mouth of the stream. The water level does not vary greatly between summer and winter. The water level is about 50 m. wide at the mouth. The water level at this point is about 1 m. because sand bars are formed in the stream. The stream from the mouth for about 350 m. to the Bay the depth varies from 1 1/2 m. The surrounding ground is about 1 m. higher than the stream which varies little in depth from summer to winter in this area. It is not considered navigable. There are ruins on the South side of the stream and ruins on the North with a few olive and lemon trees. Current is quite strong in winter but slow in summer.

3. COASTAL FEATURESa) Bays1) AMCHEN BAY

landward side of the wall stream at 76, to the end of the salt-pans, shown on the sketch. The wall stream at 76 is a sea wall, made of piled rocks. It prevents the waves from washing into the salt-pans. P/W does not know water depths in this area.

The beach, about at 82 is about 250 m. long. It is a very narrow, sandy beach (about 2 m. wide). Thereafter the ground slopes very gently upwards and inland. The ground is fairly firm. Exit is easy to the road 200 m. East. P/W claims that only 4 m. from shore he was out of his depth.

iv) FROM 1220 to 1230 CAROLINE

From 1220 to 1230 at 72 for a distance of about 5 km. to CASO QUEPILABO, there is a very narrow strip of beach about 3 m. wide with the ground rising steeply to a plain in the interior. All along this coast the water has a depth of 2 m. or more within 5 m. of the shore. The only possible exits for us to the interior are at CASO QUEPILABO and at PUNTA 1220, 72.

7. WATERWAYS

i) RIVER SYSTEMS

About 100 m. wide at the mouth. Due to mud bars, the water depth here is seldom more than 60 cm. Upstream, however, for a distance of about 1 km. the water depth runs from 1 1/2 to 2 m. The water rises fairly steeply from the stream for 1 km. inland. Salt-pans flank the mouth of the stream. The water level does not vary greatly between summer and winter. The water depth is about 50 m. wide at the mouth. The water depth at this point is about 1 m. because mud bars are formed by sea action. Upstream from the mouth for about 350 m. the dry bed depth varies from 1 1/2 m. The surrounding ground is about 4 m. higher than the stream which varied little in depth from summer to winter in this area. It is not considered fordable. There are roads on the South side of the stream and gardens on the North with a few olive and lemon trees. Current is quite strong in winter but slow in summer.

ii)

8. COMMUNICATIONS

a) ROADS

i) ARRESTED STREETS

The only retailed streets in ARRESTED are:
VIA HINCHIE WILSON 80 (to the main thoroughfare)

VIA 1000 77

VIA CHEROKEE 70

1 of VIA MEXICO 70

1 of VIA 1000 77

These streets are paved with 1 1/2 square black lava slabs 7 1/2

All the other roads have an earth surface.

ARRESTED is built on an island and there are only two exits, both to the North of the city. One of these is a cartable about 400 feet of the two bridges, made of concrete. It is about 130 m. long, 1 m. wide and 2 1/2 m. above the sea. (See Appendix C).

The other exit is a road about 4 m. wide, which passes over two bridges. One bridge is from the island of ARRESTED to an inlet on which there is an old Spanish fort, and the other from the inlet to the mainland. (See Appendix C).

MOST SECRET

AUGUSTA (Prov. Simoesa) Cont. (5)
See Appendix E

The AUGUSTA-LEITA bridge is about 50 m. long, 7 m. wide and 3/4 m. above the water level. It has a 70 cm. wide sidewalk on each side. When two vehicles have to pass one another on these bridges, one or both ride with their outside wheels on the middle walk. When the government bus travels (capacity 40) over these bridges, other vehicles travel in the opposite direction have to wait for it to pass. Room is available for this purpose at all four ends of the bridges.

Even the mainland North, the road is about 4-5 m. wide, with a shallow ditch on each side. It was surfaced with asphalt in 1957, but owing to lack of maintenance, has deteriorated badly since then. On the Western side of the road after crossing the bridge, there is a high stone wall enclosing some buildings. (oil storage tanks), whilst on the Eastern side houses extend as far as the Rly.

At the Rly level crossing there are 5 sidings which converge into one line about 250 m. West of the road. To the East of the highway the tracks converge into one track at a distance of about 50 m.

From the Rly line North to MUMBA, the country flanking the rail is open and level, except for some buildings on the West side, extending North from the Rly for about 200 m.

The adjoining land is cultivated with vines, tomatoes, beans and also some olive trees.

At (J 003505) a narrow lane branches off to the Northwest and joins Road Junction (J 003510). This lane is only 2 m. wide and is used mainly by carts and people on foot.

This unmetalled road is about 24 m. wide with shallow ditches, flanked on both sides by a 4 m. high stone wall. This road is not even passable for motorcycles when wet. It starts about 200 m. West of the sea and at 40 m. above it. Although the road from the sea to the road is very rocky some carts load through it.

The road is level with the surrounding countryside, which is practically covered with vines. A low 3-5 m. high, rocky mound starts at point J 003500 and runs parallel to the road and about 2 m. from it. These mounds, although too rocky in places for plant life, are covered with thickly growing, olive and locust bean trees. To the East, the terrain remains practically level with the road and is cultivated with vines and tomatoes.

At point J 003502 the road turns West, crossing the above mounds, and running between them for about 30 m. Then it begins to descend at point J 003503.

At J 003502 the road passes under a single arch, stone bridge, (see Appendix E sketch 1) which does not allow the passage of large vehicles, due to it being only 3 m. high in the center. The width is about 24 m. From this bridge West to MUMBA, the road is flanked on the South by salt-pans and on the North by level terrain covered with vines. To bypass this bridge, one can use a cart track flanked by trees at point J 003504 to J 003505.

there is a high stone wall enclosing some buildings, (oil storage tanks), whilst on the Eastern side houses extend as far as the Rly.

At the Rly level crossing there are 6 sidings which converge into one line about 250 m. West of the road. To the East of the highway the tracks converge into one track at a distance of about 50 m.

From the Rly line North to POWUNGA, the country flanking the Rly is open and level, except for some mounds on the West side, extending North from the Rly for about 200 m.

The adjoining land is cultivated with vines, taro, beans and also some olive trees.

At (J 083505) a narrow lane branches off to the Northwest and joins Road Junction (J 082540). This lane is only 2 m. wide and is used solely by carts and people on foot.

This unmetalled road is about 21 m. wide with shallow ditches, flanked on both sides by a 1 m. high stone wall. This road is not over 100 m. long. It starts about 200 m. West of the sea and ends at 10 m. above it. Although the area from the sea to the road is very rocky some water runs through it.

The road is level with the surrounding countryside, which is practically covered with vines. It is 3-5 m. high, rocky ground starts at point J 104500 and runs parallel West to the road and about 2 m. from it. These mounds, although too rocky in places for plant life, are covered with thickly peared, olive and locust bean trees. To the East, the terrain remains practically level with the road and is cultivated with vines and taro.

At point J 083502 the road turns West, crossing the above ravine, and running between them for about 300 m. Then it begins to descend at point J 090503.

At J 094500 the road crosses under a single arch, stone Rly bridge, (see Appendix B sketch 1) which is on the right side of the lane, vehicles, due to it being only 7 m. high in the center. The width is about 24 m. From this bridge West to POWUNGA, the road is flanked on the South by salt-pans and on the North by lower terrain covered with vines. To leave this bridge, one can use a cart track flanked by trees at point J 083504 to J 090503.

ROAD NEAR POWUNGA (J 104500). West to POWUNGA (J 082540)

This 24 m. wide, unmetalled road has no ditches but a 1 m. high stone wall flanks it.

The Rly is level with the surrounding country which is cultivated with vines and taro. At point J 090503 the road turns West and is flanked on the East by rocky mounds, which rise to a height of 3 to 5 m. a few m. from the road. The mounds are covered with locust bean, locust bean and olive trees. To the East are vines and taro fields.

At point J 083545 a bridge crosses over the Rly (see sketch 2 Appendix I). The road starts to descend 200 m. East of the bridge, level off a plain about 200 m. East of the bridge. This bridge is about 100 m. long, 3 m. wide, and flanked on both sides by a 1 m. high stone and concrete wall. The road runs by the railroad for 10 m. from point cross country above this point. P/W is uncertain of the dimensions of the bridge.

14)

141)

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MOST SWOPE

AUGUSTA A (Prov. Simora) Cont. (1)
See Appendix E

At the West end of this bridge the road, although flanked by stone walls, is again level with the surrounding countryside, which slopes gradually to SOUTHERN. This area is mainly cultivated with vines and vegetables, although there are quite a few olive trees in places.

iv) PONTANA NORTH to SOUTHERN

This unmetalled road is 2 1/2 to 3 m. wide flanked by 1 m. high stone walls and shallow ditches. It is not very muddy when wet. The countryside and the road are on the same plane and both rise gradually for about 5 km. North of Pontana. The road and countryside remain level until about 100 m. South of the level Rly crossing at (J 054534).

Although there are quite a few olive trees along this area, ground is mostly covered by vegetable plots.

From 100 m. South of Rly crossing travelling North, the road descends sharply to the level outside. The road and countryside North of the Rly crossing gradually descend to SOUTHERN. On this stretch stone walls do not flank the road, and the surrounding land is covered with wheat.

At J 055534 the ground to the East of the road would be impassible in the winter time only, due to its muddy nature.

v) PONTANA WEST to VILLASANO

This 3 m. wide unmetalled road has ditches 1 m. deep and wide. It runs straight and the countryside rises gradually Westward to S. SOUTHERN. 1 m. high stone walls flank it. On the North side for 2 km., the road is covered with vineyards. On the South side vegetable plots with some olive trees extend for the same distance. For the next km. West, there are olive trees alternating with the vineyards to the North and South of the road. A km. West of SOUTHERN to VILLASANO, the land flanking the road on both sides is covered with olive trees alternating with wheat fields.

At S. SOUTHERN a small arch, stone bridge passes over the North branch of the SOUTHERN. The banks of this stream are fairly steep at this point. On P/W states that it can only be forded 1 km. West of SOUTHERN, whilst the other states that the river is a more trickle at this point, about 1 ft wide and 3 or 4 inches deep, with an increased flow of water after rains. The banks are 2 m. high with a gradual slope. The terrain in the vicinity (J 055536) is level and cultivated with wheat and olive trees.

300 m. to the East of the bridge the terrain to the East of the road, rises to a height of 1 m. and on the North side slopes gradually away from the road. On a stretch of about 200 m. West of this point to VILLASANO, the road again becomes level with the countryside, which is covered with vines and olive trees.

vi) PONTANA to SOUTHERN

This is a narrow 2-way asphalt road. It is more or less level with the surrounding countryside for a distance of 7 km. West of SOUTHERN. A ditch runs along the side of this road, about 1 m. wide and deep. P/W states it would not constitute a barrier to leaving the road. There are stone walls along this road, where

line remain level until about 100 m. South of the level it crosses at (J 054534).

Although there are quite a few olive trees along this road,

ground is mostly covered by vegetable plots.

From 100 m. South of Fly crossing, traveling North, the road descends sharply to the level crossing. The road and countryside North of the Fly crossing gradually descend to BR00011. On this stretch, stone walls do not flank the road, and the surrounding land is covered with wheat.

At J 05534, the ground to the East of the road would be irrigable in the winter time only, due to its sandy nature.

v) FORTUNA to VILLASNOVO

This 3 m. wide unmetalled road has ditches 1 m. deep and wide. It runs straight and the countryside rises gradually Westward to S. FORTUNA. 1 m. high stone walls flank it. On the North side for 2 km., the road is covered with vineyards. On the South side, vegetable plots with some olive trees extend for the same distance. For the rest of the road, there are olive trees alternating with the vineyards to the North and South of the road. 4 km. West of FORTUNA to VILLASNOVO, the land flanking the road on both sides is covered with olive trees alternating with wheat fields.

At S. FORTUNA a single arch, stone bridge passes over the North branch of the MOLINERIO. The banks of this stream are fairly steep at this point. On the stretch that it can only be forded 1 km. West of bridge, whilst the other states that the river is a mere trickle at this point, about 1 ft wide and 3 or 4 inches deep, with an increased flow of water after rain. The banks are 2 m. high with a gradual slope. The terrain in the vicinity (J 016526) is level and cultivated with wheat and olive trees.

300 m. to the West of the bridge the terrain to the South of the road, rises to a height of 14 m. and on the North side slopes gradually away from the road. On a stretch of about 200 m. West of this point to VILLASNOVO, the road again becomes level with the countryside, which is covered with vines and olive trees.

vi) FORTUNA to S. RIVIERA

This is a narrow 2-way asphalt road. It is more or less level with the surrounding countryside for a distance of 7 km. West of FORTUNA. A ditch runs along the sides of this road, about 1 m. wide and deep. 3/4 states it would not constitute a barrier to leaving the road. There are scattered walls along this road, where the nearby terrain is cultivated. Generally about 1/2 of this road is walled. These walls are about 1 1/2 to 2 m. high and not very thick. Where they exist, they are adjacent to the road ditch.

b) RAILWAYS

i) WEST of STATION

AUGUSTA Fly Station at 44, Appendix E, has six sidings and about 150 m. West of the Fly Station, they converge into one track. About 250 m. NW, the main line runs on an embankment about 3 m. above the surrounding salt-pans. This embankment continues 1 km. past the West end of the salt-pans. At point J 063500 the line passes through a tunnel extending for about 200 m. Westward. The line is flanked by about 2 m. of clear ground on either side. Leaving West of the tunnel the line crosses through a cut which is about 2 m. high on the North and about 1 m. high on the South side, and extends to within 300 m. of bridge at point J 043694.

HOST STATIONAUGUSTA (Prov. Simoes) Port. (r)See Appendix E

The terrain flanking the South side of the Rly. descends gradually to the sea. On the North side of the Rly, although the cut is about 2 m. high, there are some points (at about J 058504), where, owing to breaks in the terrain, land cars or lor could find a passage across the line. From 300 m. North of the steel bridge over the MOLINILLO stream to the road bridge at (J 058504) the railway runs above the surrounding country. From this road bridge South about 2 1/2 km. to the road bridge at (J 042477) there is a cut about 5 m. deep.

South of this bridge (J 042477) to the Rly bridge over the MARCELLINO River, J 042452, the Rly line emerges from the cut and continues on an embankment.

Both Rly bridges (J 058504) and (J 042452) are steel, flat beam bridges of about 13 m. span.

ii) EAST OF STATION

The 6 Rly lines at the AUGUSTA Station converge into one track at about 250 m. East of the Station. The railway remains level with the surrounding ground until the salt marshes are reached. Through these the embankment is about 3 m. high. At the NE end of the salt marshes, the railway and the surrounding terrain are level. From (J 058514) to (J 079523) the terrain to the East of the Rly is steep and rocky, rising about 10 m. above the track. West of the Rly the ground is at the same level as the line, almost entirely flat.

iii) COUNTRYSIDE

For a radius of about 8 miles from AUGUSTA, the countryside is generally intersected by farms, with stone walls. Their height ranges from 1 to 2 m. and the width from 1 to 2 m. They are constructed of rocks piled on each other without any cement binding.

Lemons, oranges and pines are the chief products. The thickest lemon groves are along the 2 streams, the MOLINILLO and the MARCELLINO. They also abound near other smaller streams.

Grapes, used in wine making, are extensively grown, especially along the coast lines. Generally the vines are cultivated in rows about 1 m. apart and are permitted to grow to a height of 1 to 1 1/2 m. While young, the vines are supported by canes and tied to them with yarn.

To the West of AUGUSTA are extensive almond tree groves.

The coastal area produces a great variety of vegetables, fruits and a fair quantity of grain.

The salt-pans to the NE, NW and West of AUGUSTA are municipally owned. They are worked from May to December, at which time the beds are alternately flooded with sea water, depending on the prevailing time of the tide. In winter they are left dry as water is not let in and they are not subject to inundation. The surface is quite hard and it would be very difficult to walk on it. They are flooded, at about the time as the water level from the salt-marsh, for part of the year.

For additional details on the salt-marsh, see Part of THE STATE.

iv) FISHING

785015

the road bridge at (J 010277) there is a cut about 5 m. long. South of this bridge (J 042777) to the Elv bridge over the MARCELINO River, J 042777, the Elv line emerges from the cut and continues on an embankment. Both Elv bridges (J 058501) and (J 043052) are steel, flat beam bridges of about 13 m. each.

ii) EAST OF STATION

The 6 Elv lines at the AVENUE Station converge into one track at about 250 m. East of the Station. The railway remains level with the surrounding ground until the mile markers are visible. Thereafter, the embankment is about 3 m. high. At the NW end of the mile marker, the railway and the surrounding terrain are level. From (J 009544) to (J 073520) the terrain to the East of the Elv is steep and rocky, rising about 40 m. above the track. West of the Elv the ground is at the same level as the line, sloping gently Westward.

iii) COUNTRYWIDE

For a radius of about 8 miles from AVENUE, the countryside is generally intersected by fences with stone walls. Their height ranges from 1 to 2 m. and the width from 1/2 to 1 m. They are constructed of rocks piled on each other without any cement binding.

Grapes, oranges and peaches are the chief products. The thickest lemon groves are along the 2 streams, the MOLINILLO and the MARCELINO. They are about 100 m. apart and are separated by smaller streams.

Grapes, used in wine making, are extensively grown, especially along the coast lines. Generally the vines are cultivated in rows about 1 m. apart and are permitted to grow to a height of 1 to 1 1/2 m. While young, the vines are supported by canes and tied to them with reeds.

To the East of AVENUE are extensive almond and tree groves. The general area produces a great variety of vegetables, fruits and a fair quantity of grain.

The salt-pans to the NE, NW and West of AVENUE are municipally owned. They are worked from May to December, at which times the beds are alternately flooded with or dry, depending on the prevailing time of the tide. In winter they are dry and the water is not let in and they are not subject to inundation. The surface is quite hard and it would be difficult to walk on if they are flooded, it should be able to pass as the water level when is only about 1 m.

For additional details on the salt-pans, see Form on AVENUE.

I FISHING

Fishing is restricted to daylight hours and only to certain areas. Various sized boats are used, varying in length from 2 to 6 m. The smaller ones are propelled by oars, while the larger ones have both oars and sails.

Both fishermen fish at night in the small coves between C-10 S. C-10 E and C-10 S. C-10 E. These are seldom apprehended and are often prosecuted.

II MILITARY

a) DISCUSSION

- 1) The CAPTAIN states that the only unit he can identify is the 7th Legion (AVENUE), which F. F. F. claims that until the fall of 1942, it was in the hands of the MILITARY. Owing to its frequent inefficiency and owing to the insistence of the people, they were replaced by Army and Navy personnel.
- 2) Some of the farmers in the countryside have been armed with rifles and are to some extent with professionals. Several companies have already been found in and near the city. (Error)

100% SECRET

AUGUST 14 (Rev. Standard) Cont. (a)
See Appendix E

b) ESTABLISHMENTS (See Appendix E)
The following military establishments are in AUGUSTA and vicinity:

Reveille Marine food and clothing warehouse	3
Warehouse and Military barracks	4
Reveille Club Bq (1st floor)	5
Naval barracks	10
Military mess hall	11
Wire Station and Military warehouse	14
Naval barracks	15
Naval Officers' barracks	16
Military warehouse	17
Depth charges and torpedo plant	18
U.S.S. supply depot	22
Barracks	23
Naval Officers	24
Plots for Naval Officers and families	26
HQ of General Staff and Admiral FULMANN	27
Gas shelters	29
Reveille military barracks	30
Marine barracks	31
Marine engineers' barracks	32
1st 7th Legion BATTAL	33
Air Corps' Officers' barracks	34
Underground entrance to "Commander Dietl", is. Talc-	35
where several of all shore batteries from DEVOULI to	36
CHIEF BUREAU DE FORCE	37
Naval barracks	38
Naval Officers' barracks	39
Sound locator school and barracks	40
Sound locator post	41
Naval barracks	42
Custom yard barracks and offices	43
Flotilla dry dock for repairs of boats up to 50 m.	44
Launch only	45
New seaplane base	46
Old seaplane base	47
Submarine and destroyer refueling base	48
Airship hangar	49

During all stormy periods are shown on Appendix E. T/V heard the chief construction engineer tell a worker that he had been built in the area. Many are surrounded by vegetation and trees being planted on top, as the tops are at round level. For further details see Appendix E, 1. There are underground ammunition depots, beneath the two hospitals shown on Appendix E, 65.

10	President's Office (1st floor)
11	Naval barracks
12	Military post depot
13	Fire Station and Military garage
14	Naval barracks
15	Naval Officers' barracks
16	Military warehouse
17	Depth charges and torpedos plant
18	U.S. supply depot
19	Barracks
20	Naval Offices
21	Plaza for Naval Officers and families
22	HQ of General Staff and Admiral Purnell
23	Gas shelters
24	Fascist military barracks
25	Marine barracks
26	Marine engineers' barracks
27	HQ 7th Legion Marine
28	
29	
30	
31	
32	
33	
34	

Informants attributed to "Commando Miami", i.e. "Tele-
phone control of all shore batteries from MIROCIA to
CARTAGENA DE INDIAS".

Marine Corps
 Navy Division, "Marine"
 Sound location school and barracks
 Sound location rest

Level 7 example
Custom level 7 example

[illegible]

THE GOVERNMENT OF

On 7 November 2000

Summary and Conclusions

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various oil stores & tanks are shown on Appendix E. I've heard the chief construction engineer tell a worker that he has been told to take care. Many are camouflaged by vegetation and trees having planted on top, as the tanks are at ground level. For further details see Appendix I, 1.

There are no significant questions here, however, the two most

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1) an area known as L.S. 324, and having 6 1/2 ft. and on the mountain, 1 20 ft. at L.S. and 2 water-oxen 3 ft. in L.S. are located West of L.S. 324. This is completely uninhabited and a stream of water at L.S. 324, and with a fifth stream of water, heated wire fence with iron wire, and with a fifth stream of water, the water is a 1/2 in. in.

[illegible][illegible]

plus one threaded sleeve in cross grain position.
At least 2 240 m/s reveal time at E₁, generally H and three
+7+

• 2 XEROCOPY, (5 to 1000) 1000

[illegible]

APPENDIX A (Ex. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000)

vi) One of 6 76/40 guns with naval mountings as shown on Appendix E, 61. vii) There are several gun emplacements about 4 km. north of SIKHUEI on the Eastern coast at point 3 145346.

The main gun site consists of two 304 mm naval guns, mounted in parallel on a single turret. Details of the emplacement are given on Appendix A, sketch 1. The guns are fired electrically from a control tower at the rear and cannot be fired any other way. The turret armor is three inches thick. The guns have a range of about 27 miles.

There are 5 76/40 naval and 44 mm emplacements further semi-circle to the rear of the main battery. These are the same as are mentioned to the two guns on top of the main turret (see sketch). The supplementary emplacements are at 30 r. from the main battery and about 15 m. from each other. H.B. This location has been confirmed by photographic interpreter.

144 Force.

a) MAIN TRAIN

An armored train of about 20 cars, carrying naval guns and H.B.'s was seen at Aikou Station by P/W during the time of the Italian-Ethiopian War. It was then moved. P/W has seen the armored train recently on a siding about 6 km. north of SIKHUEI.

c) MAIN BATTERY

P/W knows of 3 six-inch dual turrets in Aikou. The one shown having the entrance at 32, Appendix E. It is about 5 m. wide and 450 m. long. The tower is supported by reinforced concrete. The other two, about which P/W knows very little, have entrances as shown at 53 and 54.

A new dialer has been built in 1977 along with the infantry. It is above ground, dimensions 20 x 15 m. in tight doors and port holes. P/W states that this dialer is dialer has been used for direct observation from front bands. It is therefore possible that this is just a compression dialer.

Air raid warnings are checked by dialer, administrator first aid, etc. The chief with these three lines is one of a unit called 30400 BATTAL. Composed of old men and boys. They wear a dark gray, and since suit with a red and white striped shirt. They wear G.I. 4.5 mm. helmets are worn.

Warning of an air raid is given by three sirens located near the following points: Appendix E, 13, 47, and 54.

f) PERSONNEL

O.C. 7 Eastern BATTAL Lt. Col. G. V. DE BACQUANT BATTAL

I.O. Personnel Office BATTAL Lt. Col. G. V. DE BACQUANT

O.C. BATTAL in Sicily Consulate Gen. BATTAL

O.C. BATTAL Lt. Col. G. V. DE BACQUANT BATTAL
BATTAL
BATTAL

1945

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

1204

22

-
- Springer

 Springer

SUBMITTING AN ABSTRACT

De

29

3. Two large engines with a pump attachment to draw water either from the sea, or from hydrants which have been recently installed. The first engine has a tank of a capacity of about 1000 liters of water. In addition there is a ladder and hose trucks are available. P.M. has no information on coupling dimensions etc.

I. AIR RAID SHELTERS IN AUGUSTA

At the northern end of the city, between via Cristoforo Colombo and the citadel, there is a small park where two air raid shelters have been constructed. The trenches are about two meters wide and two meters deep. The top of the trench has been covered over with logs of about 4 inches diameter and the logs have been covered with a coat of 1/2 meter of soil. This over the protective projects above the level of the surrounding ground. The trenches have been constructed in zigzag formation, each hole is about 40 meters long. They offer effective protection against fragments and falling debris, but experience has shown that they are not a effective against bombs, falling in the immediate area. A large part of the population goes to the surrounding countryside at night to avoid air raids on the city and return to the city only as necessity requires during the day.

Now, if any of the houses in Augusta have cellars which can be used as air raid shelters. Many of the houses have no cellars of the cellars in the ground floor is informed with heavy iron beams, supported by stone and concrete pillars. The pillars are used as air raid shelters.

For the concrete air raid shelters mentioned in this report see Appendix B 52-53 and 54.

M

DOMESTIC UTILITIES

68

P.M. feels that the ration is not as good as it was in the black market. However prices are very high in the city at the cost of it.

Charcoal is not plentiful. Price 0.25 Lit before the war and 1.50 Lit now. Coal is not available. Only a few politicians can still get petrol. Other than there is none for private use. There are only a few large trucks still under civilian ownership. Others have been requisitioned.

Item	Pre War	ECONOMIC CONDITIONS		MOST SECRET	Labourer Ration
		Cont-rolled	Black Market Prices		
Bread	1.60 Kg.	3.10	30	150 gr daily	250 gr
Macaroni	1.10 Kg.	2.10 to 4.10	30	258 m.	13 Kg.
Oil	8 Liter	35	100	100 gr daily	250 gr
Meat (steak)	12 For Kg.	25	40	?	?
Boiling meat	7 "	14	35	?	?
Cheese Pecorino	30	60	-	50 gr. "	200 gr.
Cheese Pizano	12 Kg	40	-	None	50 gr.
Marzala wine	12 Liter	30	-	No Ration	No ration
Wine	9 "	25	-	"	"
Red wine	5	10	-	"	"
Coffee	1.30 per cup	10	-	Available in cafes only	"
Beer	4 p.lit.	7.50	-	"	"
Anisette	1.70 p.lit.	3.10	-	"	"

The above prices are in LIRE

SECRET

Personalities at Augusta
Ancient Fascists

1. GIANNINO

Has been secretary of the fascist club since 1940 (Fascio di Combattimento). This man lives on Via Mengare, near the municipal gardens. He is single about 30 years of age, about 5' 8" in height, stocky in build. He has thinning light brown hair. This man is greatly disliked.

2. PASSIACCHIA, FRANCESCO

This man is president of the POPOLAVORO NAZIONALE FASCISTA. His home is at 138 Via Mengare. He is married but has no children. He is about 45 years old, about 5' 8" in height and has grey hair. He is respected by the people. Has a mistress.

3. DR. MINICO

Is president of the ASSOCIAZIONE INFORMATI DI AUGUSTA. This is a governmental agency. He was Podesta of Augusta from 1936 to 1938. He is married and has a son, who is also a doctor and is somewhere in the army. He is about 5' 8" in height, has grey hair and wears a Beret. He also wears pinor-see glasses. He is a large land owner and generally disliked by the people.

4. GRACIOLI, GIUSEPPE

Capo Squadrone of the Milizia (Battaglione Ordinario D' Asalto.) This is a fascist and not a military unit. It is part of the 169th Legion with headquarters in Siracus.

This man has had many government contracts, such as for the post office, government building and various roads in the area. He shook Mussolini's hand during the ceremony of the laying of the cornerstone of the post office building in 1937. He was only a bricklayer till Dr. MINICO helped him in 1935. FW strongly suspects this man is a first class traitor. He is married and has 2 children. His age is about 39, medium build, height about 6' and has black hair.

5. NIGONI, FRANCESCO

Is president of the work registry office. He is married and has a mistress. He is about 35 years old, weighs about 180 lbs. and is about 5' 9" tall. He has grey hair and wears pink glasses. He is a traitor and much disliked. 66

6. PROF. RIZZO

Is Chief Secretary of the C.I.L. (Gioventu Italiana del Littorio). This is a fascist club for youth from 10 to 20 years. Prof. Rizzo has held this post since 1932. He is married and has 2 children. He is about 37 years old, of medium build is about 6' tall and has dark brown hair.

2. FASOLINO, FRANCESCO

This man is president of the POPOLANO NAZIONALE FASCISTA. His home is at 138 VIA REGALE. He is married but has no children. He is about 45 years old, about 5' 8" in height and has grey hair. He is respected by the people. Has a mistress.

3. DR. MINERGO

Is president of the ASSICURAZIONE INFORTUNI OF ANGIUSTA. This is a Governmental agency. He was FORESTA of ANGIUSTA from 1936 to 1938. He is married and has a son, who is also a doctor and is somewhere in the army. He is about 5' 8" in height, has grey hair and wears a frock. He also wears pince-nez glasses. He is a large liver owner and generally disliked by the people.

4. GIAMMIDI, GIUSEPPE

Capo Squadra of the Milizia (Battaglione Ordinario D' Iscrizione.) This is a fascist and not a military unit. It is part of the 169th Legion with headquarters in SINIGUJA.

This man has had many Government contracts, such as for the post office, Government building and various roads in the area. He shook Mussolini's hand during the ceremony of the laying of the cornerstone of the post office building in 1937. He was only a brick-layer till DR. MINERGO helped him in 1935. He strongly suspects this man is a first class grafter. He is married and has 2 children. His age is about 39, medium build, height about 6' and has black hair.

5. NIGGIA, FRANCESCO

Is president of the work registry office. He is married and has a mistress. He is about 32 years old, weighs about 180 lbs. and is about 5' 9" tall. He has grey hair and wears dark glasses. He is a grafter and much disliked. **66**

6. FUCI, RIZZO

Is Chief Secretary of the C.I.L. (Gioventu Italiana del Littorio). This is a fascist club for youth from 10 to 20 years. Prof. Nigga has held this post since 1938. He is married and has 2 children. He is about 37 years old, of medium build is about 6' tall and has dark brown hair. He is not liked.

7. SALIERO

Is FRANCESCO but was called up in 1940 with the rank of Col. He is an ex-fascist. A secretary has assumed the duties during his absence. F.S. does not know his name.

8. MINERGO

Is a tax collector.

9. SALA

On recruiting board.

10. GIAMMIDI

Two brothers who have political jobs.

PERSONALITIES OF AUGUSTA MOST SECRET

11. GRV. LUNGI
Holds a municipal job.
12. DOMISSIT
A lawyer.
13. LALAMONE
Is the municipal engineer.
14. MASSIMI, SCILACIARDI
Is a family of large land owners. In 1935 they loaned 2,000,000 lire to the Italian government.
15. DARONE, DOMISINI
Large land owner living on VIA PRINCIPALE UMBERTO.
16. SALAMONEI
Large land owner living on VIA PRINCIPALE UMBERTO.
17. VOLEPI
Large land owner living on VIA PRINCIPALE UMBERTO.
18. FRANCO
Wire dealer and cinema operator. Lives over cinema FRANCO on VIA PRINCIPALE UMBERTO.
19. ROGGIO
Is very well off. Has a book store, lives on VIA PRINCIPALE UMBERTO.
20. BONNALTA
Owns delicatessen and lives on VIA PRINCIPALE UMBERTO.
21. DINCESIMO
Owns clothing shop specializing in Fascist uniforms.
22. ALITO
Is an ex FODISTA, age 75.
23. LAVAGNI
A pharmacist.
24. BARONE MATTEOLI
Is very rich and has a drug store on VIA ROMA.
25. DR. LAVAGNI
Municipal children doctor.
26. LA FERRE, DOMINICHES
There are four of them, they own line kilns, a bakery and much land.

Large land owner living on VIA PRINCIPES Umberto.

16. SALAMONE

Large land owner living on VIA PRINCIPES Umberto.

17. Volini

Large land owner living on VIA PRINCIPES Umberto.

18. FRANCO

Wire dealer and cinema operator. Lives over Cinema FRANCO on VIA PRINCIPES Umberto.

19. ROUSO

Is very well off. Has a book store, lives on VIA PRINCIPES Umberto

20. RONNALLA

Owns book store and lives on VIA PRINCIPES Umberto

21. DOMESTO

Owns clothing shop specializing in Fascist uniforms.

22. IMMO

Is an ex-ROBERTA. Age 75.

23. LAVALLI

A Futurist.

24. DEMONO MANUELLI

Is very rich and has a drug store on VIA ROMA.

25. DR. LAVAGN

Municipal children doctor.

26. LA PERLA GIOVANNES

There are four on they own three kids, a bakery and much land.

27. PROF. MUZZO

Has reputation of being a woman chaser.

28. MALE

Is a teacher. He is a Lieut. in the O. M. B. (Opera Nazionale Dopolavor). A Fascist youth organization (7 to 10 years of age). He is also a member of the G.I. I.

29. PAID LA MIA

Is a teacher in Rio and sister of the Fadda above. She is O.C. of the Fascist feminine.

30. MANUSCINI

Owns the best pharmacy in town on via Principe Umberto, owns much land.

31. ROSSI

No information.

Personalities at Augusta

MOST SECRET

32. RIZZO MRS.

She is a high school teacher and wife of Prof. Rizzo above.

33. DATTAGI, LUIGI
Registrar.

LUKE WARM FASCISTS

The following have shown no great enthusiasm for Fascism and would seem to be fascists for business reasons or other expediency.

1. AMADEI

Secretary of Procio di Combattimento from 1936 to 1940. Is a Squadrista and now a Libet. In the 7th legion, stationed in Augusta. He is personnel officer on the staff. He is well known and liked by the public. Stocky build, age about 36, height about 5'10" and has light brown hair and is unmarried.

2. BRUNO, COSTANTINO

An engineer is thought to have made inferior war materials, during the last war, for private gain. He is a large landowner. He has the position of municipal engineer. He is married and has a daughter who is married to a Capt. Dinartini, a Guardia di Finanza of Rome. Has a number of friends who are thought to be anti fascist. He is well liked.

3. CAV. GIORDANO

Is a wealthy wine dealer and bakery owner. He is a friend of Bruno above.

4. AMATO

An attorney, is a nephew of ex Podesta Amato. He is a friend of Pringali and Catalano and fascists.

5. Cipriano

Made his money in the United States and returned to Augusta to become a land owner, in 1939.

6. DANIELI

A landowner and friend of F.M.

7. CONTE

Owne a butcher shop and much land.

8. DOMISCI

Is a Capt. in the air force and stationed at the sea plane base in Augusta. He is a large land owner and lives via Garibaldi.

9.

LATONIA

Owne some land and the Casa Lemorlo on Via Principe Umberto.

Squadrista and now a Lieut. in the 7th Legion, stationed in Augusta. He is personnel officer on the staff. He is well known and liked by the public. Stocky build, age about 30, height about 5'10" and has light brown hair and is unmarried.

2.

BRUNO, COSTANTINO

An engineer is thought to have made inferior war materiele, during the last war, for private gain. He is a large landowner. He has the position of municipal engineer. He is married and has a daughter who is married to a Capt. Dimartini, a Guardia Di Finanza of Rome. Has a number of friends who are thought to be anti fascist. He is well liked.

3.

CAV. GIULIO

Is a wealthy wine dealer and bakery owner. He is a friend of Bruno alone.

4.

AMATO

An attorney, is a nephew of ex Podesta Amato. He is a friend of Trinchera and Catalano anti fascists.

5.

Ciaviano

Made his money in the United States and returned to Augusta to become a land owner, in 1939.

6.

DANIELI

A landowner and friend of F.N.

7.

COBUPZO

Owns a butcher shop and much land.

8.

DOMISQU

Is a Capt. in the air force and stationed at the sea plane base in Augusta. He is a large land owner and lives Via Garibaldi.

9.

LAFONIO

Owns some land and the Cafe Lemperio on Via Principe Umberto.

10.

NCE

Owns Cafe Nce on corner of Via Principe Umberto and Via Cristoforo Colombo.

11.

TRINCHERA

Owns an apartment in use in which he has a clothing store. Is quite wealthy.

12.

MADEI

Two brothers and two sisters, well off.

13.

LAVAGI

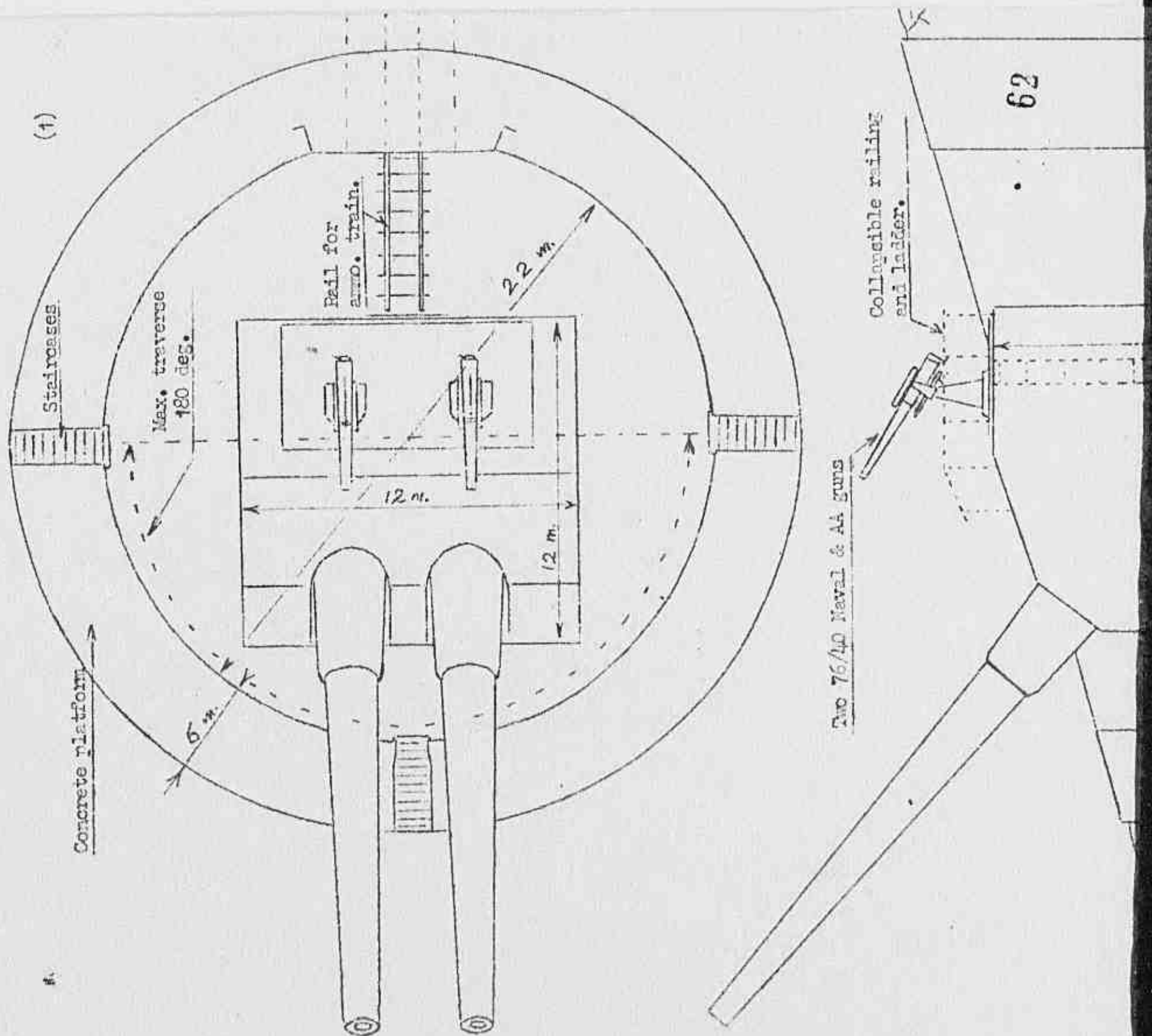
A widow, countess about 68 years old, is a large landowner and lives alone in a large house on Via Principe Umberto. F.N. has no information on her sentiments.

MOST SECRET

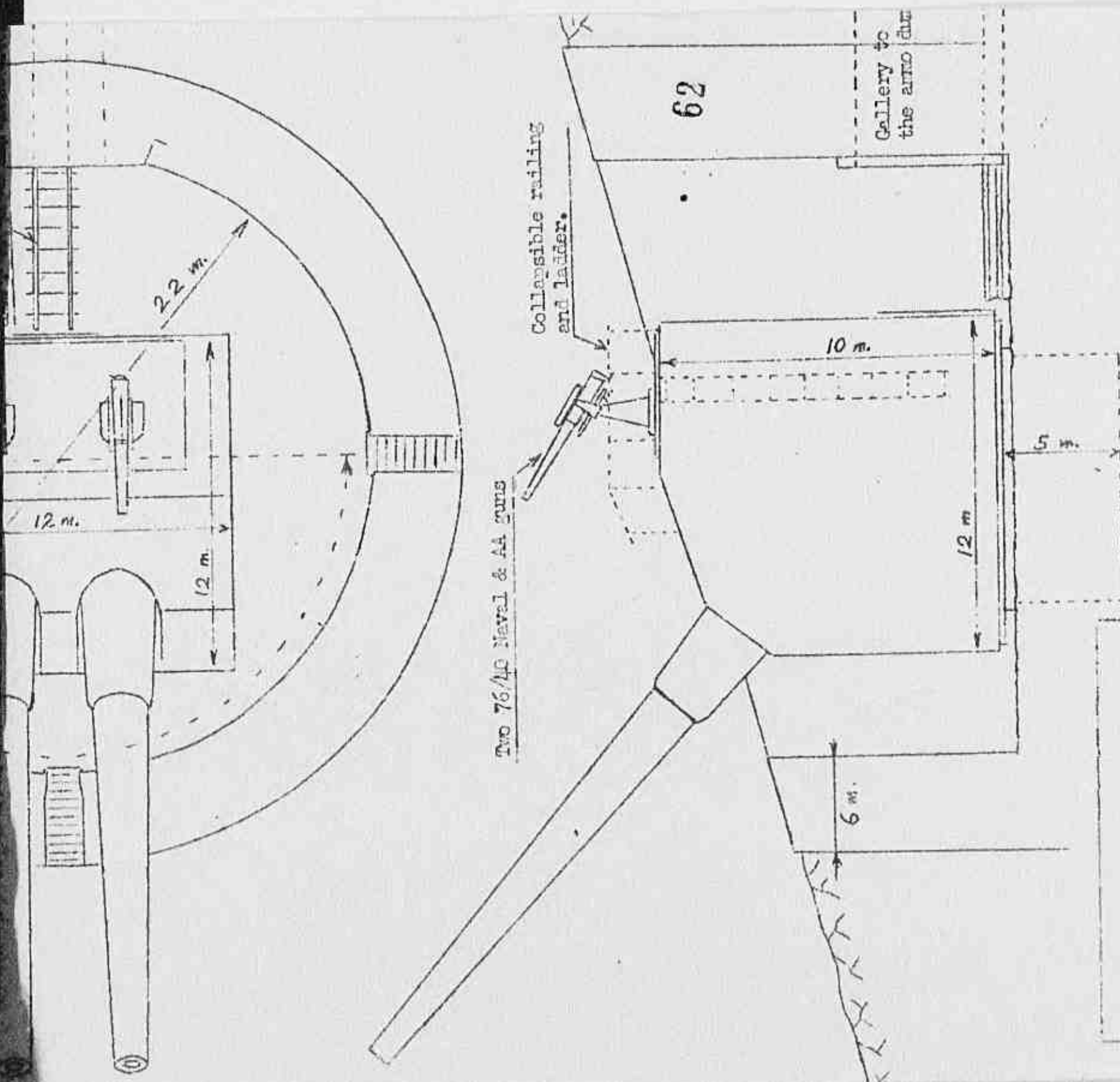
Personalities at Augusta Cont. L.

ANTI FASCISTS

1. TRINGALI
In an inder. He was confined during the Spanish revolution in 1937 and during the Ethiopian war in 1935. He is married and liked by some of the people while others consider him a crank.
2. CATALANO
Two brothers both cinema owners, one in Augusta and one in Catania. (Cinema Impero in Augusta)
3. ROSTRI
Two brothers who own a bakery and are friends of Catalano and Tringali.
4. DONNA SANTA MOTA
Owns a cafe combined with tobacco shop and grocery store on Via Roma



785015



Two 76/40 Naval & AA guns

Collapsible railing and ladder.

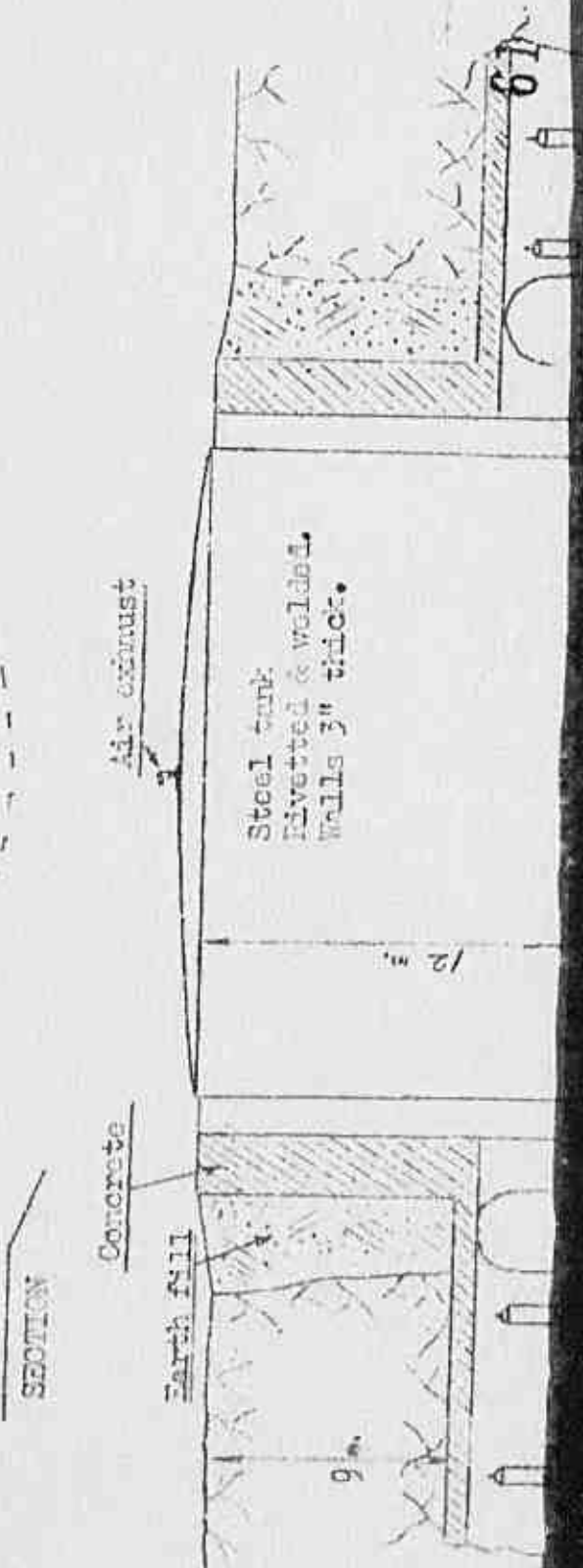
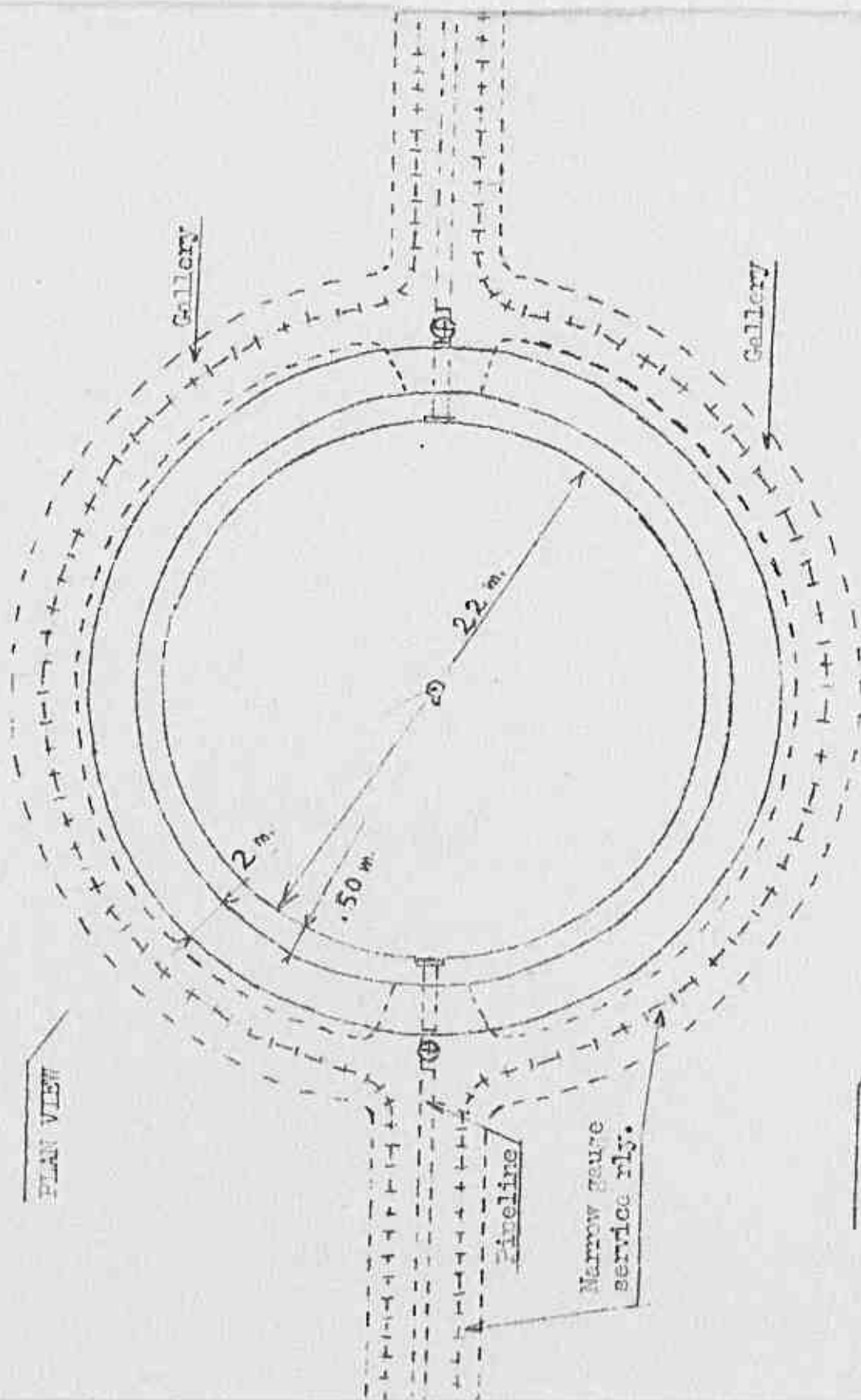
Gallery to the ammo bin

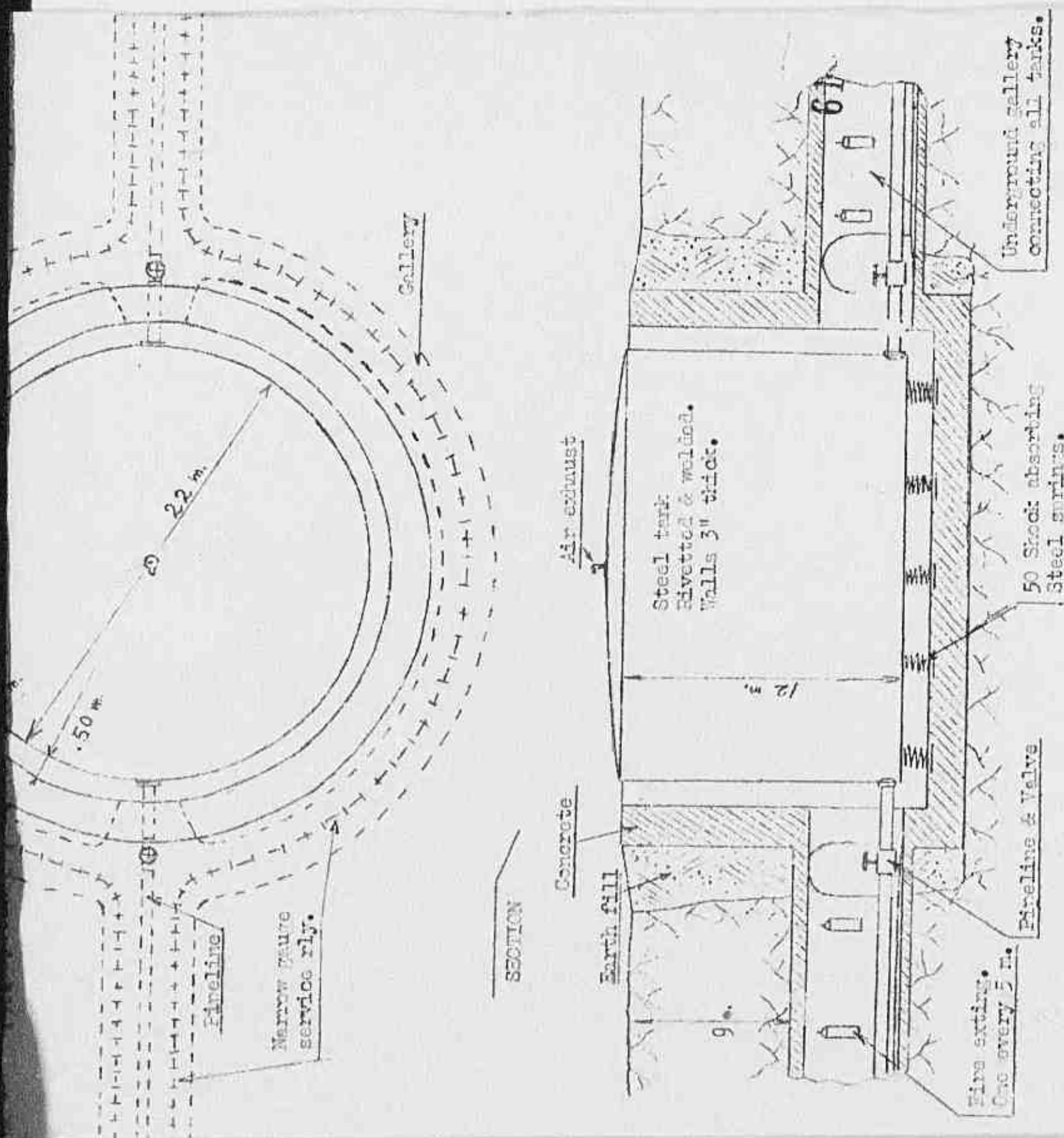
Two 381/50 Coast Artillery Guns.

North of Siracusa (IG 145346)

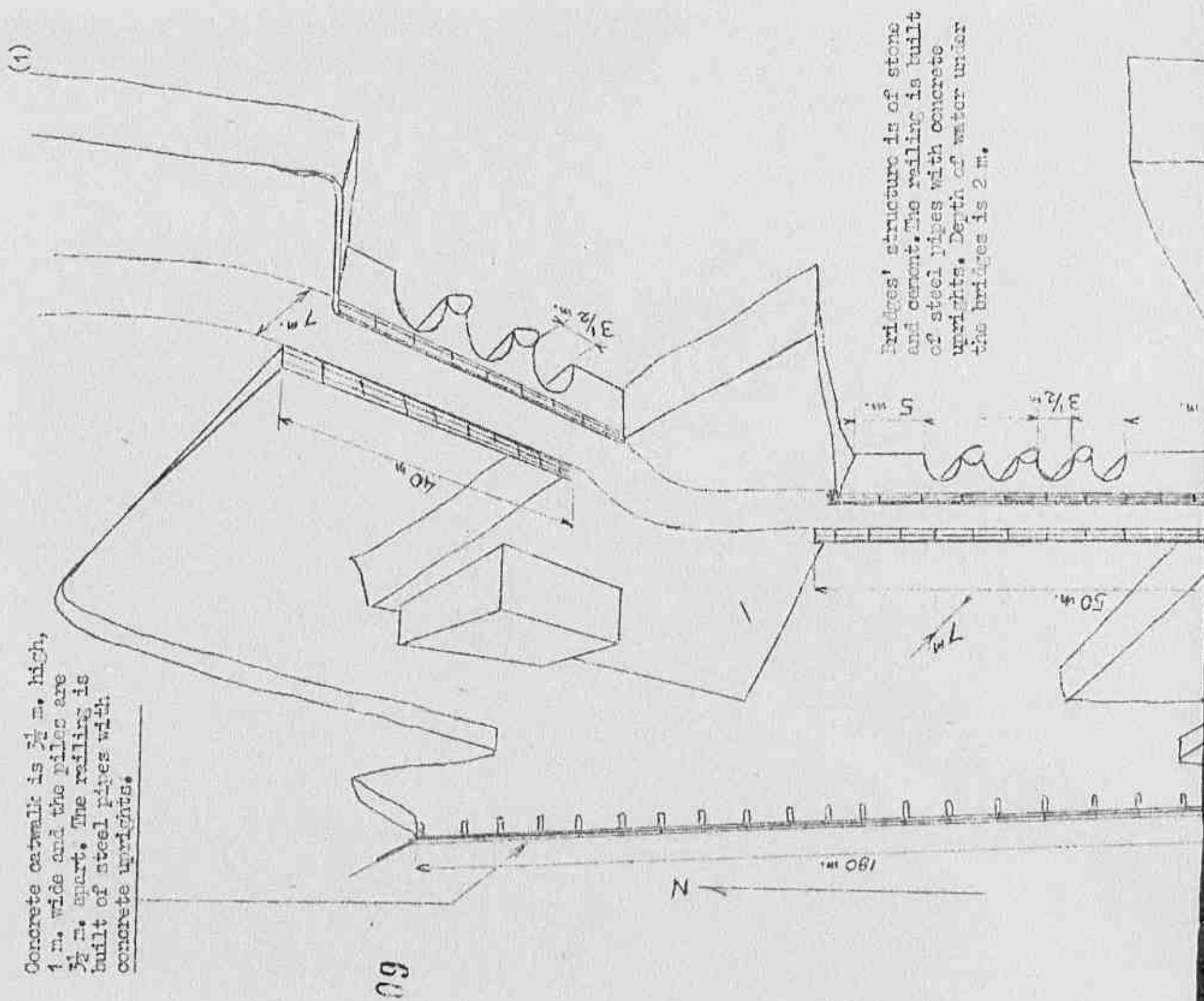
Appendix A

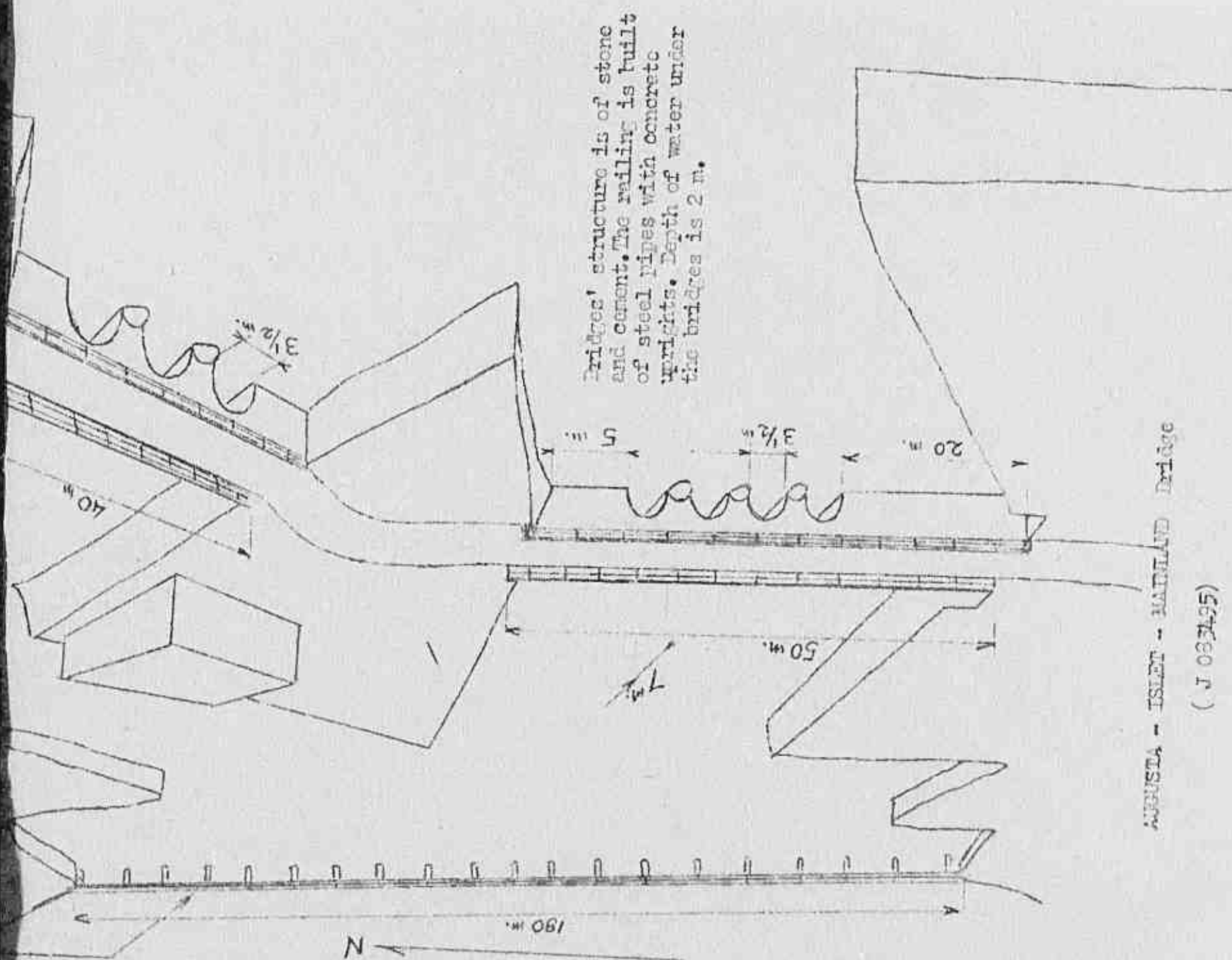
(1)





DETAIL OF PETROL TANKS
3 km. WEST OF AUGUSTA





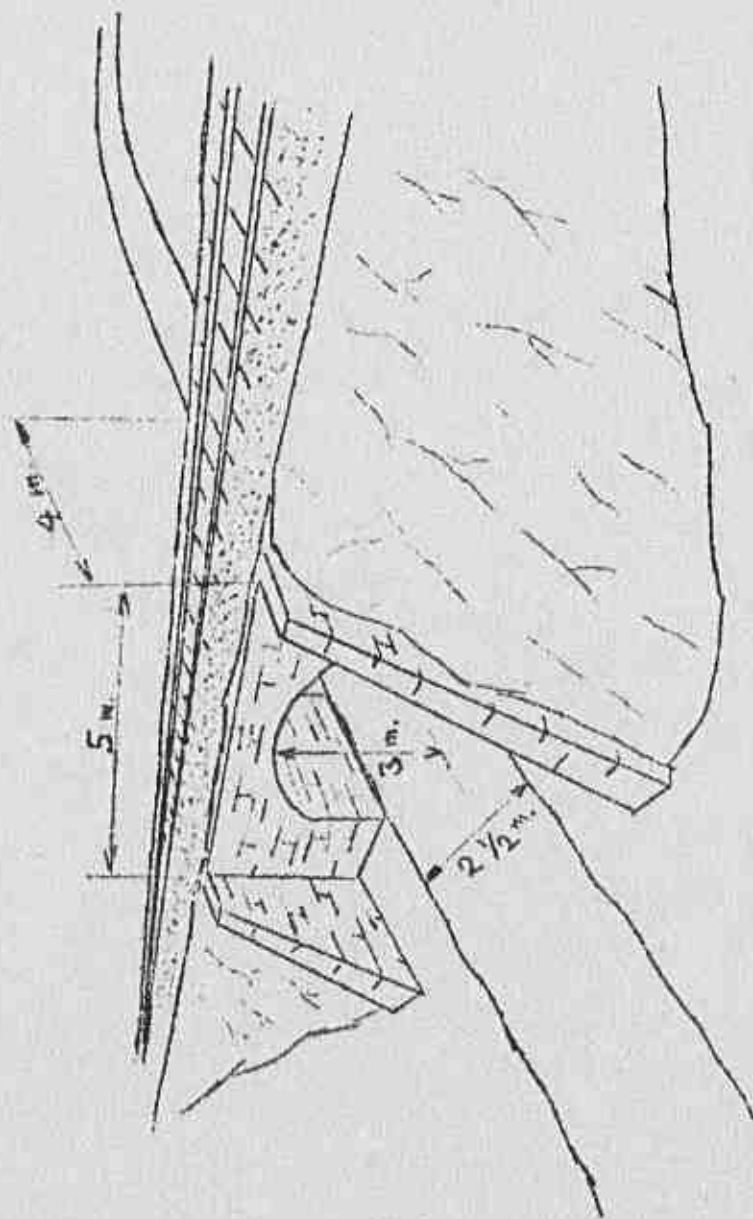
AGUSTA - ISLET - MARSHLAND BRIDGE
(J 037495)

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(1)

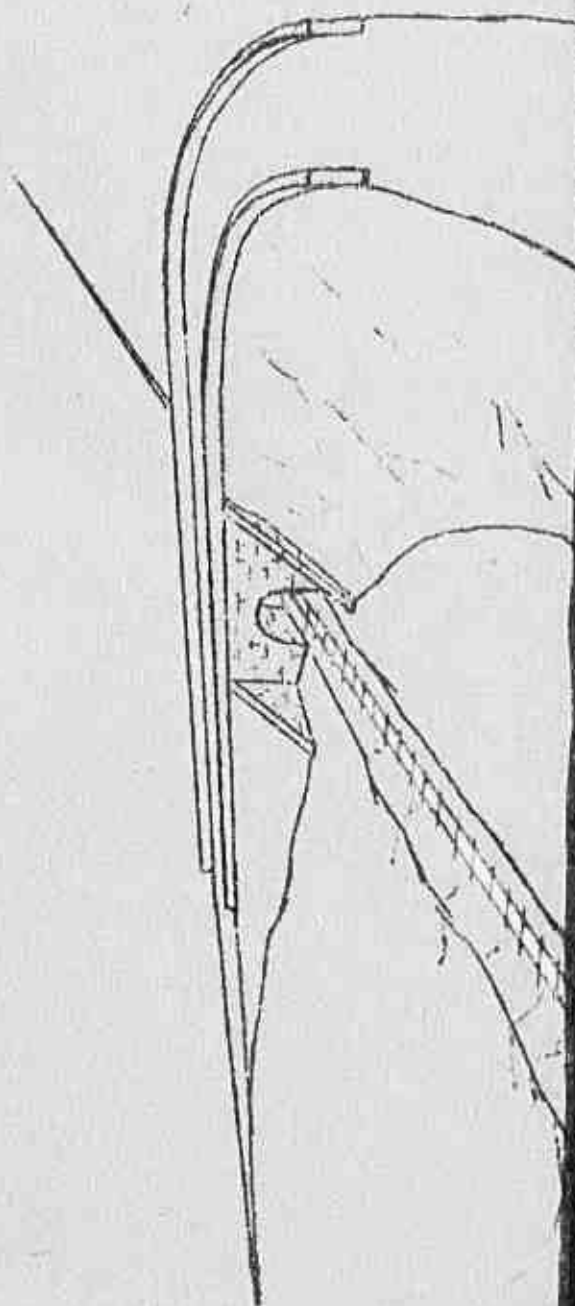


Railway bridge over road
at (J 094505)
North East of Augusta

(stone & cement structure)

(2)

69

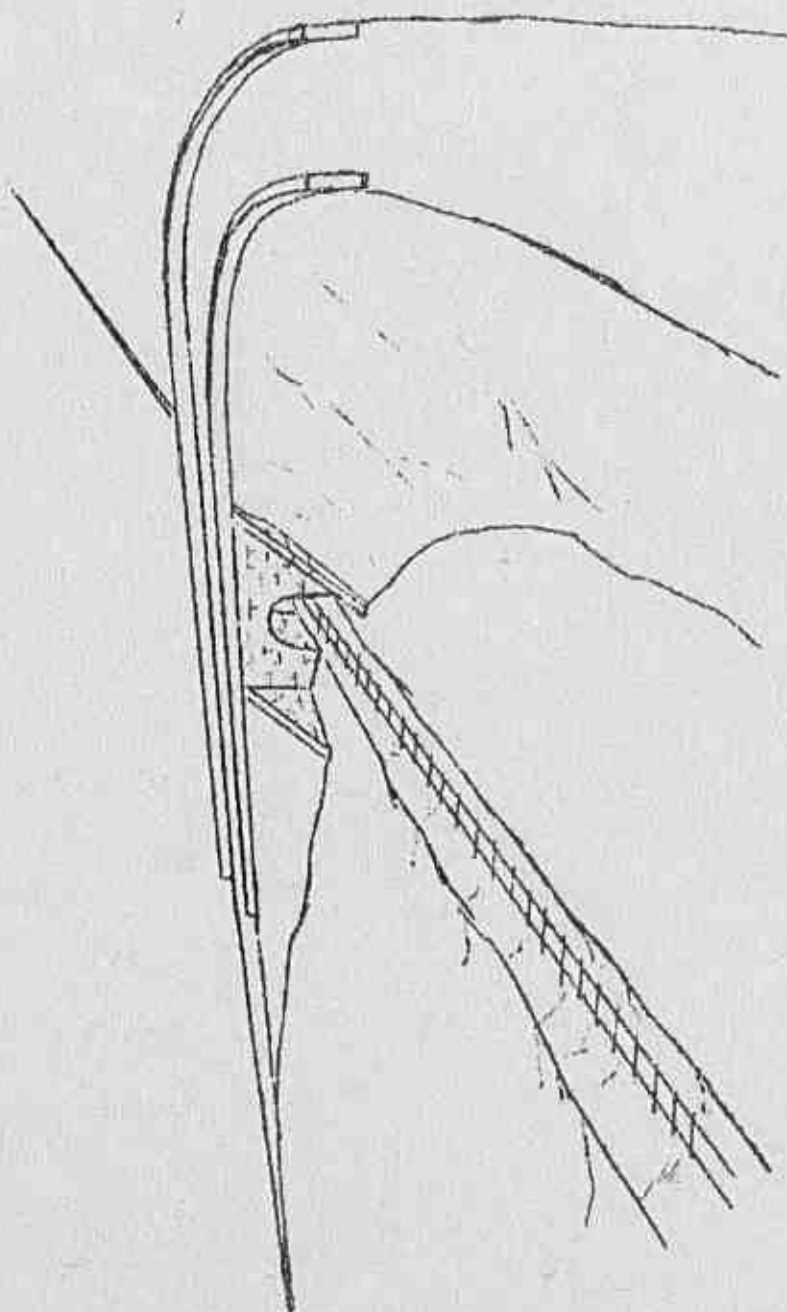


Railway bridge over road
at (J 094505)
North East of Augusta

(stone & cement structure)

(2)

65



Road bridge over railway
at (J 083545)
North East of Augusta

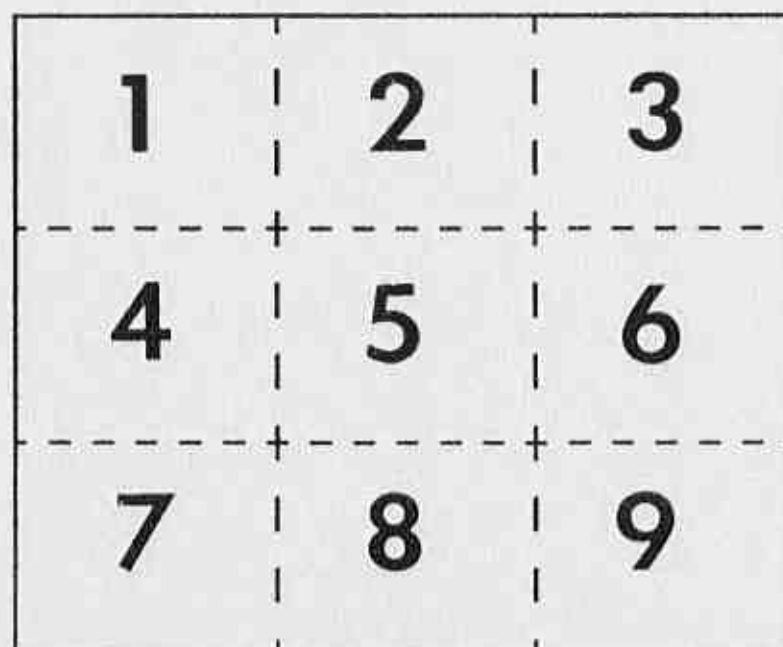
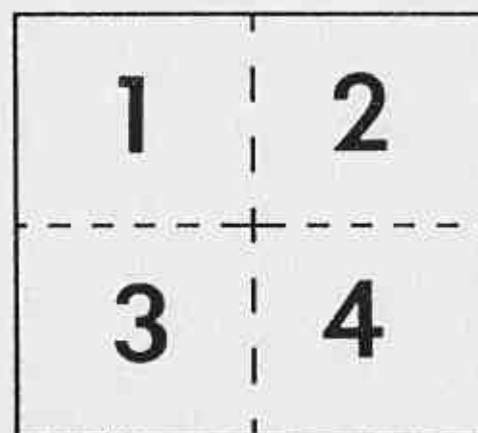
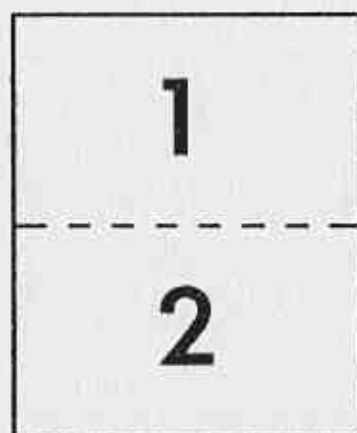
(stone & cement structure)

Appendix D.

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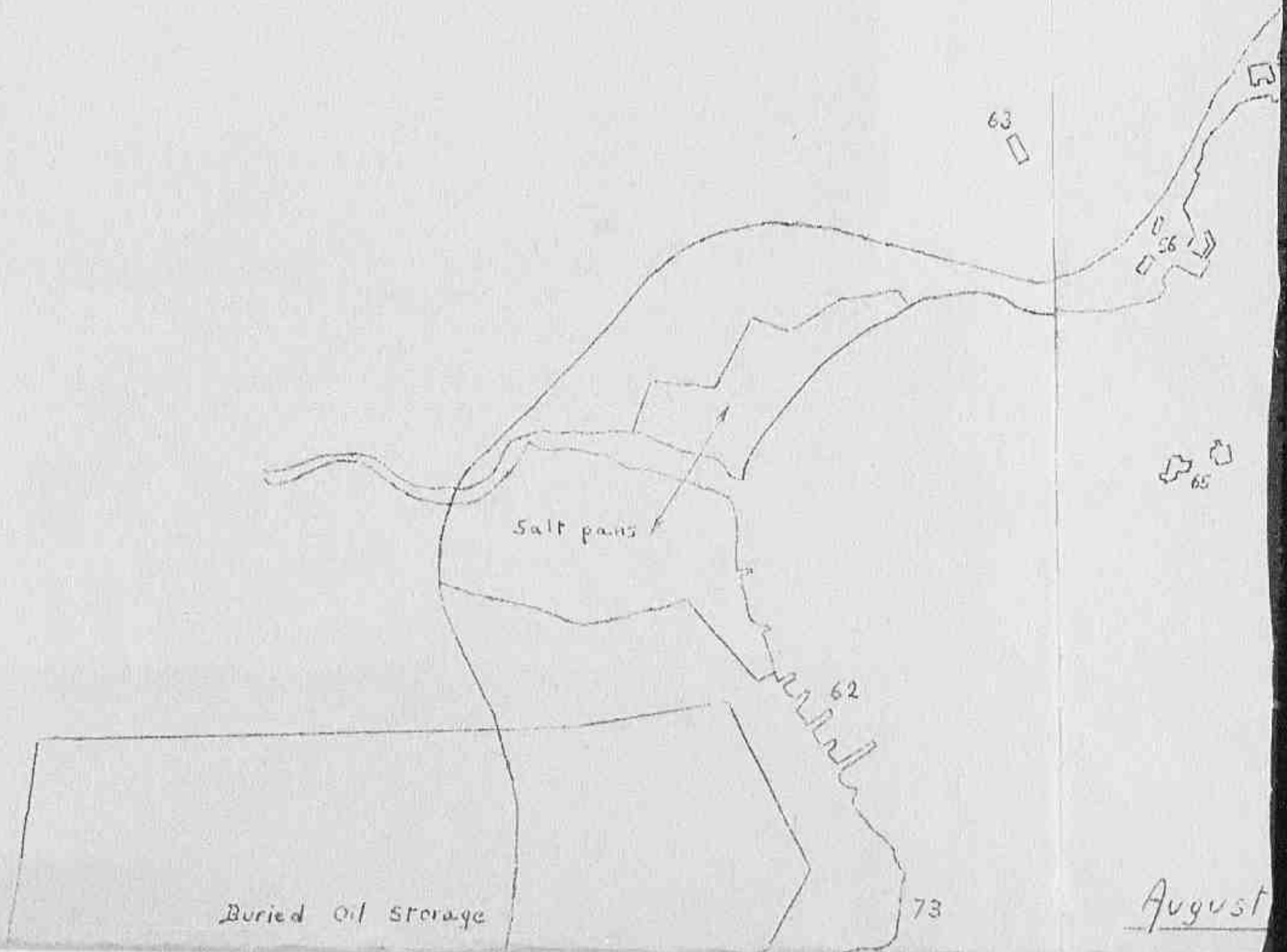
MAPS AND CHARTS TOO LARGE TO FILM
ON ONE EXPOSURE ARE FILMED CLOCKWISE
BEGINNING IN THE UPPER LEFT CORNER,
LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.



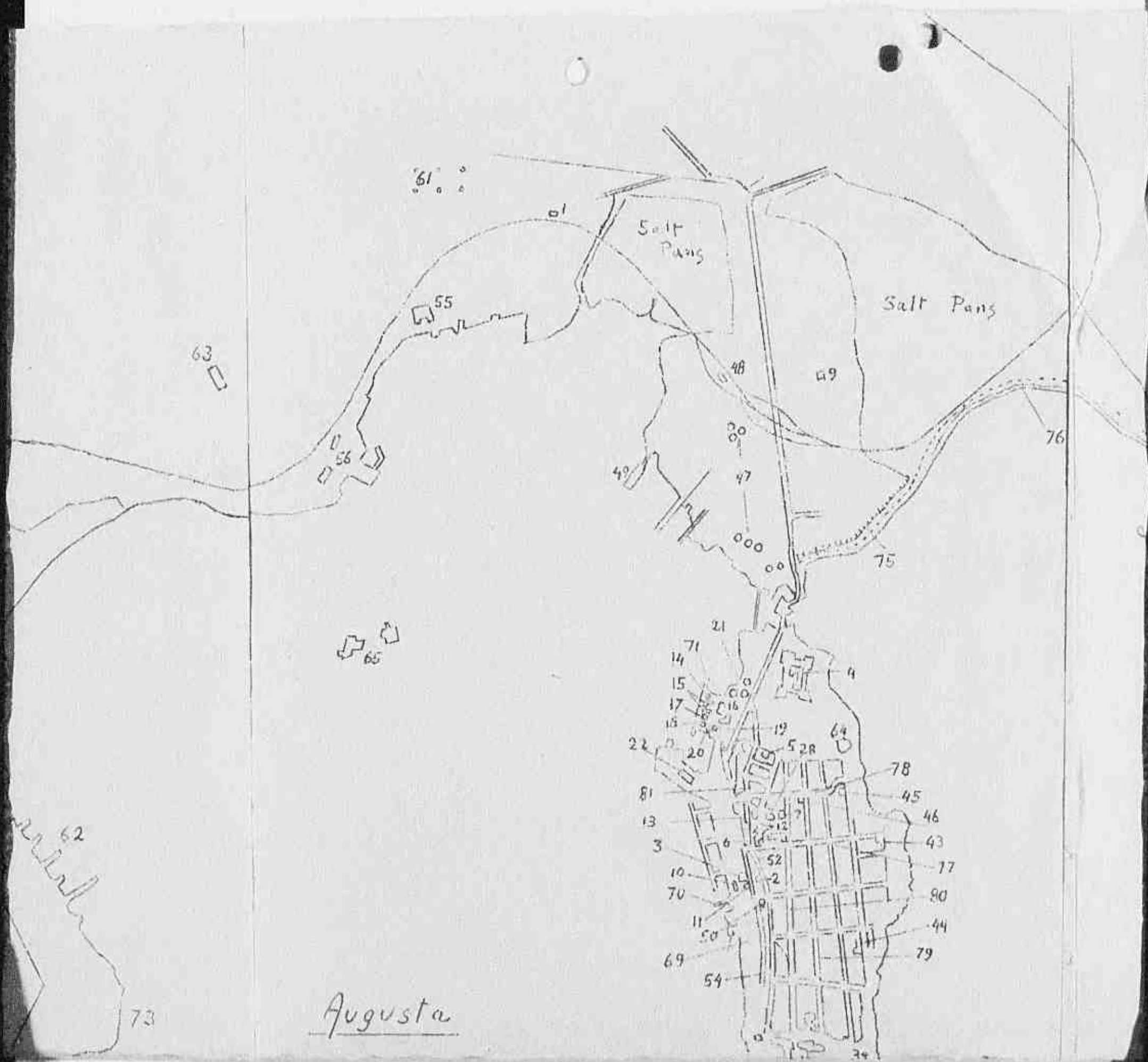
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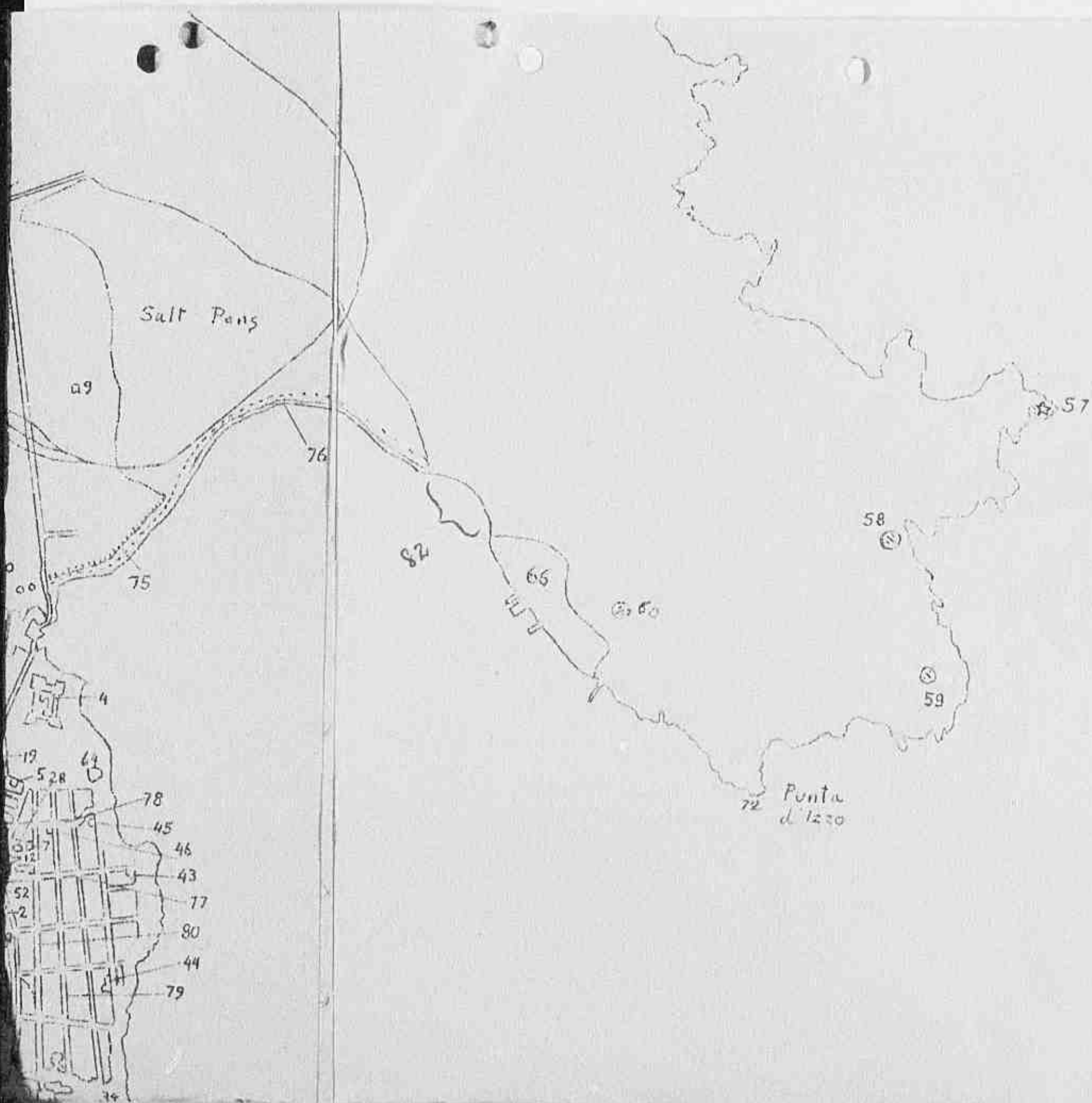
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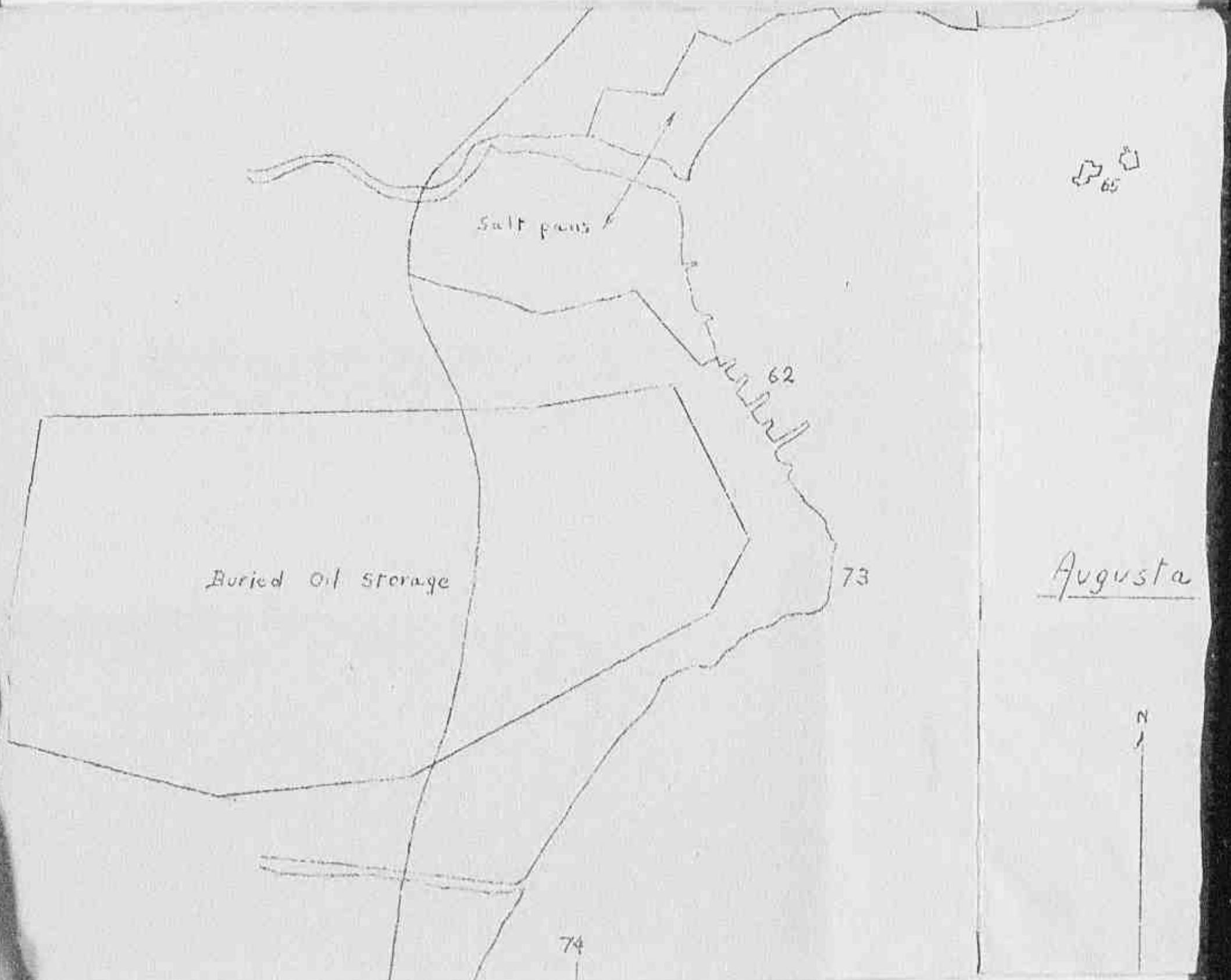
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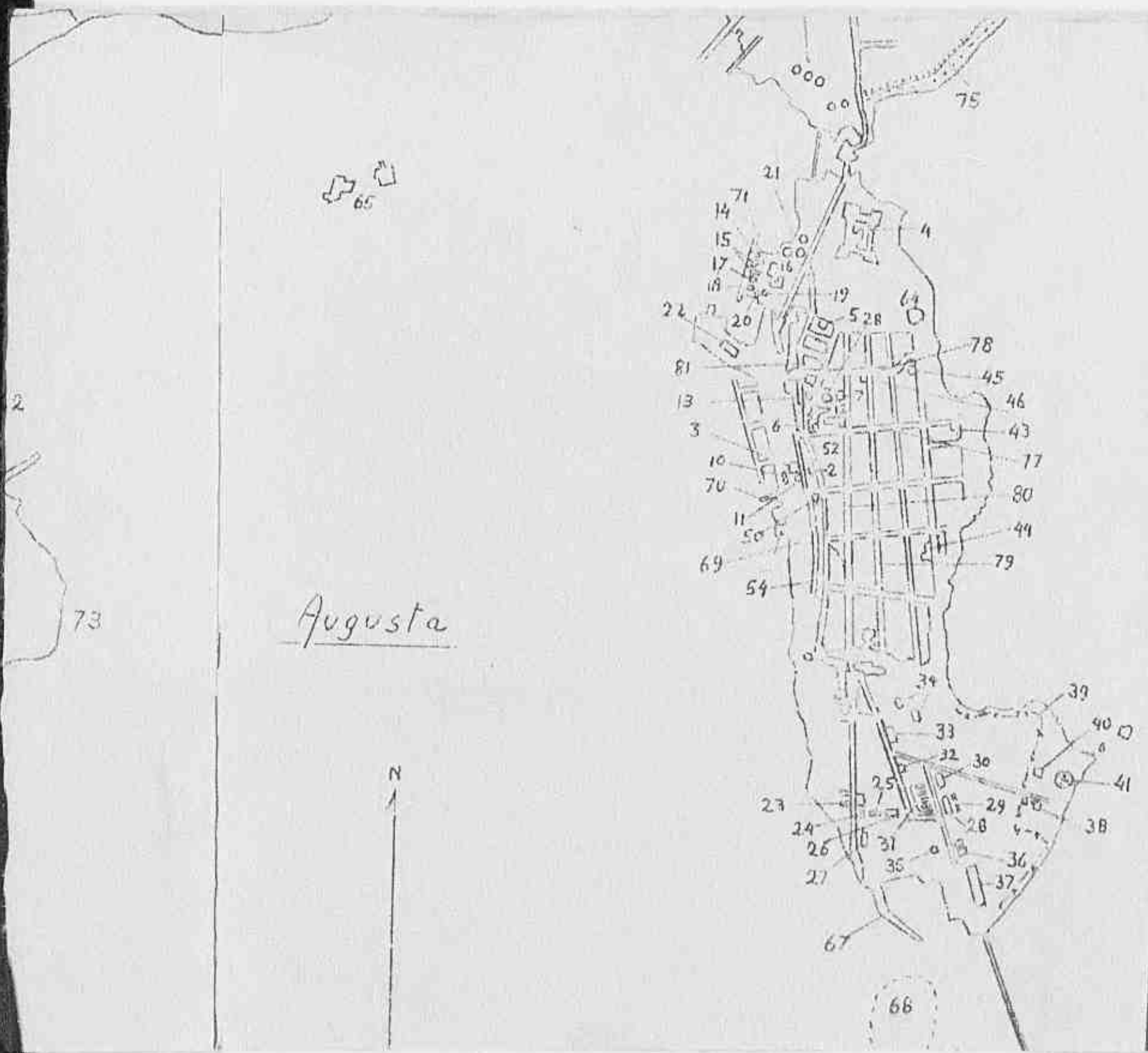
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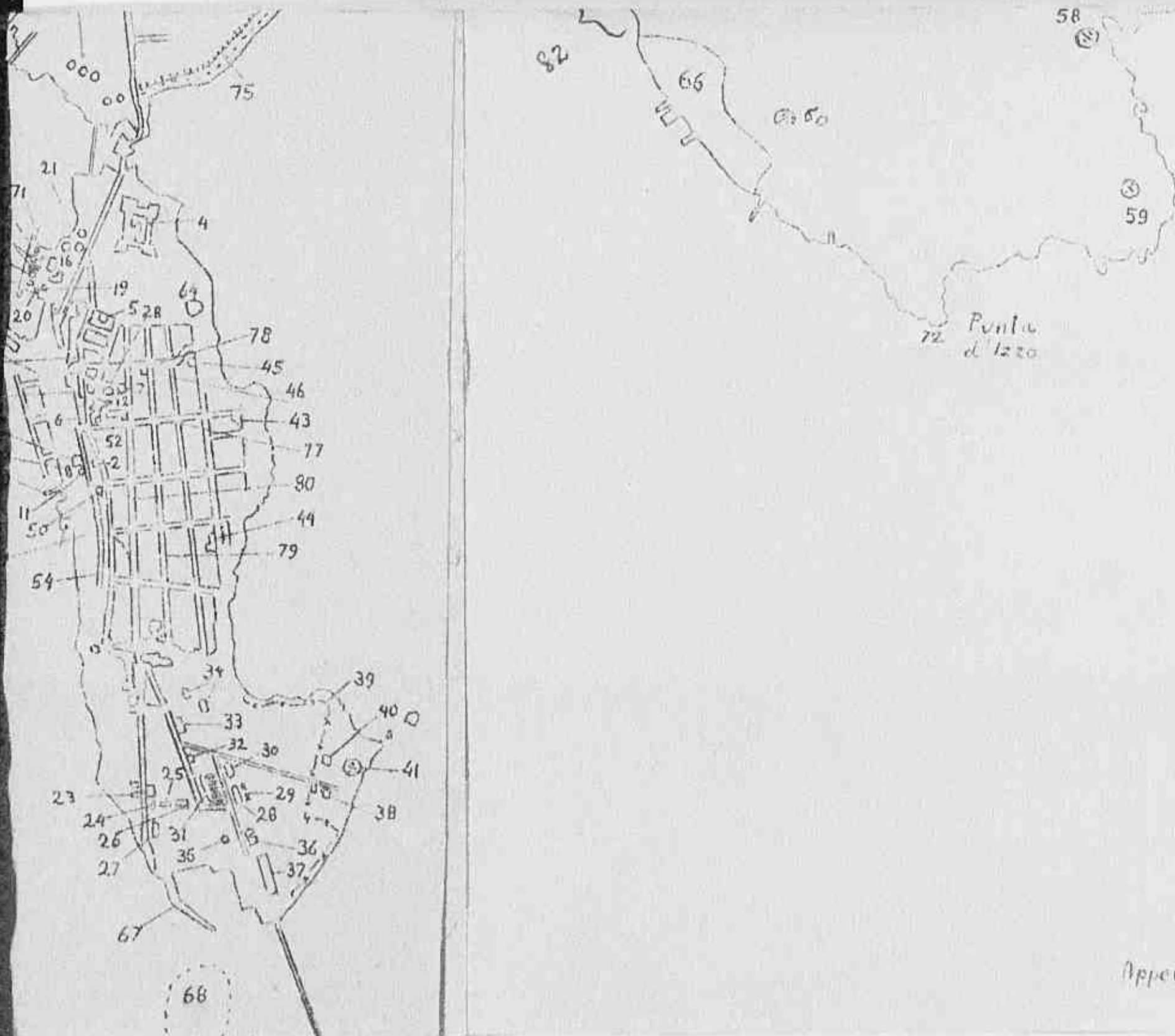
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Appendix E

[2 2 6]

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MOST SECRETKEY TO APPENDIX E

1. Water Pumping Station
2. Post Office and Telegraph Building
3. R. Marine Warehouse, containing food and clothing only.
4. Civilian Prison (CIVILIANA) Capacity for 30,000 (?).
5. HOTEL IMPREG (Built in 1940, capacity 100).
6. Hotel (Name not known by P/W) Capacity 250.
7. Municipal Building
8. High School, Fascist Club on ground floor.
9. Ice Storage House
10. Barracks, (Naval)
11. Meat Depot (Military)
12. Piazza Duomo
13. School (Capacity 300)
14. Fire Station and Military Garage.
15. Barracks (Naval)
16. Officers' Barracks (Marine)
17. Military Warehouse
18. Depth Charges and Torpedo Plant
19. Harbour Master (Office of the)
20. Harbour Police
21. Oil Depot (Naval-Military)
22. M.A.S. Supply Depot
23. Barracks
24. Naval Offices
25. Civil Works Offices
26. Flats for Air Corp Officers and Families.
27. H.Q. Chief of Staff, Admiral Pizzagalli.
28. Military Hospital
29. Gas Shelters
30. Fascist Militia Barracks
31. Marine Barracks
32. Marine Engineering Barracks
33. H.Q. 7th Legion "Milan"
34. Air Corps Officers' Living Quarters
35. Underground Entrance "COOP-1800 DEENTI".
36. Marine Barracks
37. Navy Officers' Barracks
38. General Doctor, School and Barracks
39. Barbed Wire
40. Air Listening Post
41. 6 Guns, 76/40 mm 4, 20 mm Twin Barrel Guns, 6, 8/40 mm L.C.
42. Light House and Searchlight Station (10 m. W. of)
43. Naval Barracks
44. Custom Guard Barracks.
45. C.C. R.R. Station
46. Municipal Police Station

10. Barracks, (Naval)
11. Main Depot (Military)
12. Parade Ground
13. School (Capacity 200)
14. Fire Station and Military Garage.
15. Barracks (Naval)
16. Officers' Barracks (Marine)
17. Military Warehouse
18. Depth Charges and Torpedo Plans
19. Harbour Master (Office of the)
20. Harbour Police
21. Oil Depot (Non-Military)
22. M.A.S. Supply Depot
23. Barracks
24. Naval Offices
25. Civil Works Offices
26. Flats for Air Corp Officers and Families.
27. H.Q. Chief of Staff, Admiral Vangpradit.
28. Military Hospital
29. Gas Shelters
30. Fascist Militia Barracks
31. Marine Barracks
32. Marine Engineers Barracks
33. H.Q. 7th Legion "Wildcat"
34. Air Corps Officers' Living Quarters
35. Underground Entrance "CHANGING DICTIONARY".
36. Marine Barracks
37. Navy Officers' Barracks
38. Sound Locator, School and Barracks
39. Barbed Wire
40. Air Listening Post
41. 6 Guns, 76/40 and 4, 20 m/m Main Barrel Guns, 6, 8 m/m M.G.
42. Light House and Searchlight Station (10 m. high)
43. Naval Barracks
44. Customs Guard Barracks.
45. C.O. R.R. Station
46. Municipal Police Station
47. Diesel Oil Tank
48. Railway Station
49. Floating Dry Dock
50. Electrical Sub-Station
51. 6 Naval Guns, 76/40 and 1, 20 m/m M.G. surrounded by barbed wire.
52. Air Raid Shelter Entrance, (Shelter is 3 m. wide, 450 m. long made of reinforced concrete.
53. Air Raid Shelter Entrance 32 m. wide, length unknown, made of reinforced concrete.
54. Air Raid Shelter Entrance
55. New Seaplane Base
56. Old Seaplane Base
57. Lighthouse and Searchlight Station
58. 2 - 210 m/m Naval Guns
59. 2 - 320 m/m Naval Guns (?)

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MOST SECRETKEY TO APPENDIX (Cont'd)

- 60. 6 Guns, Caliber unknown
- 61. 6 Guns, 76/40 with Marine Mounts - ?
- 62. Submarine and Destroyer Refueling Base
- 63. Airship Hanger
- 64. Open Air Theatre
- 65. Military Hospital for Contagious Diseases and Underground arm. Dept.
- 66. Stone quarry
- 67. Molo
- 68. Shallow water
- 69. Small Ship Yards
- 70. Pier
- 71. Quay
- 72. 3 76/40 Lt. Guns with Naval Mounts. Also, 1 20mm AA M.G. and 2 8 1/2" water cooled M.G. at J 001506, Battery A.S. 364.
- 73. PUNTA LIZZO
- 74. PUNTA DEL CHERNO
- 75. Stone Wall
- 76. Stone Wall
- 77. VIA ROMA
- 78. VIA GARIBOLDI
- 79. VIA MARRA
- 80. VIA PRINCIPALE IMBRIO
- 81. VIA LO OTTOBRE

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- 66. Stone quarry
- 67. Molo
- 68. Shallow water
- 69. Small Ship Yards
- 70. Pier
- 71. Quay
- 72. 6 76/43 AA Guns with Naval Mounts. Also, 1 20mm/1.1 M.F., and 2 3 1/4" water cooled M.C. at J OGL 506, Battery 1.3. 364.
- 73. PUNTA ZEZO
- 74. PUNTA DEL CUENO
- 75. Stone Wall
- 76. Stone Wall
- 77. VIA ROMA
- 78. VIA GARIBOLDI
- 79. VIA REGINA
- 80. VIA PRINCIPALE UMBERTO
- 81. VIA 10 OTTOBRE

HEADQUARTERS

Date 17 June 43

N 7878

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16 June 1943

To SEE
LT COL FARLEY SMITH

[Handwritten signature]

17/6

BV
21/6/43

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NOT SECRET

INDEX

This Report contains information on the following places and subjects:

1. MOTO (inc. Anti parachute units) (Prov. Syracuse)
2. PACHINO
3. PASTISA
4. VILLARATE - BACHERIA APPIA (Prov. Palermo)
5. MISCELLANEOUS on VITTORIA - VISSORIA - ASSOHO - LEONTOFOTE
6. ECONOMIC CONDITIONS
7. ANTI FASCIST MOVEMENTS
8. PERSONALITIES
9. APPENDIX A (Bridge near S. CROCE CAMERINA)

C.S.D.I.O.
A.P.H.Q.
16 June 43

C. G. R. ROND
Commander R.N.
C.S.D.I.O. Mod.

1234

Declassified E.O. 12356 Section 3.3/NND No. 785015

3. RAGUSA
4. VILLARATE - TACHERIA AREA (Prov. Palermo)
5. MISCELLANEOUS ON VITTORIA - MISSORIA - ASSORO - LEONPORTO
6. ECONOMIC CONDITIONS
7. ANTI FASCIST MOVEMENTS
8. PERSONALITIES
9. APPENDIX A (Bridge near S. CROCE CAMERINA)

C.S.D.I.C.
A.P.H.Q.
16 June 43

G. G. R. HODD
Commander P.N.
C.S.D.I.C. Med.

MOST SURE

W 2 2 2 (Sinnouse)

A SOURCE

DE MARCA, a P/W actively interested in anti-Fascist movements in ITALY. He resided in GIBRA but spent one month at MOTO and about two weeks at STRACUSE in Oct. 42. P/W is anxious to help us in any way, but his information is rather vague.

The information below is in reply to "Special Questionnaire"

444 P/8097/AF 25 May 45 issued by OSI special operations.

B COAST DEFENCE

a) STRACUSE PORT

- i) 10 guns in the harbour area, believed to be about 20, are used almost exclusively by German personnel - (caliber 105?).
- ii) Furthermore there are about 7 or 8 75mm guns operated by GERMANY in the harbour area.
- iii) 14 anti-aircrafts on the island of STRACUSE. VESICILL.
- iv) P/W heard that on the MURMELIN peninsula, large naval guns were in position.

C CIVILIAN POPULATION AND CURET

About half of population of STRACUSE and MOTO went to the country at night because afraid of air raids. A curfew at 2200 hours is in force for civilians whilst military must be back in barracks by 2000 hours except for the few on special pass who may stay out till midnight.

D BUILDING IN MOTO AREA

Military personnel live either in wooden huts or tents amongst olive or locust trees or are billeted on farms or schools.

E WATER

In the country and uninhabited places large wells have been dug by the forestry militia to get or water reserves. They are usually 4 m. in diameter, 7-8 m. in depth and surrounded by brick walls, 2' high, however, unable to pinpoint any of these wells.

F HILLS

The hills are around MOTO, often very hidden places.

G ANTI PERSONNEL UNITS

1) NUCLEAR AND PHACAPUTIST

Anti personnel units are scattered thru out SICILY. They consist of 6 - 7 men each, armed with rifle, bayonet and one MG. They are usually commanded by a Sgt. armed with a pistol. The NUCLEAR AND PHACAPUTIST are provided with a field telephone for communication with the "NUCLEAR CHIEF". They are also provided with Vespene lights and sirens for intercommunication purposes. Between MOTO and STRACUSE there are about 20 such "NUCLEAR" organized units.

ii) NUCLEAR CHIEF

These units consist of 15-20 men commanded by a Lieut. or Sgt. They are provided with all manner of SIGINT which they themselves for

- ii) Furthermore there are about 7 or 8 75mm guns operated by
 MISSING in the harbor area.
 iii) All equipments on the island of SIDAONE, VECCHIA,
 iv) P/W heard that on the MAREMMA peninsula large naval guns
 were in position.

C. CIVILIAN POPULATION AND CITIES

About half of population of SIDAONE and MAREMMA move to the country at night because of air raids. A curfew at 2200 hours is in force for civilians whilst military must be back in barracks by 2000 hours except for the few on special pass who may stay out till midnight.

D. BULLETING IN MOTO AREA

Military personnel live either in wooden huts or tents against olive or locust bean trees or are billeted on farms or schools.

Canal

E. WATER

In the country and uninhabited places large wells have been dug by the Forestry Militia to act as water reservoirs. They are usually 1 m. in diameter, 7-8 m. in depth and surrounded by brick walls, 2/3 m. high, however, unable to pin point any of these wells.

F. HIDEOUTS

The hills area around MOTO offers many hiding places.

G. ANTI PARACHUTE UNIT

i) NUCLEI ANTI PARACHUTISTI

Anti parachute patrols are scattered throughout SICILY. They consist of 6 - 7 men each, armed with rifle, bayonet and one MG. They are usually commanded by a Sgt. armed with a pistol. The NUCLEI ANTI PARACHUTISTI are provided with a field telephone for communication with the "NUCLEI CITTÀ". They are also provided with VHF radio and groups for intercommunication purposes. Between MOTO and SYRACUSE there are about 20 such "NUCLEI" organized into groups.

ii) NUCLEI CITTÀ

These units consist of 15-20 men commanded by a Lieut. or Sgt. They are located in all areas of SICILY which lend themselves for parachute landings. Their equipment consists of rifles and automatic weapons and both large and small trucks.

When the NUCLEI CITTÀ are advised by the NUCLEI ANTI PARACHUTISTI or other sources of a landing they immediately concentrate in the indicated area.

iii) PASSAGGIO - usually of a military nature such works as "VIALE" or "VIALE" are common.

iv) ALBERGHI. The priests in the 4 - 5 churches of MOTO have been instructed to ring the church bells in the event of a parachute landing.

MOST SECRET

MOLO (Syracuse) Cont.

I REACTION OF LOCALS

P/W is of the opinion that in the event of an Allied landing, our forces would be welcomed by the SICILIANS, especially those of MOLO who have derived anything but benefits from the Fascist Administration.

Some of the older people in MOLO are of Fascist sentiments but the younger generation, with a few exceptions, are indifferent or Anti-Fascist.

N.B. P/W opinion would naturally be prejudiced, he himself being an active member of an Anti-Fascist movement.

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MOST SECRETPACHIMO (Env. Syracuse)A. SOURCE

P/W CONSALES CORRAO, born in PACHIMO, left for North Africa when a year old but returned in 1940. In 1941 he was conscripted but returned to PACHIMO in 1942 for a six-day leave.

P/W seems very alert, intelligent and extremely secure.

B. TOWN

- i) POPULATION: About 20,000. Main occupation, agriculture.
- ii) WATER: Nearly all dwellings have running water. A few fountains are also scattered throughout the town. The water is good and there is no scarcity during the summer. A steel water tower, about 700 m. North of the town, is used as a reservoir.
- iii) ELECTRICITY: The majority of houses have electricity. The streets are illuminated with lights hanging above the center of the street about 50 m. apart. The central is located about 600-700 m. South of the town on the road to PORTOPALO.
- iv) GAS: None. All cooking and heating is done by wood and charcoal.
- v) SEWERAGE: Terra cotta mains in all streets. P/W thinks outlet is into sea.
- vi) POSTAL SERVICES: Post Office about 50 m. East of City Hall in center of town. Telegraph and Telephone services are located in this building. Telephones are also installed in the houses of the well-to-do. Mail arrives by train and is distributed twice daily.
- vii) CAOL: A two-story col, separate from C.C. Station. Usual steel bars at window about 1" thick. Capacity about 20 to 30. C.C. RS. commanded by Mercantile. Personnel 8-10.
- viii) HOSPITAL: Dispensary with first aid facilities. 6 or 7 doctors.
- ix) SCHOOLS: Only one with accommodations for about 10-12 pupils, situated on the principal square.
- x) SCHOOLS: Two, one elementary, two-story high about 30 m. long and 50 m. wide, the other, a trade school, is much smaller.
- xi) INDUSTRIES: None. There are some salt pans to the S.E. and to N.E. of the town.

C. WATERBOODIES

P/W insisted that, contrary to Map (ITALY 1:25,000 Sheet 277-III S.E.), the two small streams immediately to the North and South of the town do not exist except as dry stream beds.

D. COMMUNICATIONSa) RAILS

- 1) PACHIMO - MARZURI: A fairly level, 2-way, unretained road, not in too good a condition, flanked on both sides by drainage ditches. No walls. Level ground planted with vineyards on both sides. At N 988929 there is a rd fork, the Eastern branch passing directly in front of the MARZURI RAIL. P/W does not know what they contain. There are no trains along this road and in 1941 he saw NO road blocks or fortified-line entanglements.

- iii) Electricity The majority of houses have electricity. The streets are illuminated with lights hanging above the center of the street about 50 m. apart. The central is located about 600-700 m. South of the town on the road to PORTAVAL.
- iv) Gas None. All cooking and heating is done by wood and charcoal.
- v) SEWERAGE Town water mains in all streets. P/W thinks outlet is into sea.
- vi) POSTAL SERVICES Post Office about 50 m. East of City Hall in center of town. Telegraph and Telephone services are located in this building. Telephones are also installed in the houses of the well-to-dos. Mail arrives by train and is distributed twice daily.
- vii) COAL A two-storey coal, separate from C.I. St. Station. Usual steel bars at window about 1" thick. Capacity about 20 to 30. CO. HK. consumed by households. Personnel 8-10.
- viii) HOSPITAL Dispensary with first aid facilities. 6 or 7 doctors.
- ix) HOTELS Only one with accommodations for about 10-12 guests, situated on the principal square.
- x) SCHOOLS Two, one elementary, two storey high about 90 m. long and 50 m. wide, the other, a trade school, is much smaller.
- xi) INDUSTRIES None. There are some salt pans to the S.E. and to N.E. of the town.

C WATERCOURSES

P/W insisted that, contrary to May (ITMAY 1:25, O.C. Sheet 277-III S.3.), the two small streams immediately to the North and South of the town do not exist except as dry stream beds.

D COMMUNICATIONS

a) ROADS

- i) PACHINO - MARZATEMI A fairly level, 2-way, unmetalled road, not in too good a condition, flanked on both sides by drainage ditches. No walls. Level ground planted with vineyards on both sides. At N 988929 there is a T-junction, the Eastern branch passing directly in front of the MARZATEMI WHARF. P/W does not know what they contain. There are no bridges along this road and in 1941 he saw no road blocks or hornet-like entanglements.

- ii) PACHINO - WTC 2-way unmetalled road with drainage ditches.

- iii) PACHINO - BELICHO 2-way gravel surfaced road in poor condition, flanked by drainage ditches. In places stone walls about 1 1/2 m. high will be found. The road runs through fairly level country and is free of stony boulders. The adjoining land is cultivated with vineyards.

b) RAILWAYS

- A stone and cement bridge about 200 m. long, 4 m. wide and about 3 m. above the ground starts at the extreme South of the town. May ref. N 977911 (see next p. 6).

It crosses the dry bed of a stream which has a S.W. bottom. East of the bridge vegetation grows along the bed. The banks are not steep and can be negotiated by HT.

c) RAILWAYS - PORTO-PACHINO

It is a normal gauge line and at the station there are 6-7 sidings about 40 m. long with a turntable. The station is about 1 km. South of the town. This is a branch line with its terminal at PACHINO leading off the main line at PORTO.

MOST SECRET

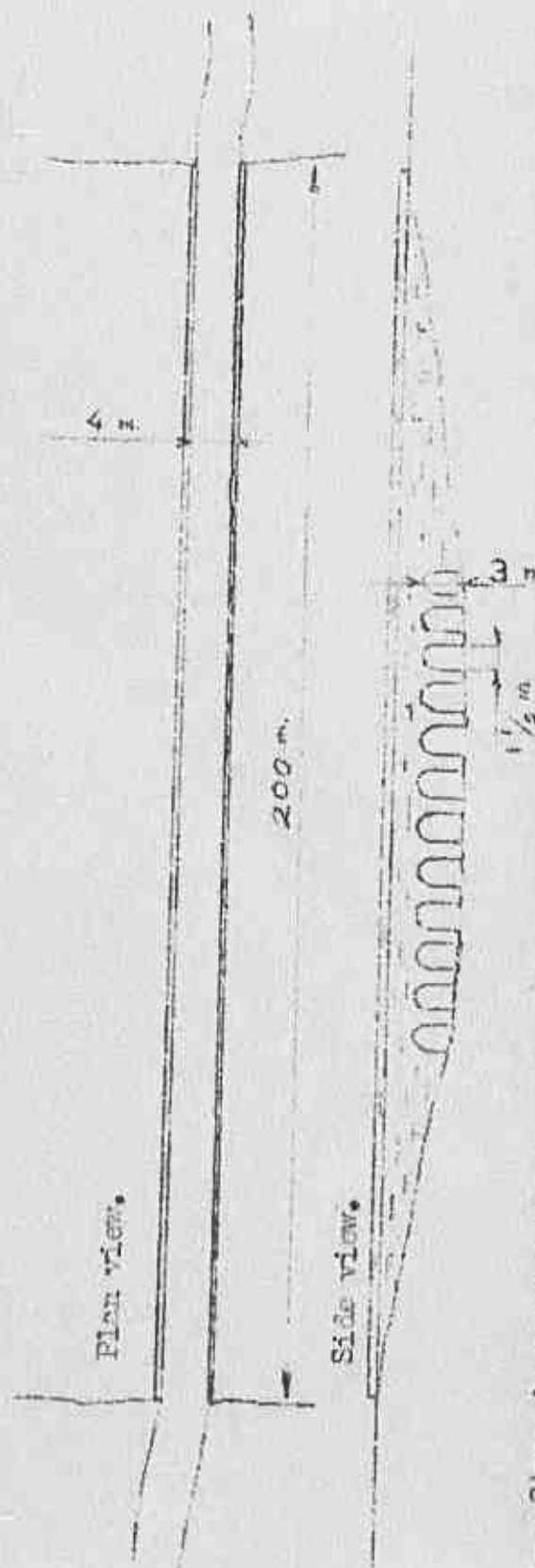
PACHINO (Prov. Syracuse) Cont.

D COUNTRYSIDE

Around PACHINO the land on the whole is rolling. Vineyards with vines 1-1 1/2 m. tall and planted about 1 m. apart tied to poles, cover all the countryside. In places there are small groves of fruit or olive trees.

E MILITARY

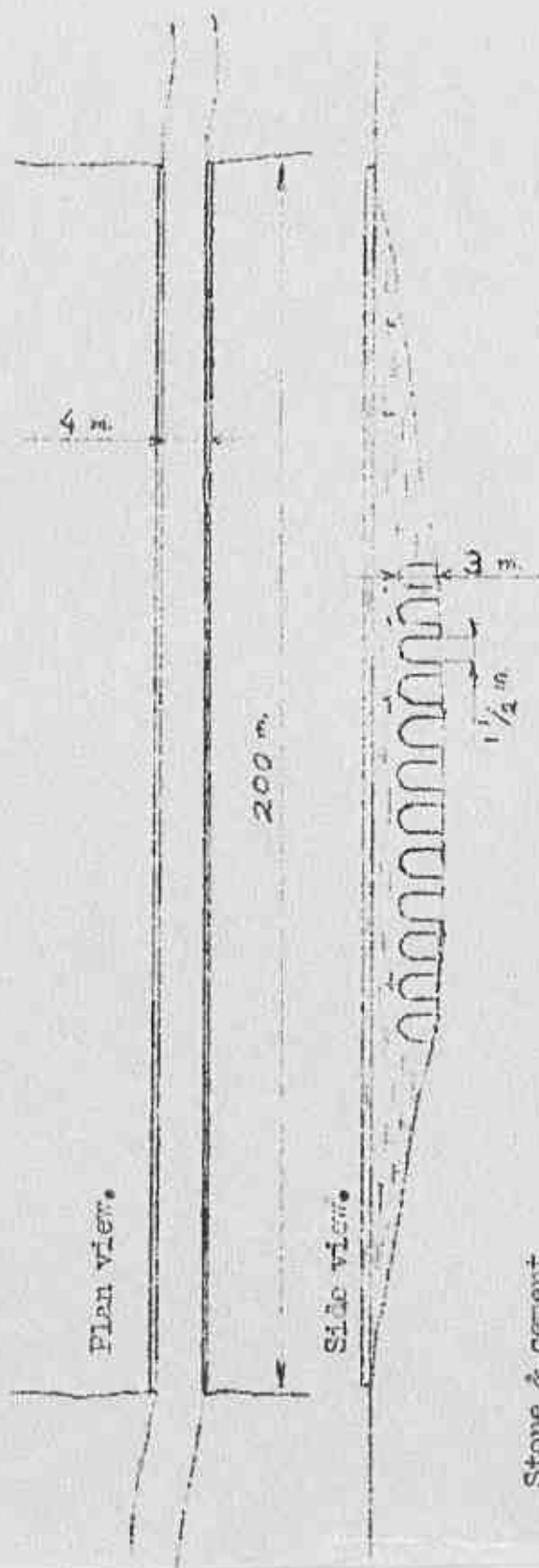
P/W stated that he saw naval CD ring along the coast line from MARZAMEMI to PORTOPALO. He thinks they were of 240 m/m and 320 m/m (?) number not known. About 1 km. to the North of town he saw ruins of 105/32 (?) but could not state number.



1 2 4 21

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

785015



(number of arches approx.)

50⁽¹⁾

MOST SECRETRACUSIAA SOURCE

Ites. MASSARI, GIOVANNI, and FERRUCCIO, VINCENZO, were both farmers from RACUSIA who know the countryside near their farms well. Their knowledge of the district S. CROCE CHIESA - MARINA di RACUSIA was fair. They were last in the region in the summer of 1940.

B TOWNi) POPULATION

Described as a "large" town located on a high hill. The population is engaged almost entirely in agriculture. The only other industry known to P/W was the asphalt mines about 2 km. South of the town where the number of employees was estimated to be about 300.

ii)

Water is abundant all year round, though sometimes in the summer it is shut off during certain hours of the day. Most of the houses have it laid on, and in addition, there are numerous public taps located in the streets throughout the city. The water in the city is carried in underground pipes and is said to come from a place called CIPICOLI. In the country, the main source of water is, wells. When these dry up, the people fall back to rain-water stored up in cisterns.

iii)

Almost all the houses have it laid on, and it is also used to illuminate the streets. The street lights are attached by brackets to the corners of houses or to poles, which carry also the wires. Source unknown but probably brought in from some other city. No electricity in the farm-houses outside of the town. The farm-houses have a few lamps for light.

iv) GAS

None.

v) SEWERAGE

The city has an underground sewerage system which empties at a plant called L'ALTO D'ILVA (into the Fiume ILLICIA?).

vi) RAILROAD SERVICES

Two daily deliveries, including Sundays, in the city. No rural service. The Post Office also handles the Telegram and Telegraph services.

vii) SCHOOL

There is a small school of 2 or 3 cells in the C. B. station in the CIPICOLI section of the city near the Fly Station. In 1940 a large 3 story prison was under construction on Via RACUSIA about 500 meters South of the Fly Station.

viii) HOSPITALS

1) OSPEDALE MASSARI, on the piazza D'ILVA; a general hospital;

4 stores in it.

2) OSPEDALE TUBERCULOSI; near the barracks of the CC. NN.; specializing in tuberculosis; 4 separate beds.

tion is engaged almost entirely in agriculture. The only other industry known to P/W was, the asphalt mines about 2 km. South of the town where the number of employees was estimated to be about 300.

ii) WATER

Water is abundant all year round, though sometimes in the summer it is shut off during certain hours of the day. Most of the houses have it laid on, and in addition, there are numerous public taps located in the streets throughout the city. The water in the city is carried in underground pipes and is said to come from a place called CIPICOLI.

In the country, the main source of water is, wells. When these dry up, the people fall back to rain-water stored up in cisterns.

iii) ELECTRICITY

Almost all the houses have it laid on, and it is also used to illuminate the streets. The street lights are attached by brackets to the corners of houses or to poles, which carry also the wires. Sources unknown but probably brought in from some other city. No electricity in the farm-houses outside of the town. The farmers use paraffin lanterns for light.

iv) MS

None.

v) SEWAGE

The city has an underground sewerage system which empties at a place called L'ALCO D'ILDA. (into the Fiume IRIE 100)

vi) POSTAL SERVICES

Two daily deliveries, including Sundays, in the city. No rural service. The Post Office also houses the telephone and telegraph services.

vii) RAIL

There is a small rail of 2 or 3 cells in the C.B. station in the CIPICOLI section of the city near the Rly Station. In 1940 a large 5 storey prison was under construction on VIA BELLA MIRIA about 500 meters South of the Rly Station.

viii) HOSPITALS

1) OSPEDALE MUSSOLINI, on the PIAZZA D'IRIO; a general hospital;

4 storeys high.

2) OSPEDALE TUBERCOLosi; near the barracks of the C.B. M.; special-

izing in tuberculosis; 4 storeys high.

3) Sanatorio in a convent near the Rly Station.

4) Orphanage, called "SANTUARIUM"; on VIA MARILUINA SCIVINUM.

ix) Hotels

P/W know of 3 hotels, each with about 5 or 6 rooms.

(1) ALBERGO PRINCIPALE on the main square

(2) ALBERGO ? on VIA BELLA MIRIA

(3) ALBERGO ? at GROTTA D'ACQUA

x) Schools

There was a large school, 4 storeys high, near the main square on VIA BELLA MIRIA.

c) BEACHES

There are some discrepancies re width of beach and length of water East of MARELLA as follows between P/W statements and those obtained from P/W LITIG. (See Report on S. CROCE CIPICOLI. R.P. SS/VIII.) The difference in width may be accounted for by the gradual slope inland from the sea and P/W difference in opinion as to where firm land began and the beach ended.

1 2 4 5

SECRET

SECRET - Cont. (2)

- 1) P/W frequently went swimming at the beach at MARINA di RAJUSA, along the stretch from point, map reference (H 496987) to point (H 505985). Along this stretch, the beach is 30 or 40 meters wide, and slopes very gently from the hinterland into the sea. The water is not deep and bathers have to wade in for some 400 meters before the water will reach the chin. There are NO false beaches. The beach itself is made of soft sand with no rocks, probably not fit for M.T. Inland from the beach, the terrain is flat and cultivated with vegetables and low vines. About 500 m. from the shore, there is a fairly good gravel road which runs parallel to the beach. The sea is smooth at this beach. There are no piers of any kind, nor do small fishing boats pull up on this beach ordinarily.
- 2) West of MARINA di RAJUSA - The beach west of the town is rocky, with the exception of a small cove where bathing is possible. There are no piers. Small fishing boats about 40 m. long usually pull up to the rocks.

D WATERCOURSES

- 1) The Fiume TIMINIO is a perennial stream, believed to be about 2 m. deep, with very steep banks.
- 2) All other streams in the region west of the Fiume TIMINIO are far as a line parallel to it, drawn from COMISO, are intermittent. Most of the rivers have very steep banks. In the summer time, the beds form deep ravines which are difficult to cross with wheeled vehicles.

E COMMUNICATION

a) ROADS

- 1) All secondary roads which branch out of RAJUSA in a southwesterly direction are two-way gravel roads in a good state of repair. They are fairly level or only gently undulating. However, sometimes they curve sharply along the banks of ravines and dry river beds as they approach either bridges or fords, especially in the region of LOMBARDO (H 5110). 2) All these roads are bordered by drainage ditches about 50 cm. deep, beyond which there are rough stone walls about 4 1/2 m. high and about 1 m. thick.
- 3) The land adjoining the roads are undulating fields which are partitioned off by rough stone walls of the same dimensions as in paragraph 2 above. The fields are probably not fit for all M.T., since they are too boulder-strewn for the use of farm tractors.
- 4) The smaller roads and cart-tracks leading off the secondary roads are more tracks barely wide enough to accommodate one vehicle. They are passable to M.T., but some have very rough surfaces.
- 5) Road COMISO - RAJUSA.

This is a road state road, metalled and about 7 or 8 m. wide. Westward out COMISO it ascends steeply for about 4 km. and is full of very dangerous curves. (The surface is very slippery when wet, and in the summer time the asphalt surface "sweats", making the going dangerous.) Thereafter it levels out and runs straight to the outskirts of RAJUSA. The road then bypasses the town to the South. At point (H 5110) the road passes over the R. and descends down to the

Small fishing boats about 10 m. long usually pull up to the rocks.

D. WATERCOURSES

- 1) The FIUME INFINIO is a perennial stream, believed to be about 2 m. deep, with very steep banks.
- 2) All other streams in the region West of the FIUME INFINIO are far as a line parallel to it, down from COMISO, are intermittent. Most of the rivers have very steep banks. In the summer time, the beds form deep ravines which are difficult to cross with wheeled vehicles.

E. COMMUNICATION

a) ROADS

- 1) All secondary roads which branch out of Lagoa in a southeasterly direction are two-way gravel roads in a good state of repair. They are fairly level or only gently undulating. However, sometimes they curve sharply along the banks of ravines and dry river beds as they approach either bridges or fords, especially in the region of LONCHITANA (H 5140).
- 2) All these roads are bordered by drainage ditches about 50 cm. deep, beyond which there are rough stone walls about $1\frac{1}{2}$ m. high and about 1 m. thick.
- 3) The land adjoining the roads are undulating fields which are partitioned off by rough stone walls of the same dimensions as in paragraph 2 above. The fields are probably not fit for all crops, since they are too toular-strewn for the use of farm tractors.
- 4) The smaller roads and cart-tracks leading off the secondary roads are merely tracks barely wide enough to accommodate one vehicle. They are passable to M.T., but some have very rough surfaces.
- 5) Road COMISO - BIVONA

This is a road state road, detailed and about 7 or 8 m. wide. Westward out COMISO it ascends steeply for about 4 km. and is full of very dangerous curves. (The surface is very slippery when wet, and in the summer time the asphalt surface "sweats", making the going dangerous.) Thereafter it levels out and runs straight to the outskirts of Lagoa. The road then by-passes the town to the South. At point (H 51410) the road passes over the fly by means of a bridge; then, curving, it descends down to the FIUME INFINIO.

6) Road COMISO - MATTIA DI MARE

There is a level crossing at (H 49914). There is a large culvert under the road at (H 465079) and a small bridge at (H 465055) see Appendix A. The roads through S. GIOSE CAMERNA are all one-way, making traffic for the 200-300 m. through the town very difficult. At (H 465049) there is a bridge over a stream bed. This bridge, made of stone and concrete, is only one-way, and situated at the apex of a curve in the road. (For further particulars see bridge and crossing see sketch map Appendix B in Report SS VIII.) The banks of the stream are about 1 to 5 m. high and very steep. In the summer the stream dries up and the bed becomes a dry ravine. This whole road is unsuitable, as described in (1) above.

E A C U S A - Cont. (3)

i) At (H 522145) the road crosses the top of a stream, very in summer, which is 20 m. deep. There is no bridge. The road is very narrow and winding as it descends into and climbs out of the bed. In winter there is some water here.

(2) At (H 513097), the road winds sharply and runs along the
verge of a ravine until it comes to a place where a cross-
ing is possible. In winter, this is a ford.

- iii) At (H 625134) and at (H 625135) there are level crossings over narrow gauge lines. There are no barriers here since the Rly traffic was very light (2 trains per day in 1943)
- iv) The Road RA654 - MARGA di RAMSA is the only road in the area lined with stone trees.

1) The area generally South of COMISO is served by a standard curve
ily which curves to the South and then northeast to LINDS.
There are two short tunnels; one under the road at (H 521147)
and one under the road at (H 543407).

2) A narrow gauge line runs in LAUREL, paralleling the normal gauge line South of the city for two or three km. and then turns sharply West and then North. Both these lines have wooden sleepers about 4 m. apart laid on a gravel bed.

The region is completely
stonier making the use of farm machinery generally impracticable. The fields
are divided by rough stone walls about 1 1/2 m. high and 1/2 m. wide. The prin-
cipal products grown are wheat and vegetables. There are also some vine-
yards and many locust trees and olive trees scattered throughout the area.
The land contained in the triangle COMISO - MOUNTA - MAFRA di TAPPEA is
recently unutilized or flat. Sheep hills are however found to the North and
West of this area.

One of the FV boys in his possession a check for \$100 which, he stated, was given to him by his company cashier, not for any particularly meritorious act, but merely for good behavior. These awards were made annually or semi-annually to the three or four members of the company who had not been subjected to any disciplinary action during the period. This check was drawn on 2 Jan. 45 at Turin in the name of RICHARDO PLAZA, LIEUT. assignable to the order of the ARMY MEDICAL FACILITY and endorsed in block by the head of the Administrative Services of the party. The instrument was limited to circulation only in Italy. All signatures on the check were illegible.

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lands of a ravine until it comes to a place where a crossing is possible. In winter, this is a ford.

iii) At (H 625434) and at (H 620440) there are level crossings over narrow gauge lines. There are no barriers here since the Rly track is very light (2 tracks per day in 1940).

iv) The Road LARISA - MARINA DI PISAPIA is the only road in the area lined with double track.

b) RAILWAYS

- 1) The area generally South of COMISO is served by a standard gauge Rly which curves to the South and then northeast to RACCHI. There are two short branches; one under the road at (H 521414) and one under the road at (H 525487).
- 2) A narrow gauge line runs in RACCHI, paralleling the normal gauge line South of the city for two or three km. and then turns sharply West and then North. Both these Rlys have wooden sleepers about 4 m. apart laid on a gravel bed.

c) COUNTRYSIDE

This region is completely cultivated. The fields are rather stony making the use of farm machinery generally impracticable. The fields are divided by rough stone walls about 1 1/2 m. high and 4 m. wide. The principal products grown are wheat and vegetables. There are also some vineyards and many locust trees and olive trees scattered throughout the area. The land contained in the triangle COMISO - RACCHI - MARINA DI PISAPIA is gently undulating or flat. Stony hills are however found to the North and East of this area.

d) MILITARY PRIZES

One of the P/W had in his possession a check for Lire 100 which, he stated, was given to him by his company commander, not for any particularly meritorious act, but merely for good behavior. These awards were made annually or semi-annually to the three or four members of the company who had not been subjected to any disciplinary action during the period. This check was drawn on 2 Jan. 43 at TURIN on the CASSA DI RISPARMIO DI LOMBARDIA payable to the order of the PARMIGIO NAZIONALE ASSOCIATI and endorsed in blank by the Head of the Administrative Services of the party. The instrument was limited to circulation only in Italy. All signatures on the check were illegible.

e) GENERAL

The community shown on map ITALY 1:100,000 at (H 6499) as SPACOLPOMO was renamed ISERIOA in 1959.

MOST SURE

VILLABATE - BACHERIA AREA (PROV. Palermo)

A SOURCE

P/W Lieut. RIECHTER, an ex-foreign Legionary, joined into the GERMAN army and posted to the GERMAN - AMB Propaganda and Training Bn. The information is supplemented by Sgt. WILLIAM of the same unit.

P/W was stationed with his company in VILLABATE (E 512423) for more than a month prior to his departure for Africa Feb. 1, 1943. While there, he went swimming in the small bay (E 503442) east of TARE CORUSINO and made three or four trips by foot along the coast road to PALERMO. He is willing and co-operative. He appears to have been very observant during his stay in this vicinity.

B TOWNS

1) VILLABATE

P/W was mainly familiar with VILLABATE where his company was quartered in a large, modern school. He estimates the population of the town at about 8,000. Both electricity and running water were available in the school, but he does not remember the type of street lighting. While water was available, the Germans used to bring in water for their soldiers so as not to reduce the resident civilians' usual water supply. There are no regular hotels in VILLABATE.

ii) BACHERIA

There were many German soldiers in BACHERIA, where barracks had been built and large schools were used for billeting troops. They were stationed there, for both German and training purposes. BACHERIA was described as a good air target because of the large number of military personnel there and because of the fact that the visibility was generally good. There are several hotels in BACHERIA.

C BEACHES

The principal beaches in this area are those indicated on the map as B 464453 and B 472447. These two beaches were described as rather small areas no more than 10 to 15 m. wide. It might be expected, the water is relatively shallow at these points.

At the point where P/W went swimming, the bay east of TARE CORUSINO (E 503442) there was no beach but the cliffs fall straight into the sea and the coast is very rocky. The water was approximately two m. deep right at the shore line increasing in depth very quickly.

D WATERCOURSES

1) The main coastal road crosses a stream at D 512438 by means of a bridge, but stream and bridge are so small that one hardly notices them when traveling on the highway. Stream is readily fordable at this point.

ii) At the point where the main coastal highway crosses the River Corusino, the river is very deep and it is absolutely impossible for PT to ford it. There is a bridge at this point but P/W does not remember its construction.

E COMMUNICATIONS

a) ROAD

The main coastal road running southeast from PALERMO is described as having a width of about 15 m., including allowance for the single track way, which parallels the highway and the coastline from PALERMO to B 499443. The highway is reported to be unsuitable for this entire distance. At point (B 499443) both highway and the RLY. fork south. From this turning point to VILLABATE, the road is still excellent but it is

town at about 2,000. Both electricity and running water were available in the school, but he does not remember the type of street lighting. While water was available, the Germans used to bring in water for their soldiers so as not to reduce the resident civilians' usual water supply. There are no regular hotels in VILLAGE.

ii) BACHENIA

There were many German soldiers in BACHENIA, whose barracks had been built and large schools were used for training troops. They were stationed there, both with machine and anti-aircraft weapons. BACHENIA was described as a good air target because of the large number of military personnel there and because of the fact that visibility was generally good. There are several hotels in BACHENIA.

C BEACHES

The principal beaches in this area are those indicated on the map at B 46453 and B 47447. These two beaches were described as rather small areas no more than 10 to 15 m. wide. As might be expected, the water is relatively shallow at these points.

At the point where P/W went swimming, the bay east of TORRE CORRAO (B 50342) there was no beach but the cliffs fell straight into the sea and the coast is very rocky. The water was approximately two m. deep right at the shore line increasing in depth very quickly.

D WATERCOURSES

i) The main coastal road crosses a stream at B 51438 by means of a bridge, but stream and bridge are so small that one hardly notices them when traveling on the highway. Stream is readily fordable at this point.

ii) At the point where the main coastal highway crosses the River Grano, the river is very deep and it is absolutely impossible for us to ford it. There is a bridge at this point but P/W does not remember its construction.

E COMMUNICATIONS

a) RAILS

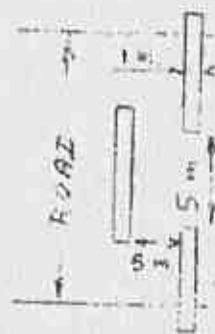
The main coastal road running southeast from PATEMO is described as having a width of about 15 m., including allowance for the single track RLY. which parallels the highway and the coastline from PATEMO to B 49942. The highway is reported to be asphalted for this entire distance. At point (B 49943) both highway and the RLY fork south. From this turning point to VILLAGE, the road is still excellent but it is not asphalted all the way. Over the stretch VILLAGE (B 50427) to VILLAGE the road is entirely without ditches on either side and runs through a fairly narrow valley. The width of these main roads was such as to permit the Germans to park their gun tractors on the side without in any way interfering with the movement of traffic.

The main coastal highway, which continues east from the above fork (B 49942), appears to run closer to the shore for the first two kilometers than is indicated by the map. There is no principal road directly along the coast for these 2 kilometers, but there may be side tracks and terrain is such that cross-country vehicles can manage it.

P/W located and described two 1/2 mile road blocks, one at the fork at point B 49943 and the other in the village of VILLAGE, about 1 km. northwest of VILLAGE on the same road. P/W expressed the opinion that the latter road block was erected because of a secondary road which

MOST SECRETVILLAGE - MACHERIA AREA (Prov. Palermo) omitted

branches off from FIGUILLA at about this point in a generally northwesterly direction to PALERMO. These road blocks are built of concrete as shown below. They are protected by MG emplacements.



Two similarly constructed road blocks were described as being located on either side of VILLAMARE just outside of the town, on the main road. These roadblocks were so constructed, however, that the passageway left open was not sufficiently large to permit anything but foot traffic. Vehicular traffic is diverted to a side street, where it is controlled. There were no machine guns guarding the road block, but at night there were sentries.

Several such road blocks are said to be located in MACHERIA on the main road. P/W saw signs in German and Italian some distance from road blocks it announced their presence and diverted vehicular traffic.

F. COUNTRYSIDE

The coastal countryside southeast of PALERMO is devoted principally to vineyards and oranges, lemon and olive trees. From MACHERIA east the coastline is steep, and as far as TORRE COSARO, the houses are very close together so that the sea is mostly hidden from the coastal road. The houses are mostly two story structures and thus typical of the buildings of the area, constructed of stone and brick.

G. FISHING

There is a good deal of fishing along the coast southeast of PALERMO, but none is permitted at night. Boats 10 to 15 m. in length are the largest P/W saw in this vicinity.

H. MILITARY

1) C.D. P/W reports 6 tps of GERMAN 15 cm. C.D. guns located between the end of the flat beach at B 461456 and MACHERIA (B 483444). The guns are especially concentrated and close together between B 457452 and B 478448. They are German guns manned by German naval artillery crews. The guns are fixed on cement platforms. Barbed wire encircles the positions, which are guarded and their immediate vicinity are designated as military areas which no one can enter night or day. Civilians cannot approach closer than about 50 m. from the guns. The guns are located very close to the shore and, when the P/W saw them, were uncamouflaged, perhaps because they had been recently installed. In addition to the 6 tps of C.D. guns, P/W saw another tp of the same guns on the coast further southeast. Two of these guns were located at about B 502443, just east of TORRE COSARO, with an interval of about 50 m. between them, and the other two guns of the tp, B 503450 and B 503451.

on either side of VILLAGE just outside of the town, on the main road. These roadblocks were so constructed, however, that the passageway left open was not sufficiently large to permit anything but foot traffic. Vehicular traffic is diverted to a side street, where it is controlled. There were no machine guns guarding the road block, but at night there were sentries.

Several such road blocks are said to be located in BACHERIA on the main road. P/W saw signs in German and Italian some distance from road blocks. It announced their presence and diverted vehicular traffic.

F COUNTRYSIDE

The coastal countryside southeast of PALINMO is devoted principally to vineyards and orange, lemon and olive trees. From DAKHIA east the coastline is steep, and as far as TORRE CORSAIO, the houses are very close together so that the sea is mostly hidden from the coastal road. The houses are mostly two storey structures and thus typical of the buildings of the area, constructed of stone and brick.

G FISHING

There is a great deal of fishing along the coast southeast of PALINMO, but none is permitted at night. Boats 10 to 15 m. in length are the largest P/W saw in this vicinity.

H MILITARY

1) C.B. P/W reports 6 type of GERMAN 15 cm. C.B. guns located between the end of the flat beach at B 461456 and B 488444. The guns are especially concentrated and close together between B 467452 and B 472448. They are German guns named by German naval artillery crews.

The guns are fixed on cement platforms. Barbed wire encircles the positions, which are guarded and their immediate vicinity are designated as military areas which no one can enter night or day. Civilians cannot approach closer than about 50 m. from the guns. The guns are located very close to the shore and when the P/W saw them, were uncamouflaged, perhaps because they had been recently installed.

In addition to the 6 type of C.B. guns, P/W saw another tip of the same guns on the coast further southeast. Two of these guns were located at about B 502443, just east of TORRE CORSAIO, with an interval of about 50 m. between them, and the other two guns at the tip, B 488444. To the southeast, either between the brick yard (B 503441) and the coast or directly east of that point. These guns are also on cement platforms. P/W says he saw no machine guns guarding the coastal guns, but there was barbed wire on the tops of the cliffs in front of the guns. P/W saw no evidence of barbed wire entanglements in the water at this point nor at any other point along the coast when he was there.

2) A.A. P/W also estimated that between the same points (B 461456 and B 488444), but on the southwestern side of the coastal road, there were 6 type of 88 mm AA guns, also named by German crews.

Searchlights are also reported close to the shore between the same two points. At point B 503443 (NW of VILLABATE P/W noticed an Italian AA tip with large caliber guns and a few O.F. on the hills in the immediate vicinity. One P/W reported this position surrounded by an old motorway or wall which is easily recognizable from the air.

VILLAMATE - BACHINIA AREA (Prov. Bolonne) cont'd.
MOST SECRET

- iii) ROAD TRAIN. The Rly. line which runs from VILLAMATE along the highway to the coast and then parallels the coastal road to Palom. is said to be used by an armed train of 4 or 5 trucks which carries anti-aircraft and naval guns. In the event of air attack, this train moves to the position considered most advantageous for defense purposes.
- iv) HILL ROADS. From BACHINIA (Z 48844) northwest to IG MANGALO (Z 487434) there are hill roads. The coast is relatively flat here.
- v) MIN. There are min. camps and 44 guns "all along" the main road to BACHINIA (Z 570025). Between VILLAMATE (Z 48844) and ROMACHIO and on the southwestern side of the coast road there are min. camps in the vineyards and other cultivations.
- vi) P.O.L. Between BACHINIA (Z 48844) and ROMACHIO (Z 487434) there is a large petrol pump in or near a large factory.

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There are two. Lumps in the vineyard and other cultivations.
vi.) P.O. Between MALLAWA (1455454) and COLONELL (1453,54)
There is a large petrol pump in or near a large factory.

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HOST SECRET

MISCELLANEOUS

VITTORIA - NISSORIA - ASSORO
LEONTARIE (Figs)

VITTORIA

A. SOURCE

P/W BATTAGLIA PAOLA, an ignorant and imprudent viticulturist whose information is concerning anything other than his home town: was vague. He was called up in '32 and since then, has only been home twice on leave - a few days in 1940 and 2 days in Oct. '42.

B. TOWN

- i) POPULATION About 40,000, practically all engaged in viticulture or other agriculture.
- ii) WATER Laid on in most houses; source unknown.
- iii) ELECTRICITY Installed in most houses. The power line comes from outside the town.
- iv) GAS None.
- v) POSTAL SERVICES Telephone, Telegram and Postal Facilities exist. The Post Office is on Piazza Vittorio Emanuele.
- vi) SHELTERS There is a small underground sewerage system which proved inadequate for the town's needs. A more elaborate system was under construction but work was suspended at the outbreak of war.
- vii) CHOL There is a small temporary pool with a capacity of 15-20, located about 1 km. outside of town. Most prisoners are taken to RAVENNA or other nearby towns.
- viii) HOSPITAL Only one hospital with a capacity of 35-40. There are 6-7 doctors in the town.
- ix) SCHOOLS Two small schools.
- x) HOTELS There are three one-story hotels, each with 5-7 rooms.

C. COMMUNICATIONS

a) ROADS

ASSORO - VITTORIA An unmetalled 8-7 m. wide. Surface conditions in wet weather are fair because the crown is on the drainage. On either side there is a stone wall 1 m. high. No drainage ditched.

b) RAILWAYS

The main line passes through the town. It is a normal-gauge, single-track line. There are three sidings at the Station.

D. COUNTRY

This is largely a vine-growing country. In autumn the vines reach an average height 4-4 1/2 m. After the harvest in September, the stubs remain. The vines are planted in rows 4 m. apart. The countryside is completely flat in this area. There are no fences separating farms.

NISSORIA AND ASSORO

A. SOURCE

P/W ANSO ARDISO has been mentioned outside of his native town of ASSORO, or

785015

- i) POPULATION About 40,000, practically all engaged in viticulture or other agriculture.
- ii) WATER Laid on in most houses; source unknown.
- iii) ELECTRICITY Installed in most houses. The power line comes from outside the town.
- iv) GAS None.
- v) POSTAL SERVICES Telephone, Telegram and Postal facilities exist. The Post Office is on PLAZA VICTORIO ZILANIK.
- vi) SEWERAGE There is a small underground sewerage system which proved inadequate for the town's needs. A more elaborate system was under construction but work was suspended at the outbreak of war.
- vii) CLINIC There is a small temporary clinic with a capacity of 15-20, located about 1 km. outside of town. Most prisoners are taken to RAMISA or other nearby towns.
- viii) HOSPITAL Only one hospital with a capacity of 35-40. There are 6-7 doctors in the town.
- ix) SCHOOLS Two small schools.
- x) HOUSES There are three one-story hotels, each with 5-7 rooms.

C. COMMUNICATIONS

a) ROADS

ELSALE - VICTORIA An unmetalled Rd 7 m. wide. Surface conditions in wet weather are fair because the owner provides drainage. On either side there is a stone wall 1 m. high. No drainage ditches.

b) RAILWAYS

The main fly line passes through the town. It is a normal-gauge, single-track line. There are three sidings at the Station.

D. COGNITIVE

This is largely a vine-growing country. In summer the vines reach an average height 1-1.5 m. After the harvest in September, the stulps remain. The vines are planted in rows 1 m. apart. The countryside is completely flat in this area. There are NO fences separating farms.

MISSORIA and ASSORA

A. SOURCE

PAV CHISO ALPESCO has barely ventured outside of his native town of ASSORA, or MISSORIA, where he last resided. A blacksmith by trade, poorly educated, rather dull and pro-Fascist. Since called up in Jan. '40, he was in MISSORIA only for eight days in Dec. '41.

B. TOWN

a) MISSORIA

- i) POPULATION About 1500 live by agriculture.
- ii) WATER The only water facilities are the town's fountains. Source of water unknown.
- iii) ELECTRICITY None. Lighting in streets and houses by oil lamps.
- iv) GAS None.
- v) POSTAL SERVICES Telephone and Telegram are to be found at the town Post Office.
- vi) SEWERAGE, CLINIC, HOSPITAL, HOTEL None.
- vii) SCHOOLS No separate buildings, classes are held in rooms of private houses.

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100% SECRET

MISCELLANEOUS - Cont.

VITTORIA - NISSORIA - ASSORO

LEONFORTE (Enne)

b) ASSORO

- i) POPULATION 4,000; agricultural.
- ii) WATER None. It is brought in and sold to inhabitants.
- iii) ELECTRICITY Yes; there is a sub-station some distance from town.
- iv) GAS None.
- v) POSTAL SERVICES Telephones and Telegraph services at Post Office.
- vi) SEWERAGE, CADOL, HOSPITAL, HOTEL None.
- vii) SCHOOLS No buildings, classes are held in private houses.

c) COMMUNICATIONS

a) ROADS

- i) NISSORIA - LEONFORTE Metalled, 2-way, with small ditches.
- ii) From Rd. junction at (H 357941) to ASSORO Unmetalled, gravel and earth surface, 4-5 m. wide. Both roads have gentle curves, ascents and descents.

b) RAILROAD

Narrow-gauge Rly S.W. of ASSORO has not been in operation since 40.

d) COUNTRYSIDE

The cultivation is varied: wheat, principally pear trees, olive trees and vines.

LEONFORTE (Enne)

A SOURCE

LO GIACO CASTANO, (Sgt. Maj.) a 26 year-old tailor resided in VITTORIA for 20 years. Last in LEONFORTE, his birthplace, in Aug. '39 for 10 days on leave. His scanty information appears to be reliable.

B TOWN

- i) POPULATION About 8,000, live entirely by agriculture: wheat, viticulture, olives, principally pears, etc.
- ii) WATER It is brought in by aqueducts, sources unknown, and installed in houses as well as fountains.
- iii) ELECTRICITY Installed in most houses. NO sub-station.
- iv) GAS None.
- v) POSTAL SERVICES Telephones, Telegraph and Postal facilities are combined. No. telephones in houses.
- vi) CADOL There is a small one; capacity unknown.
- vii) HOSPITAL Only one single-story hospital on the main street, "COSMOS MEDICO I".
- viii) SEWERAGE None.
- ix) HOTEL There is a single one-story hotel, "LOCANDA ROMA".
- x) SCHOOL One school building, opened in '39; it is two-stories high and has a capacity of about 250.
- xi) CHURCHES In '39 there were two small civilian churches.

c) COMMUNICATIONS

- a) RAILWAY A narrow-gauge Rly, not in use in '39, passed by the town. It had one siding at the small Station outside of town.
- b) AIR LINE Lines of 15-20 capacity connected the town with the main

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earth surface, 4-5 m. wide. Both roads have gentle curves, ascents and descents.

b) RAILROAD

Narrow-gauge Rly S.W. of ASSORO has not been in operation since 40.

D COUNTRYSIDE

The cultivation is varied: wheat, pichidy pear trees, olive trees and vines.

LEONFORTE (Rino)

A SOURCE

LO 31000 GALTANO, (Sgt. Maj.) a 26 year-old tailor resided in TORINO for 20 years. Last in LEONFORTE, his birthplace, in Aug. '39 for 10 days on leave. His scanty information appears to be reliable.

B TOWN

- i) POPULATION About 8,000, live entirely by agriculture: wheat, viticulture, olives, pichidy pears, etc.
- ii) WATER It is brought in by aqueducts, source unknown, and installed in houses as well as fountains.
- iii) ELECTRICITY Installed in most houses. NO sub-station.
- iv) CLB None.
- v) POSTAL SERVICES Telephone, Telegraph and Postal facilities are combined. No. telephones in houses.
- vi) CARL There is a small fuel; capacity unknown.
- vii) HOSPITAL Only one single-story hospital on the main street, "CHIESA UNGHERO I".
- viii) SINERAGE None.
- ix) HOTEL There is a single one-story hotel, "LOCANDA ROMA".
- x) SCHOOL One school building, opened in '39; it is two-storied high and has a capacity of about 250.
- xi) CARAGES In '39 there were two small civilian garages.

C COMMUNICATIONS

- a) RAILWAY A narrow-gauge Rly, not in use in '39, passed by the town. It had one siding at the small Station outside of town.
- b) MAIL LINE A bus on 15-20 capacity connected the town with the main PALLINO-CANTINI Rly, 40 km. to the North. The bus made one trip daily in '39, carried about 4-2 passengers on the average, and was used mainly to carry mail. This bus line was part of the SIMI (Societa Italiana Trasporti Interurbani).

D COUNTRYSIDE See B (i) above.

E MILITARY

- a) HEAVYWEIGHT I/W heard by mail that his cousin was ordered to 38. Sjt. Maj. stationed at LEONFORTE with the 15 AUTO INFERNOBLENTO 38. Sjt. Maj. did not know what part of this unit was stationed in LEONFORTE.

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ECONOMIC CONDITIONS

ECONOMIC CONDITIONS (Source: DE MARIA)

Food rationing is general in SICILY. The full amount of the ration is generally obtainable each week or, in any event, in the following week, but the ration is said to be insufficient for minimum living requirements. The result is that a black market flourishes all over SICILY, where the well-to-do supplement their ration allowances by purchases at prices considerably higher than the controlled prices. Farmers benefit from this situation because they are able to sell at advantageous prices surplus products which they manage to conceal and withhold from the "amassi".

It is common practice, both in SICILY and on the mainland, for well-to-do farmers to hire boys of 17 or 18 years of age or others not subject to military service, to take wheat and other products to be sold in the black market. Such representatives are well paid for their work. If they are apprehended the farmer engages legal counsel for them and furnishes bail if necessary. In the aggregate, of course, a good many farmers are prosecuted for such violations and the jails of SICILY hold many of them.

Since the poor people of SICILY cannot afford black market prices, they must exist on the food available through the ration allowances. The result is that many are now suffering from malnutrition. Some of the impoverished exchange clothing and shoe ration cards for food cards. In spite of this serious lack of food in SICILY, large quantities of food are still being sent from SICILY to GERMANY.

Only militarized M.F. such as those used by the Red Cross and the Fasci are still functioning in SICILY. The drivers of such automobiles must carry passes and have special emblems displayed on their cars, both of which are issued by the Regio Questura. In the case of trucks, only those working for the Government but driven by civilian drivers are permitted to remain in civilian hands. All other trucks have been requisitioned by the Government.

Small railway passenger wagons known as "litterini" are being used to connect secondary railway points. They burn diesel oil.

POLITICAL CONDITIONS - ANTI-FASCIST MOVEMENT IN ITALY

The MATTEOTTI SOCIETY is an anti-fascist organization with a membership of 150,000 to 200,000, according to P.W. DE MARIA who said he was the leader of the CLM section. The organization is both anti-fascist and anti-German, but P.W. was not able to define its specific aim. It is not

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at prices considerably higher than the controlled prices. Farmers benefit from this situation because they are able to sell at advantageous prices surplus products which they manage to conceal and withhold from the "Amassai". It is common practice, both in SICILY and on the mainland, for well-to-do farmers to hire boys of 17 or 18 years of age or others not subject to military service, to take wheat and other products to be sold in the black market. Such representatives are well paid for their work. If they are apprehended the farmer engages legal counsel for them and furnishes bail if necessary. In the aggregate, of course, a good many farmers are prosecuted for such violations and the jails of SICILY hold many of them. Since the poor people of SICILY cannot afford black market prices, they must exist on the food available through the ration allowances. The result is that many are now suffering from malnutrition. Some of the impoverished exchange clothing and shoe ration cards for food cards. In spite of this serious lack of food in SICILY, large quantities of food are still being sent from SICILY to GERMANY.

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CHIARELLI, GINO is the leader of the MILAN Section, which claims a membership of 5,000 to 6,000. His address in MILAN is VIA DELLA SILA No. 21. He is 43 years old, a radio engineer at the CARPONI plant, and a captain in the Arm. reserve. He is to be a preacher with the password "DELINCO".

/ ERNESTO MONTANO 41

- 2 -

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ERMEDE, MONTANO is the leader of the ORVIETO sector, near Rome. He is a 24 year old accountant and an instructor at the Regia Aeronautica School at ORVIETO. He was a S.M., but is probably a 2/Lt. now. The name of P.W. DE MARIA CLETO, should be mentioned to him. P.W. has great faith in his ability and trustworthiness.

There has been considerable anti-German and anti-Fascist activity at ORVIETO. Distribution of leaflets and demonstrations by students have resulted in many being sent to GREECE, RUSSIA and AFRICA.

PICELLI, LORENZO was a P.W. at BONE with P.W. DE MARIA.

He would be willing to accompany Allied invasion forces into SICILY. He is 34 years old, an excellent propagandist who speaks Greek, French, Albanian, and Spanish, in addition to Italian.

PAOLINI, ATTILIO one of the leaders at FLORENCE; he is

28 years old and probably in the army now.

DE MARIA, DIEGO P.W.'s brother, now imprisoned, probably at ISOLA DI FONZA.

RINEOLO, OSVALDO a 26 year old journalist - law student condemned to prison for 6 years for anti-fascist propaganda.

ORLANDO is a former millionaire of GABTA PORTO SALVO whose property was confiscated by the fascists.

POLITICAL PRISONS

Political prisons for Italian anti-fascists are located at:

ISOLA DI FONZA, between GABTA and NAPOLI
USTICA, near PALERMO
LIPARI

CAPO D'ISTRIA, province of TRIESTE.

P.W. also has some knowledge of P.W. camps through a brother who in February, 1943 was a Sgt at the central camp at FARO SIBINI, a few kms outside ROME. At that time the central camp had about 4,000 P.W., mostly British and British colonials. There are P.W. camps at CAGUA and CACERES, both near MADRID. In February, 1943 a large camp was under construction at GABTA, near the sea. It consists mainly of wooden barracks.

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PERSONALITIES

PACHINO: Dr. BRANCATI, political secretary of Fascio.
Dr. COSTA, Sig. COSTA, Dr. FORTUNA, lawyers.
There is a Fascist club in PACHINO known as IX MAGGIO.

RAGUSA: C. MITTINI, largest land owner.
COTRIVIANO, local secretary of Fascist party in 1940.

AUGUSTA: SALERNO was mayor in 1942. He has since been called into the military service, but P.W. believes he still holds the office, with the duties performed by an Acting Mayor.

/ LEON FORTI.

MOST SECRET

Page 3

LEON FORTE:

There is no FEDERALE in this town, only local clubs organised by particular social strata, such as:

CIRCOLO MUTILATI - wounded veterans' club,
CIRCOLO COMBATTENTE - veterans' club,
CIRCOLO OPERAI - workers' club,
CIRCOLO DI NOBILITÄ - Social club for the rich and the nobility.

C.S.D.I.C.
A.F.H.Q.

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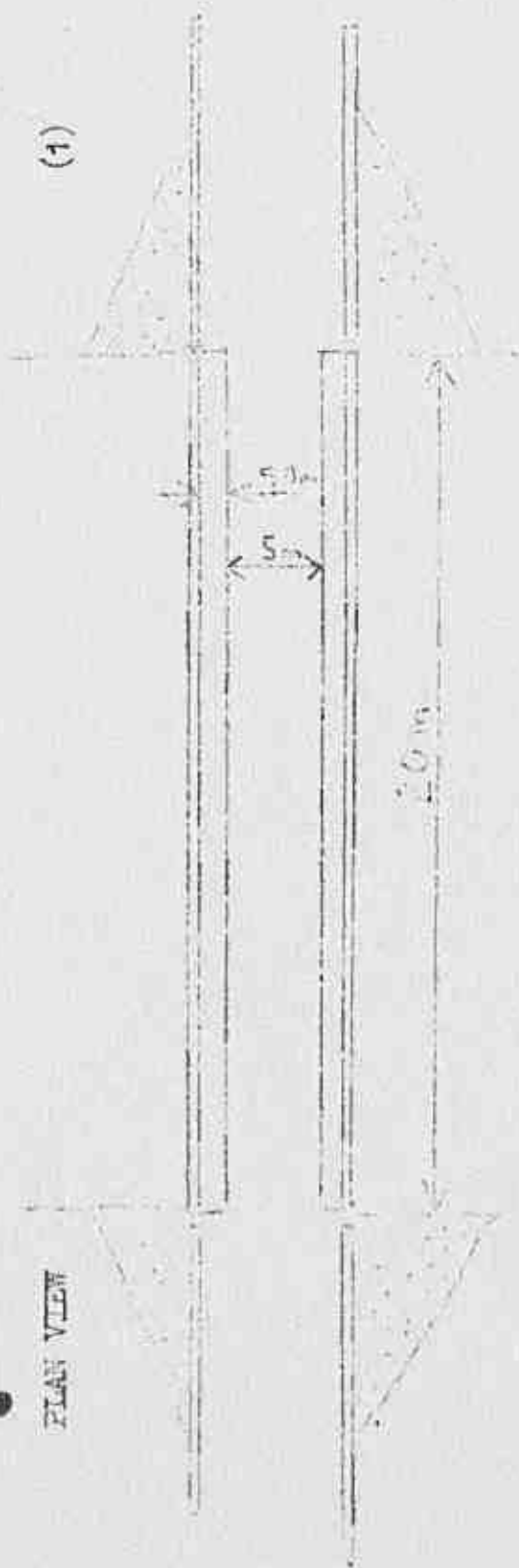
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(1)

PLAN VIEW



SIDE VIEW



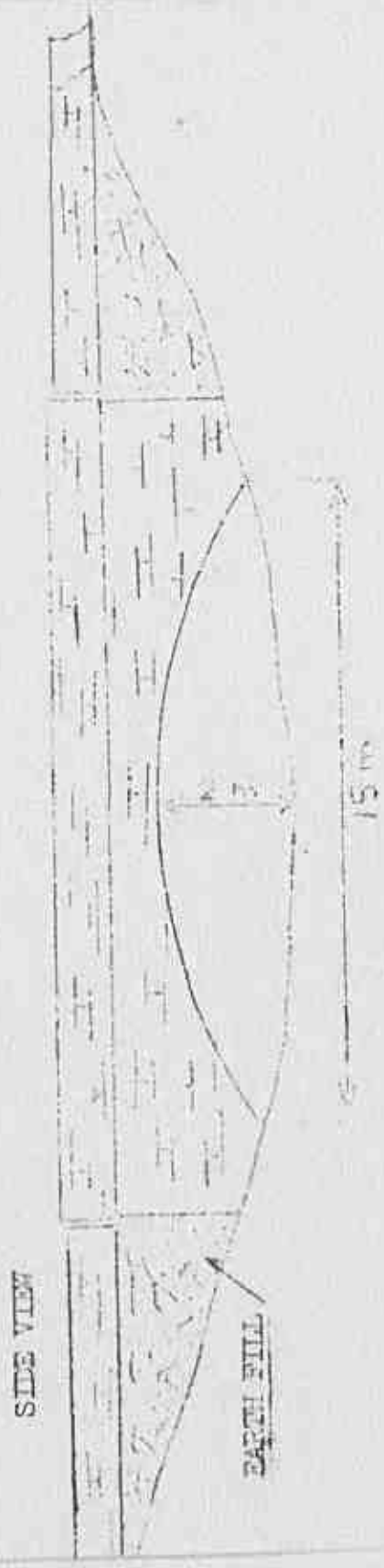
Bridge on road S. CECCE - CAMERINA - VITTORIA

(XXXXXX)
(H 465055)

ATTACHED A

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Bridge on road S. CROCE - CAMERINA - VITTORIA
(~~XXXX XXXX~~)
(H 465055)

APPENDIX A

MOST SECRET - OFFICER ONLY

HEADQUARTERS

Date 16 June 45

N 7878

FORCE 141

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AT s/sf

To SEE.

Mr. Col. F. H. Smith

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

785015

MCST SECRET

SPECIAL REPORT S/X

This report deals solely with the political aspect of the present situation in ITALY and SICILY.

It is subdivided into the following sections:-

- 82 GENERAL REPORT ON ITALIAN MORALE based on statements made during interrogation by various P.W.
- 83 LIST OF PROMINENT FASCISTS AND ANTI-FASCISTS IN VARIOUS TOWNS IN SICILY AND ITALY.

R. P. T. Edwards.

R. P. T. EDWARDS.

Lt. Col.
M. I. (L)

C.S.D.I.C.
Special Section.
9th June 1945.

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Lt. Col.
M.I.(L)

C.S.D.I.C.
Special Section,
9th June 1943.

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

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83 (1)

General Report on Italian morale.

It is difficult to generalize about present Italian morale. The views of individual Italians and Sicilians about the situation, and especially the chances of an Allied invasion, vary enormously according to their own particular sympathies and background. It would be misleading to assume that the opinion of any single person, however well-informed and reliable, commands general acceptance.

But one fact seems to emerge. The Italian population will not react to invasion lukewarmly or passively. All evidence goes to show that true to their national character, the Italians will go to extremes when this crucial moment for their country comes. No half way house will be possible. The Allies will either be greeted with a jubilant welcome; (possibly coupled with an Anti-German insurrection) or they will be faced by a fierce resistance all the more bitter because the battle is on Italian soil.

This conclusion may not seem very helpful, but it defines our own position and points clearly to the line which it is most advisable for our propaganda to take.

One cannot predict with confidence the vicissitudes of Italian morale, but it will depend pretty clearly on two factors. The first is the effect on Italy of the African catastrophe; and the second the use we make of propaganda calculated to sway the population to our side. Both these factors admit of discussion in some detail.

How has Italy taken the debacle of her Empire? The loss of Tripolitania has been a cruel disillusionment -- a feeling that they had been "let down", that the "Favo Empire ought not to have been abandoned without a severe attack of defeatism undoubtedly followed the news of the loss of Tripoli; and the Tunisian collapse must also have affected Italy profoundly. But the Italian temperament may react with customary resilience to these reverses, and the prospect of invasion kindle in the population that mercurial bravery which was shown at times in Libya. The fight made by FOLGORI at MONTESSIE; and the episode of the TRIESTE division at KUNENISAT RIDGE in August 42 are sufficient reminder that Italian troops are capable of giving a very good account of themselves.

Italian fighting spirit may thus have been given an actual fillip by the prospect of invasion. It will surely be wise to reckon that

misleading to assume that the opinion of any single person, however well-informed and reliable, commands general acceptance.

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The loss of Tripolitania has been a cruel disillusionment - a feeling that they had been "let down", that the "Favos" of the Empire ought not to have been abandoned without a fight was general. A severe attack of defeatism undoubtedly followed the news of the loss of Tripoli; and the Tunisian collapse must also have affected Italy profoundly. But the Italian temperament may react with customary resilience to these reverses; and the prospect of invasion kindle in the population that mercurial bravery which was shown at times in Libya. The fight made by FOLGORI at MUNASSIB; and the episode of the TRIESTE division at RUMELISAT RIDGE in August 42 are sufficient reminder that Italian troops are capable of giving a very good account of themselves.

Italian fighting spirit may thus have been given an actual fillip by the prospect of invasion. It will surely be wise to reckon that it has. - It must also be taken into account that owing to the intense bombing of Italian cities feelings have been running high against the British.

About present Italian resources, both in personnel and material, there is considerable difference of opinion among prisoners. Most senior Italian officers have expressed the opinion that the Italian soldier has done wonders in Africa with the miserable material put at his disposal, since the best troops, with the best armament and equipment had been kept back in Italy. It is interesting to note that Gen. MANNERINI disagreed forcibly with this view. In an outburst which I.C. considers sincere, he expostulated that this was not true, that he was in a position to judge: the Italian soldier had admittedly

82 (2)

been given poorer equipment than the British and Germans, but this was not the country's fault. Italy had made a great effort to give its best in men and material to the North African front. It was due to the poorness of the country that this had been unavailing.

A desire to see the war end may be said to animate Fascists and Anti-Fascists alike. Even the former are quite often anti-German and realize that Italy will lose the war, whether Germany wins it or not. Our most telling propaganda line would therefore be to play on these feelings if we want to sway Italian opinion to the desirable extreme.

The following points for propaganda are put forward as the results of suggestions made by P.W.s, even of high rank:

- (a) Fascism has brought only war and disaster to Italy. (Play on graft and corruption of the Gerarohi - political bosses).
- (b) Mussolini has brought Italy into a war from which it can gain nothing, which is only for the benefit of the Germans. However bravely Italian soldiers fight, it will make no difference for Italy.
- (c) Expose German intentions with regard to Italy - her cynical exploitation of the Italian war effort in her own interest. Illustrate this from P.W.'s statements, etc. - German contempt for and dislike of the Italians.
- (d) Italy declared war on us, not ourselves on Italy. We had no wish or intention to fight the Italians. Having declared war on us, they must suffer the consequences and hardships of war (blame Mussolini).
- (e) A certain amount of damage to civilian property cannot be avoided while bombing; but we do not bomb civilian populations for the pleasure of doing so, as the Germans have done all over Europe.
- (f) Point out how the Germans took all the Italian transport during the retreat from El Alamein.

It is suggested that the number of British broadcasts to Italy be increased, and that the dropping of leaflets should be increased.

One most important point stressed by several senior officers was that we should in no case attempt an invasion with coloured troops

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The following points for propaganda are put forward as the results of suggestions made by P/W's, even of high rank:

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- (f) Point out how the Germans took all the Italian transport during the retreat from El Alamein.

It is suggested that the number of British broadcasts to Italy be increased, and that the dropping of leaflets should be increased.

One most important point stressed by several senior officers was that we should in no case attempt an invasion with coloured troops or with American troops. The British, they said, were Europeans and so had a right to take part in European politics, but the Americans - an extra-European people - could not be held to have this right.

In conclusion, another point of first importance must be emphasized. There would be no better way to alienate Italian sentiment and vitiate our propaganda successes than to express contempt for the Italians as soldiers; to ridicule their attainments, or threaten the Italian population. The only result of this would be to call forth that temperamental valour referred to above. Propaganda with a just and generous spirit, aimed at justifying our offensive action against Italian soil, may yet swing the Italians to sympathise with our cause, turn against the Germans, and simplify our task tenfold.

MOST SECRET 83 (1)LIST OF PROMINENT FASCISTS AND ANTI-FASCISTS
in various towns in SICILY.

1. VIZZINI. H8840 (Source IDOLO)
COSTA - Leading Fascist.
VENTURA - Segretario Federale.
Capt. ROTONDO - Head of Militia.
- 2A. NAPLES. (Source CHIOLCA)
MILONE - Segretario del GUF, Lawyer.
- 2B. POZZUOLI. (Prov. Naples) (Source CHIOLCA)
NAVARRO - Podestà, Lawyer, employed at the Assicurazioni Nazionali.
SACCONE - Gerarca and Squadrista; Panel Doctor. Did not perform his duties in this capacity.
3. BARRAFRANCA. H1884. (Source MICALEFF)
a) Fascists: IPPOLITO - Segretario Federale
GERACI - Podestà, landowner.
POLITI - Panel doctor.
b) Anti-fascists: INGRIA - Doctor.
CANATA - Chemist.
MICALEFF - landowner, father of source (now in Florence)
4. PALERMO. B4445. (Source MICALEFF and RUSSO)
a) Fascists: ROMACCIONI - Segretario Federale
b) Anti-fascists: (Source Micaleff) LOPRESTI - Rabid anti-fascist, employed at the Istituto Nazionale delle Assicurazioni. Has to wear fascist buttonhole badge because of his job.
5. AGRIGENTO. 35386. (Source VITA)
a) Fascists: CAPELLO - Assistant Station Master.
GURRISI ALBERTO - Student rabid fascist.
PARO GIOVANNI -
CONTI GATTANI - Segretario Federale
b) Anti-fascists: CIGNA - Lawyer.

60013 - Leading Fascist.

VENTURA - Segretario Federale.
Capt. ROTONDO - Head of Militia.

21. NAPLES. (Source CHIOLCA)
MILANE - Segretario del GUF, Lawyer.
22. POZZUOLI. (Prov. Naples) (Source CHIOLCA)
NAVARRO - Podestà, Lawyer, employed at the Assicurazioni Nazionali.
SACCONE - Gerarca and Squadrista, Panel Doctor. Did not perform his duties in this capacity.
3. BARRAFRANCA. HS64. (Source MICALIFF)
a) Fascists: IPPOLITO - Segretario Federale
GERRACI - Podestà, landowner.
POLITI - Panel doctor.
b) Anti-fascists: INGRIA - Doctor.
CANATA - Chemist.
MICALIFF - Landowner, father of source (now in Florence)
4. PALERMO. B4445. (Source MICALIFF and RUSSO)
a) Fascists: ROMACCIONI - Segretario Federale
b) Anti-fascists: (Source Micaliff) LOPRESTI - Rabid anti-fascist, employed at the Istituto Nazionale delle Assicurazioni. Has to wear fascist buttonhole badge because of his job.
5. AGRIGENTO. G6354. (Source VITA)
a) Fascists: CARIELLO - Assistant Station Master.
GURRISI Alberto - Student rabid fascist.
PARO Giovanni - "
CONTE GIANI - Segretario Federale
b) Anti-fascists: GICHA - Lawyer.
6. LICATA. G3433. (Source VECCHIO)
ATANUSIO - Podestà
COSENTINO - Tenente Guardia Municipali, Questore.
7. RAFFADALI. G5867. (Source RABDI)
MOTTA Alfonso - Segretario Politico.
GULLI Giuseppe - Podestà.
8. CALTAGIRONE. E4549. (Source INZUCCHERATO)
GRAVINA - Podestà

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MOST SECRET

9. REGGIO DI CALABRIA. D4345. (Source COMI)
GIUNTA - Podestà
QUARANTOTTO - Segretario Federale.
10. CATANIA. H9680. (Source de MARGO)
Major AGRISALI - Chief of CCHR (Carabinieri Reali)
11. MARSALA. A6212. (Source AMPOLA)
SPANO - Podestà
12. TRUZZI. D0611. (Source MACCARONE)
STRANO - Segretario Politico
SCANDURRA - Podestà
13. SORTINO. H9140. (Prov. SIRACUSA) (Source La ROSA)
a) Fascists: MAGNANO Luigi - Segretario Politico - Schoolmaster.
b) Anti-fascists: CHIMINIA Antonio - Lawyer. Has often been imprisoned for political reasons.
14. BAGHERIA. B5743. (Source TOMASELLI)
NASCA - Segretario Politico
RAGOTTO - Podestà
15. JOIA TAURO. (Prov. Reggio Calabria) E346. (Source MANGIONI)
a) Fascists: TOSCANO - Capo Guardio Civico.
MANACO - Podestà.
DE VITA - Segretario Politico.
SCRACE - Ufficiale di Posta.
DI PASIO - Landowner.
DI LORENZO -
b) Anti-fascists: CUELLACE 6 years political imprisonment.
CASTELLANI
MARANO 3 " " " "
PRINCIPATI 5 " " " "
MANGIONI 5 " " " "
(father of source)

N.B. Unless otherwise stated personalities are fascists.

Major AGRISALI - Chief of CCHR (Carabinieri Reali)

11. MARSALA. A6212. (Source AMPOLA)
SPANÒ - Podestà
12. PIUMAZZUCCO. D0611. (Source MACCARONE)
STRANO - Segretario Politico
SCANDURRA - Podestà
13. CORTINO. H9140. (Prov. SIRACUSA) (Source LA ROSA)
a) Fascists: MAGNANO Luigi - Segretario Politico - Schoolmaster.
b) Anti-fascists: CHIRINIA Antonio - Lawyer. Has often been imprisoned for political reasons.
14. BACHERIA. B5742. (Source TOMASELLI)
NASCA - Segretario Politico
RAGOTTO - Podestà
15. JOIA TAURO: (Prov. Reggio Calabria) 8383. (Source MANGIONI)
a) Fascists: TOSCANO - Capo Guardia Civiche.
MANACO - Podestà.
DE VITA - Segretario Politico.
SORACE - Ufficiale di Poste.
DI FASIO - Landowner.
DI LORENZO - "
b) Anti-fascists: CUBILACE 6 years political imprisonment.
CASTELLANI "
LARIANO 5 "
PRINCIPATI 5 "
MANGIONI 6 "
(father of source)

N.B. Unless otherwise stated personalities are fascists.

NOTE:-

PODESTA - Mayor.
SEGRETARIO FEDERALE - Party delegate for a Province.
SEGRETARIO POLITICO - Party delegate for smaller towns.
GUF - Gioventù Universitaria Fascista.

REF. No SS/VIII

HEADQUARTERS

Date 14 June 45

N 7878

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12/10

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MOST SECRET

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11-7-74

G. S. F. BORN
 Commander R.N.
 C.C. C.S.D.I.C. Mod.

1283

Declassified E.O. 12356 Section 3.3/NND No. 785015

MOST SECRET

A V O L A (Pava Simonca)
See also Report SS/II

A SOURCE

F/W CALDARELLA, Sebastiano, bricklayer, lost in AVOLA: Apr. 42. Very reliable
F/W GIMBUZZA, Paolo, a driver, lost in AVOLA: Dec. 42. Keen observer who knew
his district very well.

B TOWN

i) POPULATION

25,000. Main occupations are: Farming and Fishing.

ii) WATER

There is a definite shortage during summer and the supply is cut from
morning until : sundown. It is brought to town by a pipe line from a
spring at Contrada MANCHISE, N.W. of AVOLA.

iii) ELECTRICITY

It is installed and is generated at a power plant called "CENTRALE
ELETTRICA del CASSETTINI", located at point J 026137. A secondary road
leads from AVOLA to the power plant.

iv) GAS

None

v) POSTAL SERVICES

There is a telegraph and telephone service.

vi) GASOL

A small one with 3 or 4 cells located on the corner of PIAZZA TEATRO.

vii) HOSPITALS

One located at CAMPUCINI. Capacity unknown.

viii) HOTELS

Two. One is called ALBERGO DI S. ILIA.

ix) SCHOOLS

Three school buildings.

C HARBOUR

A small harbour at MARINA DI AVOLA. It has one mole: length 45 m. width 6 m.
and one pier above sea level. It is used by small boats. The water depth is
about 1 m. at the foot, and 1 1/2 m. at the end of the mole. 20 m. offshore the
depth is about 2 m..

D BEACHES

1) SOUTH OF MARINA DI AVOLA

South of the above mole, there is a small beach, 90 ft. long, 20 ft wide.
Water is very shallow. 80 m. off shore the depth is about 12m.. A road at
the north end of this beach leads to AVOLA. Another road runs parallel to
the above. The northern part of this beach could be used by M.F. At the
south end of this beach there is a small rocky promontory, followed by an-
other beach, extending to PUNTA GIORGI, two km. south. The width of this

25,000. Main occupations are: Farming and Fishing.

ii) WATER

There is a definite shortage during summer and the supply is cut from morning until sundown. It is brought to town by a pipe line from a spring at Contrada MARCHISE, N.W. of AVOLA.

iii) ELECTRICITY

It is installed and is generated at a power plant called "CENTRALE ELETTRICA del CASSINILE", located at point 3 026187. A secondary road leads from AVOLA to the power plant.

iv) GAS

None

v) POSTAL SERVICES

There is a telegraph and telephone service.

vi) GACEL

A small one with 3 or 4 cells located on the corner of PIAZZA TERZO.

vii) HOSPITALS

One located at CATTUCCINI. Capacity unknown.

viii) HOTELS

Two. One is called ALBERGO DI SICILIA.

ix) SCHOOLS

Three school buildings.

C HARBOUR

A small harbour at MARINA DI AVOLA. It has one mile: length 45 m, width 6 m, and one meter above sea level. It is used by small boats. The water depth is about 1 m. at the foot, and 14 m. at the end of the mole. 20 m. offshore the depth is about 2 m..

D BEACHES

i) SOUTH OF MARINA DI AVOLA

South of the above mole, there is a small beach, 90 ft. long, 20 ft wide. Water is very shallow. 80 m. off shore the depth is about 14 m. A road at the north end of this beach leads to AVOLA. Another road runs parallel to the above. The northern part of this beach could be used by M.T. At the south end of this beach there is a small rocky promontory, followed by another beach, extending to PUNTA GIUGGI, two km. south. The width of this beach varies from 8 to 20 meters.

Nature of beach: sand and rocks. The water is 4 m. deep at a distance of 100 m. offshore; depth is, however, variable. There are rocks in the water. Behind the beach, there are cliffs, 12 or 15 ft. high. The land above is cultivated with vines. There are various paths leading to the main road to AVOLA. This beach is not suitable for M.T.

ii) NORTH OF MARINA DI AVOLA

A beach extends for 500 yards north; width from 6 to 15 m. The water is shallow and interspersed with rocks. There are two secondary roads leading from this beach to AVOLA. At the end of the above beach, a 1,500 yards stretch of rocky cliffs extends N.W. varying in heights from 12 to 20 ft., the sea reaching their base. At the termination of these cliffs, there is yet a further beach extending for 700 yards, known as the LIDO DI AVOLA, with 5 to 20 m. Nature of beach is sandy. The water is about 2 m. at a distance of 100 m.

MOST SECRET

AVOLA (cont 2)

A good road and various other paths run inland from the LIDO D'AVOLA to AVOLA. Inland the ground is cultivated with vines and is fairly firm. This beach is suitable for M.T. From the LIDO D'AVOLA to CAPO NERO, the coast is rocky with low cliffs. The sea reaching right to their feet. The sea is reported to be fairly deep at this point.

E WATERWAYS

There are two small creeks south of AVOLA. The FINE GARDIEN and the FINE GARDIEN. They are both dry, except when it rains. Both are fordable. They are about 2 m. deep and very in width from one to three meters. Their beds are rocky. The banks consist of earth and stones and slope gently. There are not considered obstacles to either Infantry or M.T.

For watercourses north of AVOLA, see para (Country side)

F COMMUNICATIONSc) ROADSi) AVOLA to CASSINIE

Macalled road, two-way traffic, earth ditches on both sides. In some places the road is flanked stone walls 1 or 2 m. high. The walls are for the protection of property.

There is one single arch concrete bridge over the CASSINIE RIVER; 12 m. in length.

ii) AVOLA to MOTO

Same type of road. There is a single arch stone bridge, under which are 4 passes. This bridge is located approximately 8 km. from AVOLA.

iii) AVOLA to AVOLA VIOGNA (see Report on AVOLA Ref. SS/II)G COUNTRY SIDE

All the creeks N.W. of AVOLA and MOTO are dry except during the rainy season. The beds are rocky and the width varies from 1 to 3 m. Banks are very steep. Once out of the steep mountainous region, the banks of these creeks become lower and are not considered obstacles to either the Infantry or tanks.

The entire area MOTO - AVOLA - CASSINIE is covered with trees (almond, olive and olive) and vines. The foliage is quite thick. Olive trees are spaced fairly wide apart. Almond trees are grown closer together. The vines are stacked and wired during the months of May and June.

A power line from AVOLA to CASSINIE runs cross-country in a straight line.

H FISHING

Fishing is forbidden at night.

I MILITARY

Nothing of note stationed in AVOLA. Regular army is well equipped.

There are two small creeks south of LUNIM DI AVOLA. The PUNE KASHIMINI and the PUNE BUCHINI. They are both dry, except when it rains. Both are fordable. They are about 2 m. deep and vary in width from one to three meters. Their beds are rocky. The banks consist of earth and stones and slope gently. There are not considered obstacles to either Infantry or M.T.

For watercourses north of AVOLA, see para (Country side)

F COMMUNICATIONS

a) ROADS

i) AVOLA to CASSINILE

Metalled road, two-way traffic, earth ditches on both sides. In some places the road is flanked stone walls 1 or 2 m. high. The walls are for the protection of property.

There is one single arch concrete bridge over the CASSINILE RIVER; 12 m. in length.

ii) AVOLA to NOTO

Same type of road. There is a single arch stone bridge, under which the M.T. passes. This bridge is located approximately 3 km. from AVOLA.

iii) AVOLA to AVOLA VECCHIA

(see Report on AVOLA Ref. SS/II)

G COUNTRYSIDE

All the creeks N.W. of AVOLA and N.T.O. are dry except during the rainy season. The beds are rocky and the width varies from 1 to 3 m. Banks are very steep. Once out of the steep mountainous region, the banks of these creeks become lower and are not considered obstacles to either the Infantry or tanks.

The entire area NOTO - AVOLA - CASSINILE is covered with trees (Lemon, almond and olive) and vines. The foliage is quite thick. Olive trees are small (fairly wide apart). Almond trees are grown closer together. The vines are stacked and wired during the months of May and June.

A power line from AVOLA to CASSINILE runs cross-country in a straight line.

H FISHING

Fishing is forbidden at night.

I MILITARY

T/W knows nothing of units stationed in AVOLA. No other patrols were reported out by SC PR, commanded by a Carabinieri and by the local Police Force.

MOST SECRETBUCCHIERI (Env. Special)A SOURCE

P/W LIA IANAZIO, born 1916. Student. Has been away from BUCCHIERI since 1974 but returned on his honeymoon in Dec. 42. Very intelligent - slightly security minded. He was a member of the C.I.A.F. in TUNIS. Admiral OLIVIERI, a relative of P/W, is O.C. arsenal at SUEZLA whilst another of his relatives is on the General Staff at MEDJENNA (SABUNIL).

B TOWNi) POPULATION

About 5000. Main occupations, farming and sheep raising.

ii) WATER

Water is brought into BUCCHIERI by an aqueduct from a nearby hill. In the town there are 4 or 5 fountains from which the people draw their daily water supply. During the summer water diminishes considerably.

iii) ELECTRICITY

The main power plant is in CASSIBEL. The current is brought to BUCCHIERI by a power line along the BUCCHIERI - CASSIBEL road. In BUCCHIERI there is a sub-station located about 5 km. to the W. of the town along the road to WIZZEL. Streets are illuminated by suspended lights. Nearly every house has electricity.

iv) GAS None. All heating and cooking is done by wood or charcoal.v) SEWERAGE SYSTEM

This consists of one large terra cotta pipe about 1 m. below the main street with similar but smaller pipes in the side streets. It has its outlet about 500 m. to the W. of the town into a small stream.

vi) POSTAL SERVICE

Telegraph and telephone are available at Post Office. Post Office is a one-story building located in the center of town.

vii) CAFE

The CC. RR. station serves as the cafe with room for only 5 or 6 men. Persons serving long-term sentences were transferred to FLEZZOIC.

viii) HOSPITAL

There are two doctors, one paid by the township (commune) and two pharmacies.

ix) HOTELS

Two small hotels and not very good.

x) SCHOOL

One large building houses the premier school. It has a capacity of about 300-400 students. It is on high ground to the E. of BUCCHIERI.

xi) INDUSTRIES

None. A few scattered olive oil pressing plants. Most of the people depend on farming, olive and almond cultivation.

iii) WATER

Water is brought into BUCCHERI by an aqueduct from a nearby hill. In the town there are 4 or 5 fountains from which the people draw their daily water supply. During the summer water diminishes considerably.

iii) ELECTRICITY

The main power plant is in CASSINILE. The current is brought to BUCCHERI by a power line along the BUCCHERI - CASSINILE road. In BUCCHERI there is a sub-station located about 5 km. to the W. of the town along the road to VIZZINI. Streets are illuminated by suspended lights. Nearly every house has electricity.

iv) GAS HEAT. All heating and cooking is done by wood or charcoal.v) SEWAGE SYSTEM

This consists of one large terra cotta pipe about 1 m. below the main street with similar but smaller pipes in the side streets. It has its outlet about 500 m. to the W. of the town into a small stream.

vi) POSTAL SERVICE

Telegraph and telephone are available at Post Office. Post Office is a one-story building located in the center of town.

vii) CAOL

The CC. RE. station serves as the caol with room for only 5 or 6 men. Persons serving long-term sentences were transferred to FALAZZOLO.

viii) HOSPITAL

There are two doctors, one paid by the township (comune) and two pharmacies.

ix) HOTELS

Two small hotels and not very good.

x) SCHOOL

One large building houses the primary school. It has a capacity of about 300-400 students. It is on high ground to the E. of BUCCHERI.

xi) INDUSTRIES

None. A few scattered olive oil pressing plants. Most of the people depend on farming, olive and almond cultivation.

6. WATERCOURSES

There are on the mountainsides only a few small streams, which are completely dry during the summer. They are deep in places and banks very steep.

D. COMMUNICATIONSa) ROADS

i) BUCCHERI - VIZZINI. An asphalt road, permits two-way traffic, with drainage ditches on either side. This road has many curves and descends gradually. Road is flanked by sustaining walls about 1 1/2 to 2 m. high for nearly the whole distance. Numerous large culverts of stone and cement are along this road. The land adjoining this road slopes to the W. It is cultivated with heavy vineyards interspersed with large numbers of almond and olive trees.

ii) BUCCHERI - FALAZZOLO. Road is of asphalt, permits two-way traffic and has drainage ditches on either side. It has many sharp bends especially near BUCCHERI and again near FUSCHIERI, but no steep hills. Land adjoining this road is cultivated similarly as along road (i).

MOST SECRETE U C C H E R I (Prov. Syracuse) Cont.

iii) BUCCHERI - FONIA Road is of gravel and permits the passage of two-way traffic. Drainage ditches are on each side. This is a road maintained by the province. It is fairly level and straight for about 4 km. then as it approaches FONIA it descends gradually. Along this road there are stone quarries which could be used for storing ammo or petrol. They are very close to the road. There are no bridges but only large culverts.

iv) BUCCHERI - SORTINO Road is the same as iii for 7 km. then it turns N.E. with many bends and descending gently to SORTINO. Land adjoining this road is cultivated with large groves of fruit trees.

v) BUCCHERI - MONTICASSO ALMO Road is same as road iv. There are many terraces near MONTICASSO ALMO. The terrain along this road does not vary considerably from the rest of the land around BUCCHERI.

vi) BUCCHERI - LEVITINI Road is a gravel road, permits two-way traffic, with drainage ditches. It runs downhill and has many lands for 20 km. The last 10 km. are level. The road runs through olive and almond groves and on nearing LEVITINI, it passes through orange and lemon groves. About 10 km. W. of LEVITINI there are many stone quarries with deep caves into the side of the mountain. From BUCCHERI E. for 20 km. the road is lined by stone walls about 1 1/2-2 m. high.

b) RAILWAYS

SIRACUSA - BUCCHERI - MONTICASSO A narrow-gauge line, privately owned, with wooden sleepers. It passes over some large culverts of stone and cement. The station is a one-story building. There are three sidings about 200 m. long at the station.

E COUNTRYSIDE

The countryside around BUCCHERI is hilly on the whole. It slopes gradually to the E. These hills are very rocky with little vegetation. On the lower ground vegetation is thick.

F MILITARY

No knowledge of military units. There is an air field at VIGILANTE 12 km. to the W. of BUCCHERI. P/W stated that planes here are hidden under olive trees and in cactus patches.

G MOBILITY

The Sicilians are strongly Anti-Fascist and intensely hate the Germans. P/W is of the opinion that they would not offer any resistance to an invasion. The food Germany has promised Italy is not forthcoming whilst the latter continues to send fruit and vegetables. At SIRACUSA Germans were seen to fire on Italians because the latter had been ordered to withdraw.

H HARBORS

The cmd. of all A.A. and coastal defenses in Sicily are in the hands of the Germans. P/W heard from German officers that Rommel has been placed in

joining this road is cultivated with large groves of fruit trees.

v) BUONICCONTI - MONTICASSO ALMO Road is same as road iv. There are many bends near MONTICASSO ALMO. The terrain along this road does not vary considerably from the rest of the island.

vi) BUONICCONTI - LENTINI Road is a gravel road, permits two-way traffic, with drainage ditches. It runs downhill and has many bends for 20 km. The last 10 km. are level. The road runs through olive and almond groves and on reaching LENTINI, it passes through orange and lemon groves. About 10 km. W. of LENTINI there are many stone quarries with deep caves into the side of the mountain. From BUONICCONTI E. for 20 km. the road is lined by stone walls about 1 1/2-2 m. high.

b) RAILWAYS

SIRACUSA - BUONICCONTI - MONTICASSO A narrow-gauge line, privately owned, with wooden sleepers. It passes over some large cultivated areas and some forest. The station is a one-story building. There are three sidings about 200 m. long at the station.

c) COUNTRYSIDE

The countryside around BUONICCONTI is hilly on the whole. It slopes gradually to the E. These hills are very rocky with little vegetation. On the lower ground vegetation is thick.

d) MILITARY

No knowledge of military units. There is an air field at VIZZINI 12 km. to the W. of BUONICCONTI. P/W stated that planes here are hidden under olive trees and in cactus patches.

e) MORALE

The Sicilians are strongly Anti-Fascist and intensely hate the Germans. P/W is of the opinion that they would not offer any resistance to an invasion. The food Germany has promised Italy is not forthcoming. Unless the latter continues to send fruit and vegetables. At BUONICCONTI Germans were seen to fire on Italians because the latter had been ordered to withdraw.

f) ARMY

The oral. of all A.A. and coastal defenses in Sicily are in the hands of the Germans. P/W heard from German officers that Rommel has been placed in complete command of all troops in Sicily.

The Germans were sending so much material to Sicily that it took P/W 2 days in Dec. 42 to travel from Rome to Palermo, the priority being given to army trains.

Germans have massed armor in strategic places of Sicily mostly in the interior of the island. Troops are also massed in places from where they can be sent to any point in very short time.

P/W said that complete mobilization has taken place in Italy on 28 June 2,000,000 (?) troops were sent to Germany in March and April 1943. He equipped by Germany for service on the Russian front this summer. (Sic.) German naval officers are now on the Italian Admiralty Staff. This is mostly resented by Italian Officers.

MOST SECRET

L I C A T A (see Sketch Map Appendix A)A SOURCE

INGORVAIA, Gaetano; a fisherman from LICATA, who left the town in 39, when called up to the Navy. He appears well informed and reliable. He confirmed practically all the information obtained from other P/W, and set out in LICATA report SS/IV.

B TOWN

- i) POPULATION, WATER, GAS and SEWERAGE (see report SS/IV)
- ii) ELECTRICITY

For location of generator see Sketch Map No 1; it is not in use now. The current is drawn from PORTO EMPEDOCLE.

- iii) POSTAL SERVICES

For location of Post Office see No 2. It is on the first floor of an apartment house.

- iv) GASOL

Located at No 3

- v) HOSPITAL

There is a fairly large two-storey hospital, located at No 4. Malaria is quite prevalent in the district as the river S. LISO, is marshy near its mouth.

- vi) SCHOOL

Two 2-storey high buildings located at No 6

- vii) TOWN HALL

Located at No 11

- viii) TOWN PARK

Located at No 11

- ix) DOPOLAVORO INSTITUTE FOR FISHERMEN

Located at No 7

- x) SEMAPHORE STATION

Located on height 575 m. of Town Hill

C INDUSTRIES

- i) SULPHUR REFINING PLANT

Shown at No 9. These plants are not operating.

- ii) MONTECATINI FERTILISER PLANT

These works were described as CEMENT works in report SS/IV. P/W, however, confirms that they were destroyed by the R.A.F.

D HARBOUR (See also Report SS/IV)

Both the east and west moles, and the outer breakwater, are 1 1/2 to 2 m. above sea level. They are all paved with cement flagstones. Vehicles can drive only on to the quay portion of the MOLO DI LEVANTE, which has an average width of about 10 m. including the Rly line which traffic can negotiate. This is the main quay.

Harbour Beacons are at points No 14. Another at the tip of the MOLO DI LEVANTE.

ii) ELECTRICITY

For location of Generator see Sketch Map No 1; it is not in use now. The current is drawn from PORTO ENTROCCIE.

iii) POSTAL SERVICES

For location of post office see No 2. It is on the first floor of an apartment house.

iv) GACL

Located at No 3

v) HOSPITAL

There is a fairly large two-storey hospital, located at No 4. Malaria is quite prevalent in the district as the river SALSU, is marshy near its mouth.

vi) SCHOOL

Two 2-storey high buildings located at No 6

vii) TOWN HALL

Located at No 11

viii) TOWN PARK

Located at No 11

ix) DOPOLAVORO INSTITUTE FOR FISHERMEN

Located at No 7

x) SEMAPHORE STATION

Located on height 575 W. of Town Hall

C INDUSTRIES

i) SULPHUR REFINING PLANT

Shown at No 9. These plants are not operating.

ii) MONTICATTINI FERTILISER PLANT

These works were described as CEMENT works in Report SS/IV. P/M, however, confirms that they were destroyed by the R.A.F.

D HARBOUR (See also Report SS/IV)

Both the east and west mole, and the outer breakwater, are 1½ to 2 m. above sea level. They are all paved with cemented flagstones. Vehicles can drive only on to the quay portion of the MOLO DI LEVANTE, which has an average width of about 10 m. including the fly line which traffic can negotiate. This is the main quay.

Harbour Beacons are at points No 14. Another at the tip of the MOLO DI LEVANTE. The outer breakwater has a lighthouse at each end. At one time, this breakwater was breached by sea action. It has been repaired by placing large boulders into the breach. There is no smooth top at this point.

The fly line on the MOLO DI LEVANTE, extends to the point shown on the sketch. The same is true of the 2 quays shown near the stone pier at No 15.

The small beach on either side of the stone pier is sandy and slopes gradually to the fly line.

The stone pier, (see Sketch Appendix) is about 40 m. long and 25 m. above the water.

The sulphur loading jetty is only a few inches above the water level, and at times are covered by the tide.

Boats up to 40 T. displacement can be repaired at the patent slips. They are pulled out of the water for repairs. P/M confirms barge, discharging and loading procedure as set out in Report SS/IV

MOST SECRET

L I C A T A (cont 2)

Water Depth

The water at the quay of the MULO DI LEVANTE, is about 6 m. deep as far as a point opposite the beach No 11. From this point northward, there is a sharp rise, then a gradual slope to the beach east of stone pier.

Water north of the outer breakwater is about 8 m. deep. The water at the western entrance to the harbour is about 6 m. deep. At the stone pier the water was 1 1/2 m. deep, 3 m. from shore. Near Custom House, water is very shallow. In vicinity of the sulphur loading jetty the water is about 1 1/2 m. deep.

Along the Eastern side of the MULO DI PONENTE, going from North to South, the water is 1 m. deep for 100 m. Then it slopes downward to a depth of 8 m. at the tip of the mole. Just west of the west mole, and to a distance of 140 m. from shore, there are many rocks, so close together that a 2m. wide fishing boat, dared not attempt to pass between them.

P/W knows the harbour is protected by a boom but cannot give location.

2 BEACHES (Note- P/W fished along many miles of this beach, but seldom approached shore, consequently does not know water depth well.)

i) WEST OF MULO DI PONENTE.

Immediately west of the MULO DI PONENTE, there is a rocky area (described under harbour). Adjacent to it, and extending N.W. for a distance of 200 m. is a 6 to 7 m. wide sandy beach. The underwater gradient is only 1:100 and consequently shallow well offshore. The land slopes very steeply behind this beach.

Three miles west from this beach, to ROCCA MOLLARELLI, the beach varies from 2 to 9 m. in width, and except for a few small scattered patches, is strewn with rocks and boulders. Behind the beach the land slopes immediately and steeply upward. The 5 fathom line is 2 to 3 miles offshore along this stretch. The under water gradient is about 2:100.

ii) EAST OF ROCCA MOLLARELLI.

There is a small cove. For details see Sketch Map Appendix B. The two cart tracks shown, would appear to be suitable for tanks and other H.T. The small stream here is dry for most of the year, there being only a small flow in the winter months. The stream bed is on the western cart track shown on SKETCH.

iii) ROCCA MOLLARELLI, N.W. to ROCCA S. NIGRA.

This is a rock-bound coast, about 15 km. long. The beach varies from 5 to 20 m. in width, backed by precipitous cliffs. ROCCA S. NIGRA is a high rock separated from shore by a rocky channel about 150 yards wide. Thus, although the water is deep, it is difficult to navigate, even for small fishing boats.

iv) ROCCA S. NIGRA.

N.W. to TORRE DI CAFFE; distance about 4 km. The beach averages 3 m. in width and is backed by precipitous cliffs. This is also a rock-bound coast. The under water gradient is about 1:10. There is an ancient tower, about 7 m. high at TORRE DI CAFFE. The main coastal road runs 1 to 1 1/2 km. along this stretch, but is only accessible after scaling the cliffs.

v) TORRE DI CAFFE WEST to R.M. MARINA.

shore, there are many rocks, so close together that a 2m. wide fishing boat, dared not attempt to pass between them.

P/W knows the harbour is protected by a boom but cannot give location.

B. BEACHES (Note- P/W fished along many miles of this beach, but seldom approached shore, consequently does not know water depth well.)

i) WEST OF MALO DI PONENTE.

Immediately west of the MOLA DI PONENTE, there is a rocky area (described under harbor). Adjacent to it, and extending N.W. for a distance of 200 m. is a 6 to 7 m. wide sandy beach. The underwater gradient is only 1:100 and consequently shallow well offshore. The land slopes very steeply behind this beach.

Three miles west from this beach, to ROCCA MOLLANELLA, the beach varies from 2 to 9 m. in width, and except for a few small scattered patches, is strewn with rocks and boulders. Behind the beach the land slopes immediately and steeply upward. The 8 fathom line is 2 to 3 miles offshore along this stretch. The under water gradient is about 8:100.

ii) EAST OF ROCCA MOLLANELLA

There is a small cove. For details see Sketch Map Appendix E. The two cart tracks shown, would appear to be suitable for tanks and other M.T. The small stream here is dry for most of the year; there being only a small flow in the winter months. The stream bed is on the western cart track shown on sketch.

iii) ROCCA MOLLANELLA N.W. to ROCCA S. NICOLA

This is a rock-bound coast, about 2 1/2 km. long. The beach varies from 5 to 20 m. in width, backed by precipitous cliffs. ROCCA S. NICOLA is a high rock separated from shore by a rocky channel about 150 yards wide. Thus, although the water is deep, is difficult to navigate, even for small fishing boats.

iv) ROCCA S. NICOLA

N.W. to TORRE DI GARRE; Distance about 1 km. The beach averages 3 m. in width and is backed by precipitous cliffs. This is also a rock-bound coast. The under water gradient is about 1:10. There is an ancient tower, about 7 m. high at TORRE DI GARRE. The main coastal road runs 1 to 1 1/2 km. along this stretch, but is only accessible after scaling the cliffs.

v) TORRE DI GARRE WEST to P.L.M. MARE

A distance of about 11 km. of rock-bound coast. Width of beach varying from 3 to 8 m. Immediately behind are cliffs varying in height from 50 to 100 ft.

vi) END OF LIGHT

The beach east and west of the mouth of the SALSO river at LICATA is used for bathing. Generally it is of soft sand. The western portion is backed by a stone wall about 2 m. high. The under water gradient is 1:50, but the formation of the sandy bottom, just off the beach is subject to quick changes, due to sea action forming false beaches and sand bars.

The banks of the river in the beach area are negligible. This beach extends in an easterly direction for about 3 km. from the entrance to the port. The average width of beach is 250 m. East of the SALSO river, the beach is backed by gently rising, cultivated ground.

From the SALSO river, west to P.L.M. MARE tower, a distance of about 9 km. the beach is generally sandy and free of rocks; it ranges 5 to 10 m. in width. Water depths along this stretch are generally as follows:

1 meter off shore.....	1 m. deep
5 meters off shore.....	1 m. deep
50 meters off shore.....	4 m. deep

24

MOST SECRET

L I C A T A (cont 3)

P/W states farmers did not go bathing along this stretch because the water was too deep.

The main highway running east of LICATA, is about 400 m. distant from the water's edge. The intervening strip of land is cultivated, right up to the beach producing grapes and wheat. Very few trees. The ground falls very gently from the highway to the sea. M.T. could probably reach the road, going cross-country all along this stretch.

At PULCOMARA, there is an old castle, built on a cliff. At this point, and for several hundred meters east and west, the beach is rock-bound, averages about 50 m. in width, and is backed by steeply rising slopes. The castle is visible from far out at sea.

F WATERCOURSES

The river SALSO, runs from North to South, emptying into the sea at LICATA. It has very muddy banks and bed; the banks being not more than 1 m. high for 2 km from the mouth where it is about 30 m. wide. Its water depth is 1 to 2 m., often flooding the surrounding country and causing marshy conditions. This is the source of the town's malaria. This river does not dry up in the summer time. It cannot be forded at anytime, within 3 km. of the mouth. At the time P/W left a two km. canal was under construction, starting at a point about 2 km from the mouth and extending upstream.

G COMMUNICATIONSa) ROADS

LICATA - PONIO SUPERIORE - LICATA - FAVAROTTA and LICATA - GELA
These roads are all main h.ways. They are two-way asphalt roads. For specifications of the bridge, over the SALSO river at LICATA, see Report SS/IV, Appendix C.

b) RAILWAYSi) FAVAROTTA - LICATA - GELA

This line, single track, standard gauge, has a spur which serves the port as shown in Sketch Appendix A. For specifications of the Rly bridge, over the SALSO river at LICATA, see Report SS/IV, Appendix C.

ii) LICATA - AGRICENTO MASSO

It is a narrow gauge, short line, having its terminus in the two towns mentioned above.

Both Rlys use the station at LICATA, as shown on the Sketch Appendix A. There are 4 or 5 sidings at LICATA Station.

H COUNTRYSIDE

West of LICATA, the hilly country produces olives, walnuts, figs and almonds. This area is chiefly covered by orchards.

To the north and east of the town, there are a few scattered olive and fruit

to the south, there is an old castle, built on a cliff. At this point, and for several hundred meters east and west, the beach is rock-bound, averages about 50 m. in width, and is backed by steeply rising slopes. The castle is visible from far out at sea.

F. WATERCOURSES

The river SALSO, runs from North to South, emptying into the sea at LICATA. It has very muddy banks and bed; the banks being not more than 1 m. high for 2 km from the mouth where it is about 30 m. wide. Its winter depth is 1 to 2 m., often flooding the surrounding country and causing marshy conditions. This is the source of the town's malaria. This river does not dry up in the summer time. It cannot be forded at anytime, within 3 km. of the mouth. At the time 1/11/1941 a two km. canal was under construction, starting at a point about 20 km from the mouth and extending upstream.

G. COMMUNICATIONS

a) ROADS

LICATA - PORTO EMPEDOCLE - LICATA - VIVAROTTA and LICATA - GELA. These roads are all main highways. They are two-way asphalt roads. For specifications of the bridge, over the SALSO river at LICATA, see Report SS/IV, Appendix C.

b) RAILWAYS

i) FAVAROTTA - LICATA - GELA

This line, single track, standard gauge, has a spur which serves the port as shown in Sketch Appendix A. For specifications of the Rly bridge, over the SALSO river at LICATA, see Report SS/IV, Appendix C.

ii) LICATA - AGRIENTO RASCO

It is a narrow gauge, short line, having its terminals in the two towns mentioned above.

Both Rlys use the station at LICATA, as shown on the Sketch Appendix A. There are 4 or 5 sidings at LICATA Station.

H. COUNTRYSIDE

West of LICATA, the hilly country produces olives, unguineas, figs and almonds. This area is chiefly covered by orchards.

To the north and east of the town, apart from a few scattered olive and fruit trees, the chief vegetation is wheat, vines and vegetables.

The vines are trained in rows about 1 m. apart and grow to a height of less than one meter. These vines are supported by wooden stakes to which they are tied.

Only the area immediately adjacent to the SALSO river is subject to inundation in winter.

MOST SECRETLIPARIA SOURCE

PW PIERRE ANTONIO, a baker, fairly reliable. Has been away from LIPARI since June 41. P/W LORENZO STERNO, mechanic, native of LIPARI. Last at home August 41.

B TOWNi) POPULATION

About 20,000. Main occupations are farming and fishing.

ii) WATER

The supply of water is sufficient. Rain water is collected in cisterns and there are many wells.

iii) ELECTRICITY

There is electricity in almost all the houses in the town. The Power Plant is located at S. MARINA.

iv) GAS

None.

v) POSTAL SERVICE

There is a telegraph and telephone service.

vi) GAOL

P/W states that gaol is located along the coast S of LIPARI. Capacity unknown.

vii) HOSPITALS

One, capacity unknown.

viii) HOTELS - Two small ones, one is called "VETTONE".ix) SCHOOLS - Two schools.C HARBOURS

There is a small harbour N of the town of LIPARI used by small boats. It has a small mole $1\frac{1}{2}$ m. above the water used by motor schooners of 60 or 70 tons. A 6/7000 T. steamer used to arrive every morning, carrying mail and passengers. It stopped 100 m. offshore, because of the shallowness and rocky nature of the harbour. There are no loading or discharging facilities. Mail and passengers are brought ashore by small boats.

D BEACHES

i) One beach at CANNETO, length approximately 2 km. width 50 m. Nature of beach: sand and rocks. Immediately behind the beach there is the town of CANNETO. There are steep, rocky slopes all along the western edge of CANNETO. Streets of the town lead right on to the beach.

ii) S of FALGHERIE, length approximately 200 m. width 50 m. Land behind beach is rocky. No road leads out of this beach. At a distance of 100 m. offshore the water is $1\frac{1}{2}$ foot deep. The sea in this area is full of rocks.

E COMMUNICATIONSa) ROADS

i) LIPARI - CANNETO - AGUACALIA

The supply of water is sufficient. Rain water is collected in cisterns and there are many wells.

iii) ELECTRICITY

There is electricity in almost all the houses in the town. The Power Plant is located at S. MARGHERITA.

iv) GAS

None.

v) POSTAL SERVICE

There is a telegraph and telephone service.

vi) COAL

P/W states that coal is located along the coast S of LIPARI. Capacity unknown.

vii) HOSPITALS

One, capacity unknown.

viii) HOTELS - Two small ones, one is called "VETTORE".

ix) SCHOOLS - Two schools.

C HARBOURS

There is a small harbour N of the town of LIPARI used by small boats. It has a small mole $1\frac{1}{2}$ m. above the water used by motor schooners of 60 or 70 tons. A 6/7000 T. steamer used to arrive every morning, carrying mail and passengers. It stopped 100 m. offshore, because of the shallowness and rocky nature of the harbour. There are no loading or discharging facilities. Mail and passengers are brought ashore by small boats.

D BEACHES

i) One beach at CANNETO, length approximately 2 km. width 50 m. Nature of beach: sand and rocks. Immediately behind the beach there is the town of CANNETO. There are steep, rocky slopes all along the western edge of CANNETO. Streets of the town lead right on to the beach.

ii) S of PERTINENTE, length approximately 200 m. width 50 m. Land behind beach is rocky. No road leads out of this beach. At a distance of 100 m. offshore the water is 4 feet deep. The sea in this area is full of rocks.

F COMMUNICATIONS

a) ROADS

i) LIPARI - CANNETO - ACQUACALDA

Earth surface, one-way traffic. No vehicles on road. Sides of road. Some parts of this road are metalled. Ground adjoining this road is hard and rocky. Not considered possible to drive across country.

ii) LIPARI to PANICCIATE

Earth surface, one-way traffic. No side ditches. Road goes through very mountainous terrain. To the N and W it is flanked by high rocks. S and E it is flanked by retaining walls. There is a small path which leads from the town of LIPARI to S. PANICCIATE flanked by rough stone walls 3 or $3\frac{1}{2}$ m. high on both sides.

G COUNTRYSIDE

The land of the island in general is very fertile but hard and rocky. It is cultivated with wheat, vines, olive and fruit trees. There are a few plateaus northwest of the island at the village of QUINERO LARI. Property is not divided by any walls or fences. Stones, 200 or 300 m. apart, mark the division of land by different owners.

1299

Declassified E.O. 12356 Section 3.3/NND No. 785015

RESTRICTED

LIPARI - Cont.

II FISHING

Permitted at night.

I MILITARY

P/W's know nothing of units stationed in LIPARI. Regular patrols are carried out by CG. HR. G.O. HR. is a captain.

1500

Declassified E.O. 12356 Section 3.3/NND No. 785015

21

I MILITARY
P/N'S know nothing of units stationed in LIRAD. Regular patrols are
carried out by CC, ER, O.C. of CC. ER is a captain.

785015

MOST SECRET

SCIACCA
(Prov. Agrigento)

A SOURCE

Sgt. MENON, Adriano; was, as a civilian a motor mechanic in MILAN. As a soldier in the 30 Infantry (Assietta), he was stationed from April 41 to May 42, in SICILY. During the last month of this period he was in SCIACCA, doing patrol duty along the beach. He is not very observant or well informed, and his general intelligence is mediocre. His memory of details is vague and scanty, which limits his reliability, although he made honest efforts to be truthful.

He was never actively engaged in political movements, yet he claims to know people, including some relatives, who belonged to secret and active anti-fascist organizations in MILAN, whose meetings he was forbidden to attend on account of the danger involved.

B TOWNi) POPULATION

About 15,000, most of whom are occupied in agriculture.

ii) WATER

It is plentiful all year round, and drawn from numerous taps scattered throughout the city. It comes in from a source unknown to F/W, by way of an underground aqueduct. The majority of the houses do not have it laid on.

iii) ELECTRICITY

The town is served with electric current. Most of the streets are lit by this means. Over the wider streets, the lights are suspended over the middle of the road; while in the side streets, they are attached to poles or brackets or the corners of buildings. The power lines in the country are strung on poles; but in the city, they are run on brackets attached to the buildings. F/W does not know whether the private houses have electricity laid on, but in the three brackets it is definitely installed.

iv) GAS

None, to F/W's knowledge.

v) HOTELS

There are at least 3 hotels, on the Riviera section of 3 or 4 stories each.

vi) SEWERAGE

There is an underground system. (Detail unknown.)

vii) CITY

Built on side of slope rising from the sea. Most streets are narrow or consist of stairways. Most buildings are 2 or 3 storey high. There are walls around some of the outer parts of the city.

viii) TELEGRAPH, TELEPHONE, POSTAL SERVICES, GAS, HOSPITAL, SCHOOL, INDUSTRY AND FIRE FIGHTING SERVICES.

No knowledge.

(On this point the F/W's information is scanty and uncertain.)

785015

5

TOWNi) POPULATION

About 15,000, most of whom are occupied in agriculture.

ii) WATER

It is plentiful all year round, and drawn from numerous taps scattered throughout the city. It comes in from a source unknown to P/W, by way of an underground aqueduct. The majority of the houses do not have it laid on.

iii) ELECTRICITY

The town is served with electric current. Most of the streets are lit by this means. Over the wider streets, the lights are suspended over the middle of the road; while in the side streets, they are attached to poles or to brackets on the corners of buildings. The power lines in the country are strung on poles; but in the city, they are hung on brackets attached to the buildings. P/W does not know whether the private houses have electricity laid on, but in the three barracks it is definitely installed.

iv) GAS

None, to P/W's knowledge.

v) HOTELS

There are at least 3 hotels, on the river section of 3 or 4 stories each.

vi) SEWERAGE

There is an underground system. Outlet unknown.

vii) CITY

Built on side of slope rising from the sea. Most streets are narrow or consist of stairways. Most buildings are 2 or 3 story high. There are walls around some of the outer parts of the city.

viii) TELEGRAPH, TELEPHONE, POSTAL SERVICES, CLIN, HOSPITAL, SCHOOL, INDUSTRY AND FIRE FIGHTING METHODS.

No knowledge.

9 HARBOUR (On this point the P/W's information is scanty and uncertain.)i) MOLE

There is a dog-legged mole made of concrete, on the north side of the harbour, which juts out about 100 m. southward and about 150 m. westward. It rises a little over 1 m. above the surface of the water.

ii)

On the north side of the port there was a small repair yard for ships able to accommodate even large-sized sailing vessels (sic).

A boom is strung across the entrance of the port, from the tip of the eastern mole northward, supported by floating wooden barrels. Does not know whether there was an anti-submarine net attached.

iv)

No information on depth of water or size of ships, but ordinary lighters and fishing boats use the port.

D BEACHES (From point, map ref. (D 210708) to 100 m. East)i) At the above reference point, there is a small one-story factory 10 m. from the beach.

Thence eastward, the beach is sandy along a 5 or 6 m. wide strip. From the water's edge, the shore slopes gradually.

MOST SECRET

S O I A C C A (Cont. 2)ii) ENITS

Leading from the Tame-Tam work, there is a good cordon two-way road, which leads to the main state highway, about 500 m. inland. It is doubtful whether the sand on the beach itself is fit for use, though there are no other obstacles. On the west side of this road, there is a deep ditch or ravine with steep banks, probably a dried-up river bed. Along the road itself, there are no ditches or walls. The land east of it is quite open.

iii) DEPTH OF WATER

According to P/W, the water along this beach is very shallow, and there is a false beach not very far off shore. In order to reach a depth up to his chin, he had to go out about 500 m. from shore (sic). The bottom is all sand.

iv) DEFENCESa) Sentinels

P/W used to patrol this stretch of beach, during the month of May, 42. Along here and beyond, there were sentinels posted about 100 m. apart. At that time, these sentinels were from the 30 Inf. (ASSISTANT) and from the 124 Coastal Regt. stationed in the city. This guard mounted at 1000 hours each day, and each relief was on post 2 hours on and 4 hours off. They were armed only with rifles. They were given the usual guard orders, but no special instructions, beyond calling the corporal or sergeant of the guard in case of suspicious or doubtful occurrences. The N.C.O. were usually posted in small bivouac tents on the beach. To P/W's knowledge, there were no M.C. on the beach.

b) Gun Positions

There were two gun positions in this area, both, material and personnel being German. One troop of (33 mm ?) gun in point (G197789) another of same caliber at (G268787) These guns were in shallow emplacements protected by stone walls and sand bags. Behind the gun were sentries out in front, and positions were also covered by automatics. Although German troops did not patrol the beaches, they did post their own guards on these guns.

c) COUNTRYSIDE

In the vicinity of the City, the countryside is generally unulating, although high steep hills are visible further inland. It is cultivated with variety of produce-vines, wheat, citrus orchards and olive groves.

d) MILITARY

i) P/W estimates that there were over 2,000 German troops in SOIACCA at the time, most of them, probably connected with the airport outside the city. There were also, as many Italian troops there.

ii) Barracks for about 400 men of the 30 Inf. (ASSISTANT Div.) and 124 Coastal

114) DEATH OF WIFE

According to P/W, the water along this beach is very shallow, and there is a false beach not very far off shore. In order to reach a depth up to his chin, he had to go out about 500 m. from shore (sic). The bottom is all sand.

iv) DETAILS

a) Sentinels

P/W used to patrol this stretch of beach, during the month of May, 42. Along here and beyond, there were sentinels posted about 100 m. apart. At that time, these sentinels were from the 30 Inf. (ASSIETTA) and from the 124 Coastal Regt. stationed in the city. This guard mounted at 1800 hours each day, and each relief was on post 2 hours on and 4 hours off. They were armed only with rifle. They were given the usual guard orders, but no special instructions, beyond calling the corporal or sergeant if the guard in case of suspicious or doubtful occurrences. The M.C.O. were usually posted in small living tents on the beach. To P/W's knowledge, there were no M.C. on the beach.

b) Gun Positions

There were two gun positions in this area, both, material and personnel being German. One troop of (88 mm ?) gun at point (G197789) another of same caliber at (G203787).

These guns were in shallow emplacements protected by stone walls and sand bags. Barbed wire was strung out in front, and positions were also covered by camouflage nets. Although German troops did not patrol the beach, they did post their own guards on these guns.

E. COUNTRYSIDE

In the vicinity of the City, the countryside is generally undulating, although high steep hills are visible further inland. It is cultivated with variety of produce-vines, wheat, olive orchards and olive groves.

F. MILITARY

i) P/W estimates that there were over 2,000 German troops in SOIACCA at the time, most of them, probably connected with the airport outside the city. There were also, as many Italian troops there.

ii) Barracks for about 400 men of the 30 Inf. (ASSIETTA Div.) and 124 Coastal Regt. on S.E. corner of BA, just. (G203782)

iii) German unoccupied for about 200 men, in scattered olive grove in field S.W. of BA. just. (G194792)

iv) German encampment for about 100 men (Guns of Coastal Batteries ?) at (G202788), just west of the Term-Jetta factory.

v) For beach defenses, see under "beaches"

MOST SECRET

SAN CATALDO (Prov. Caltanissetta)

A. SOURCE

P/W RIGGI, PASQUALE - a 19 year old farmer. Away from S. CATALDO since Aug. 42. Seems alert, a convinced Fascist.

B. TOWN

Population - 29,000.

- i) Water - Water is brought in by pipe-lines from about 18 Km. away. The well-to-do have it in the home, others draw it from the 4 or 5 fountains in the town. During the summer months a water shortage is occasionally experienced. There are no artesian wells or springs.
- ii) Electricity - Electricity is brought in from CALTANISSETTA and only the rich have it in their homes. The majority of the people still use oil lamps or candles. Street lighting - by lamps suspended from wires or by light fixtures attached to buildings.
- iii) Gas - There is no gas. All cooking and heating is done by wood or charcoal.
- iv) Postal Service - Telegraph lines connect S. CATALDO with CALTANISSETTA, AGRIGENTO, and other nearby towns. P/W does not know if there is a telephone line. The Post Office is a small one-story building located on the square (Piazza Vittorio Emanuele III). The mail is left at the Post station about 6-7 Km. away, picked up by a bus and distributed.

Sewerage - A sewerage system exists which empties into a stream about 2 Km. S.W. of town. Most homes have sewer installations but public pits are provided also.

Gas - The C.T. RR. station is used as a gasol. Anyone who has to be imprisoned for more than a few days is taken to CALTANISSETTA.

Capacity at most 6 persons.

Hospital - None. Only a dispensary. Nearest hospital is in CALTANISSETTA.

Hotels - There is only one hotel with about 5 rooms on VIA SANTA LUCIA.

Schools - School can accommodate about 150 students. The first three grades in the morning, the 4th and 5th grades in the afternoon.

Industries - None. Tanning and live stock raising are the principal occupations.

C. WATERCOURSES

About 2 Km. to the S.E. of town a small stream starts which dries up in the summer months. It is about 2-3 m. wide and very shallow.

D. COMMUNICATIONS

a) ROADS

- i) SAN CATALDO - CALTANISSETTA. A metalled road permitting two-way traffic and flanked by drainage ditches. Highway to CALTANISSETTA there is a hill about 3 Km. long but not too steep. The road then descends gradually to CALTANISSETTA. The road has sharp bends for about 2 Km. gradually to CALTANISSETTA. The adjoining land is on the

- The well-to-do have it in the home, but the poor have it in the town. During the summer months a water shortage is occasionally experienced. There are no artesian wells or springs.
- iii) Electricity - Electricity is brought in from CALTANISSETTA and only the rich have it in their homes. The majority of the people still use oil lamps or candles. Street lighting - by lamps suspended from wires or by light fixtures attached to buildings.
- iv) Gas - There is no gas. All cooking and heating is done by wood or charcoal.
- v) Postal Service - Telegraph lines connect S. CATALDO with CALTANISSETTA, ACQUEDUOTI, and other nearby towns. P/W does not know if there is a telephone line. The Post Office is a small one-story building located on the square (PIAZZA VITTORIO EMANUELE III). The mail is left at the Fly station about 6-7 km. away, picked up by a bus and distributed.
- vi) Sewerage - A sewerage system exists which empties into a stream about 2 km. S.W. of town. Most homes have sewer installations but public pits are provided also.
- vii) Geol. - The OC. Hk. station is used as a geol. Anyone who has to be imprisoned for more than a few days is taken to CALTANISSETTA. Capacity at most 6 persons.
- viii) Hospital - None. Only a dispensary. Nearest hospital is in CALTANISSETTA.
- ix) Hotels - There is only one hotel with about 5 rooms on VIA SANTA LUCLIA.
- x) Schools - School can accommodate about 150 students. The first three grades in the morning, the 4th and 5th grades in the afternoon.
- xi) Industries - None. Farming and live stock raising are the principal occupations.

C WATERCOURSES

About 2 km. to the S.E. of town a small stream starts which dries up in the summer months. It is about 2-3 m. wide and very shallow.

D COMMUNICATIONS

a) ROADS

i) SAN CATALDO - CALTANISSETTA. A metalled road permitting two-way traffic and flanked by drainage ditches. Halfway to CALTANISSETTA there is a hill about 3 km. long but not too steep. The road then descends gradually to CALTANISSETTA. The road has sharp bends for about 2 km., starting about 2 km. E of S. CATALDO. The adjoining land is on the same level as the road and cultivated with abundant fruit trees. This road is free of bridges.

ii) SAN CATALDO - SERRADIPALLO. Metalled surface road permitting two-way traffic, usual drainage ditches. This road rises gradually on leaving S. CATALDO for about 2 - 3 km. There are no sharp bends and is free of bridges but has 3 or 4 large culverts. The land adjoining this road is cultivated with many fruit trees and scattered vineyards.

iii) SAN CATALDO - STAZIONE SAN CATALDO. Running downhill there is a hard earth-surfaced road permitting one-way traffic only. From the Fly station this road runs S.W. about 3 km. to LONATA SIVALLA where it crosses the Fly. At the level crossing the gate is opened by a hand crank. After crossing Fly the road runs E for about 1 km. and joins another road of similar construction running from CALTANISSETTA to RIESI to the S. The land flanking this road is mostly wheat fields without fruit trees.

MOST SECRET

S. GROCE CAMERINA (Prov. RAVERSA)

A SOURCE

P/W LILIO, Antonio; cock, is intelligent and alert; seems reliable, lived all his life in this area, until called to the Navy in July 40. Last time home in March 42 for 10 days.

B TOWN

i) POPULATION

About 6,000; Main occupation Farming

ii) WATER

The water supply comes from SORCHIER (spring) PASSOLATILLO, which is about 5 Km. north of the village. The pipe line which was installed about 7 years ago, runs underground along the west side of the road. S. GROCE CAMERINA to VITTONIA. The pipe is about 1 ft. in diameter. Besides having fountains in the streets, it is laid on in the houses, if it can be afforded. No rationing of water.

iii) ELECTRICITY

This also, is led in from the direction of VITTONIA. The poles being made of wood with three cross pieces for the wires.

iv) GAS - CIGARS - HOSPITALS

None

v) POSTAL SERVICES

Telegraph, telephones are available. Mail is delivered only to those living in the village. Those living outside must call for it.

vi) HOTELS

Three hotels. All 2 story high with 6 or 7 rooms each. Dining room capacity is about 20.

vii) SCHOOL

1 small building.

viii) SEWERAGE

The sewerage system consists of individual cesspits. Waste water runs underground from the city into some barren ground.

C BEACHES

1) LUNA DI RAVERSA

Average depth along this beach extending west of VITTONIA 50 meters. For about 200 m. and west of the village for about 1 km. is as follows:

1 m. off shore 1 1/2 ft deep
5 m. off shore 1 m. deep

The beach directly in front of the town is quite rocky with very little sand. These rock formations although not very high, extend into the water from the water line, the ground rises gradually.

To the east of the beach, for about 200 m. the beach is sand, 2 m. wide with no rocks whatsoever. The ground rises slightly from the sea, inland. The beach was cultivated as close to the sea as possible i.e. about 3 m.

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ii) WATER

The water supply comes from SOMATIE (spring) PASSOLATHIO, which is about 5 km. north of the village. The pipe line which was installed about 7 years ago, runs underground along the west side of the road, S. CHOLE VILAGE to VITONIA. The pipe is about 4 ft. in diameter. Besides having fountains in the streets, it is laid on in the houses, if it can be afforded the rationing of water.

iii) ELECTRICITY

This also, is led in from the direction of VITONIA. The poles being made of wood with three cross pieces for the wires.

iv) GAS - CACLS - HOSPITALS

None

v) POSTAL SERVICES

Telegraph, telephone are available. Mail is delivered only to those living in the village. Those living outside must call for it.

vi) HOTELS

Three hotels. All 2 storey high with 6 or 7 rooms each. Dining room capacity is about 20.

vii) SCHOOL

A small building.

viii) SERRICE

The sewerage system consists of individual cesspits. Waste water runs underground south of the city into some barren ground.

c. BEACHES

2) VILAGE DI BAHIA

Average depth along this beach varying from 10 to 15 m. The beach for about 200 m. and west of the village for about 1 km. is as follows:
1 m. off shore 1 1/2 ft. deep
5 m. off shore 1 m. deep

The beach directly in front of the town is quite rocky with very little sand. These rocks formation although not very high, extend into the water. From the water line, the ground rises gradually.

To the east of the town, for about 200 m. the beach is sandy, 2 m. wide with no rocks whatever. The ground rises slightly from the sea, inland.

Tomatoes are cultivated as close to the sea as possible i.e. about 3 m. immediately to the west of the town, behind a stone wall about 2 m. from the water line, and parallel to the sea. This wall is about 2 ft. high and about 1 ft. thick and 200 m. long. It has been built to keep the ground back from the sea. The wall is broken in many places. Cultivation of tomatoes and wheat starts immediately behind the wall; between the water line and the wall is a track, which only at times, can be used by horse & cart. P/W claims an automobile would not stick in this sand.

iii) PUNTA SALCA

This area is sandy. The beach being 20 m. wide. Depth is 1 1/2 m. at 50 m. off shore. Fishermen will up their trousers and wade into the water for some distance, carrying their nets, and fish and share without boats.

The land rises gently, from the water line inland for a distance of about 1 1/2 km. Pines are grown throughout this area. Cultivation starts as close as possible to the beach.

MOST SECRET

S. GROCE CAMMINA (cont 2)

D WATERCOURSES

i) CAVA FIDDIUM

Dries up at the onset by the lot of Apr., and begins to run again by the first of November. This river is about 15 m. wide at the bridge (PONTE FIDDIUM). On the west side, the river bed is about 1 m. below the surrounding country. The banks rise gradually. On this side, horses and carts go down to the river bed to load up with stones for construction work.

On the East side, however, the banks are about 3 m. high and rise abruptly. It cannot be forded except at three places:-

At about 20 m. and 400 m. north of the bridge (see Sketch Appendix C)

" " 500 m. south of the bridge.

The river bed is covered by innumerable large rocks, with some large Locust Bean trees growing amongst them. A cart and horse cannot be driven on the river bed, south of the above bridge. This stream is too rocky to be used as a roadway from the north northward.

ii) CAVA DELLA FORNALLA

A narrow deep track, which dries up in the summer. The channel is 1 m. in depth and 2 m. wide.

iii) CAVA DI MISTRETTA

This stream dries up before it reaches the sea and is dry all summer. The west bank is low and horse carts come down this side to load up with stones. The east bank is steep and too rocky to allow the passage of carts. At some points south of the S. GROCE CAMMINA - FIDDIUM DE

PANDELLIC ROAD, a cart may ford the stream.

iv) BROOKS running west from south from a point 1 km south of SERGENTE PASSO SCLATULLO.

These are perennial; width about 2 m.; depth about 1 m.

E COMMUNICATIONS

a) ROADS

i) MENTRA VI RIACUSA to S. GROCE CAMMINA

Two-way earth road; no ditches; stone walls on both sides; road level with the surrounding country. Immediately east of MENTRA VI RIACUSA, to S. GROCE, the land is cultivated with tomatoes and wheat. On the West side of the road, and on the east side up to M. S. GROCE, Locust Bean trees are indifferently right up to the verge of the road.

From M. S. GROCE, to 200 m. south of the bridge, pasture land flanks the road. In and about the CAVA FIDDIUM stream, now locust bean trees up to 1940 a ford was used about 15 m. north of the present bridge. Because the original single arch bridge had been destroyed by floods this road was used by the M. S. GROCE - S. GROCE CAMMINA - FIDDIUM road (capacity 14 passengers). During peace time it made 2 trips a day.

The river bed is covered by innumerable large rocks, with some large locust bean trees growing amongst them. A cart and horse cannot be driven on the river bed, north of the above bridge. This stream is too rocky to be used as a roadway from the mouth northward.

41) CAVA DELLA FOMALIA

A narrow deep brook, which dries up in the summer. The channel is 1 m. in depth and 2 m. wide.

42) CAVA DI MESTERINI

This stream dries up before it reaches the sea and is dry all summer. The west bank is low and horse carts come down this side to load up with stones. The east bank is steep and too rocky to allow the passage of carts. At some points south of the S. GROCE CAMMINI - PANTONIA DE RANDOLLO ROAD, a cart may ford the stream.

43) BROOKS running west and south from a point 1 Km south of SORRENTO PASSO SCAVILLIO.

These are perennial; width about 2 m.; depth about 1 m.

B. COMMUNICATIONS

1) RAILS

1) LINEA DI RAGUSA to S. GROCE CAMMINI

Two-way earth road; no ditches; stone walls on both sides; road level with the surrounding country. Immediately east of MESTERINI DI RAGUSA to S. GROCE, the road is cultivated with turnips and wheat. On the west side of the road, and on the east side up to CAVA CHISCIONE, locust bean trees are indiscriminately planted up to the verge of the road.

From CAVA CHISCIONE to 200 m. south of the bridge, pasture land flanks the road. In and along the CAVA MESTERINI stream, locust bean trees up to 1950 a ford was used about 15 m. north of the present bridge, because the original single arch bridge had been destroyed by flood. This road was used by the RAGUSA-S. GROCE CAMMINI-CAVALLIO DI RAGUSA bus (capacity 14 passengers). During peace time it made 2 trips a day, but now only two a week.

Towards S. GROCE CAMMINI are some pastures flanked by irregular plantations of locust bean and olive trees, shading most of the road.

44) ROAD through SOLING MOUNTAIN

On the MOUNTAIN OF RAGUSA ID. north to CAVA CHISCIONE, at point (1489003) there is a sharp turn; from here on westward starts a good way earth road flanked by shallow ditched and stone walls. The ground behind them is mainly pastures. The road is very muddy in wet weather. Where the road crosses the CAVA MESTERINI, there is a very rocky ford; some more locust bean trees are in this area. The CAVA MESTERINI is very difficult to ford north or south of this point.

Continuing on this road westward, for 100 m., then turning north the ditched ditch, but otherwise the road remains the same. On the west side, there are some locust bean trees whilst cart carts meet and with locust bean trees in the background onto where it joins the S. GROCE CAMMINI - MESTERINI DI RAGUSA R.

MOST SECRET

S. CROCE CAMERINA (cont 3)

iii) PONTA SECCA to S. CROCE CAMERINA

Two-way earth road with no ditches or walls. Vines for first 1 1/2 km. then some pasture land followed by locust. Seen trees as far as S. CROCE CAMERINA.

iv) S. CROCE CAMERINA WEST to CAVA DI MISINUTTA

One-way earth road with no ditches or walls. Leaving S. CROCE CAMERINA, road is flanked by locust. Some trees, then, for about 1 km. road is cultivated with wheat, vines and locusts. Then some locust. Some olive trees. West side of the road is an area of some trees covered with vines on the land side. P/W climbs these vines are quite high, and that from the highest point one can see CROCE CAMERINA, PONTA SECCA, and S. CROCE CAMERINA.

v) S. CROCE CAMERINA N.W. to PATERNO DI M. DELLO

Two-way earth rd. with no ditch. Stone walls on either side. Locusts and wheat are grown up to the river CAVA DI MISINUTTA. Locust trees grow in and for 50 m. along each side of CAVA DI MISINUTTA. At this point, the road narrows to one-way, and 2 stone chimneys about 1 m. high and wide run under the road to provide passage for this stream.

The road is hardly 1 m. above the river bed, and although the banks are not steep, the very large rocks in the river bed prevent it to be forded.

Locusts and wheat fields are followed by locust. Some trees on both sides providing shade. until M. DELLO.

From M. DELLO S.W. to the S.W., the country is at first planted with olive trees in rows, followed by vineyards, then more olive trees and finally vineyards extending all the way to the sea.

The ground 300 m. S.W. of PATERNO DI M. DELLO, is a mostly pocket (Patio dell'acqua) without any type of cultivation, except grass. P/W states that it cannot be crossed on foot.

vi) S. CROCE CAMERINA NORTH along road to VITTONA

Two-way rd. No ditch. Fields on either side to 50 m. short of CAVA DI MISINUTTA. Cultivation of tomatoes and wheat. In and around CAVA DI MISINUTTA, locust and trees. No fields at this river. Further on either side of the road are wheat and tomatoes fields till a point just beyond the "SQUARRE". From here on, locust trees border flanks the road, practically all the way to VITTONA.

G. COUNTRYSIDE

This area shows in locust seen trees, which seem to grow in and along all river beds. They are about 5 to 10 m. high with small leaves.

Wheat is grown along the coast near M. DELLO, and in places, northward to S. CROCE CAMERINA.

Vines are found near PONTA SECCA and numbered for over 1 km. practically all the area to the N.W. from PONTA SECCA. According to the map is covered with vines. They grow a little over 2 m. in height and are tied to wooden stakes

seen and olive trees. Just beyond the sea is an area of sand dunes covered with vines and the lava field. P/W claims these dunes are quite high, and that from the highest point one can see GUADALUPE, PUNTA SECCA, and S. CROCE CAMERINO.

v) S. CROCE CAMERINO, N.W. to PATTORIA DI ANDRILLO

Two-way road, with no ditch. Stone walls on either side. Tomatoes and wheat are grown to the river CAPO DI MISERERE. Locust bean trees grow in and for 50 m. along each side of CAPO DI MISERERE. At this point, the road narrows to one-way, and 2 stone channels about 1 m. high and wide run under the road to provide passage for this stream. The road is barely 1 m. above the river bed, and although the banks are not steep, the many large rocks in the river bed prevent it to be forded.

Tomatoes and wheat fields are followed by locust bean trees on both sides providing shade until ANDRILLO.

From ANDRILLO 2.5 m. to the sea, the country is an olive planted with olive trees in rows, followed by vineyards, then more olive trees and finally vineyards extending all the way to the sea.

The ground 300 m. S.W. of PATTORIA DI ANDRILLO, is a mostly pocket (Pomodoridell-type) without any type of cultivation, mostly grass. P/W states that it cannot be crossed on foot.

vi) S. CROCE CAMERINO, NORTH along ROAD NO. 14, VITTORIA

Two-way rd. No ditches. Hills on either side to 50 m. short of CAPO DI MISERERE. Cultivation of tomatoes and wheat. In an area on either side of the road are wheat and tomatoes fields till a point just beyond the "COMMUNITY". From here on, locust bean grows along the road, practically all the way to VITTORIA.

9. COUNTRY SIDE

This area abounds in locust bean trees, which seem to grow in and along all river beds. They are about 5 to 10 m. high with small leaves.

Wheat is grown along the coast near VITTORIA DI ANDRILLO, and in places, northward to S. CROCE CAMERINO.

Vines are found near PUNTA SECCA, and northward for over 1 km. Practically all the area to the N.W. from PUNTA SECCA, bordering the sea is covered with vines. They grow a little over 8 m. in height and are tied to wooden stakes with ropes. These seem to be plenty of all vineyards.

Tomatoes are grown in the area west of the wheat. This plant is not staked but allowed to remain on the ground.

There are some olive and almond trees, just enough for local consumption.

BLIND TAIL: North of VITTORIA DI ANDRILLO is the "BLIND TAIL", with over 60 cows and extensive pastures. There are other pastures dotted throughout this area.

10. FISHING

Some fishing off PUNTA SECCA, by walking into water with nets.

MOST SENSITIVE

ECONOMIC AND POLITICAL CONDITIONSI ECONOMIC CONDITIONS

Economic items obtained from the P/W whose interrogations are the subject of this report are as follows:

a) SAN CATALDO

Comparative pre-war and wartime prices for certain farm items are reported as follows by a P/W who had been a farmer and live stock merchant in this community and who was last there in August 1942.

	Pre-War	Wartime
Horses-----	5,000 to 6,000	"As high as 20,000
Cattle-----	1,000	8,000 to 9,000
Eggs, each-----	0.30	1.30
Horse-shoeing-----	1.00	12.00

He stated that in SAN CATALDO wheat is sold twice a week, usually Thursday and Sunday, and costs about L. 15 to 18 per kg. No coffee is available but sugar is obtainable on a rationing basis.

b) AVOLA

Food allowances obtainable through the rationing system are not considered adequate; there is an active black market in AVOLA. The controlled price of bread is usually about L. 2.49 per kg., but in the black market the price may be as high as L. 30. (P/W was there in December 1942.)

All private automobiles in this town have been requisitioned by the Government. Even the mayor walks.

c) SANTA CRUCE CAMPANIA

There are said to be absolutely no civilian motor cars running in this town.

d) LAURICELLI

A permit to carry firearms for hunting purposes costs L. 36, according to a P/W who left in June 1944.

II POLITICAL CONDITIONS

The only direct reference to local political conditions by these P/W was the statement by the one from SAN CATALDO that a local deal of money had been allotted for public works in the town but that it had been taken as graft by the politicians.

The P/W from SANTA CRUCE CAMPANIA expressed the opinion that MUSSOLINI is not liked by the people in this town and that the town has been filled. There is said to be a large number of Italian soldiers who have been to the United States and have been returned to their homes.

SAN CATALDO : LAURICELLI, MICHELE - a hotel owner; address VIA SANTA MARIA.

AVOLA

: SAN. IOMINO, COSENTINO - mayor until elected to the council.

He was discharged from the army because of leg wounds. He has

Cattle-----1,000
Eggs, each-----1.30
Horse-shoeing-----12.00

He stated that in SAN CATALDO meat is sold twice a week, usually Thursday and Sunday, and costs about L. 15 to 16 per kg. No coffee is available but sugar is obtainable on a rationing basis.

b) AVOLA

Food allowances obtainable through the rationing system are not considered adequate; there is an active black market in AVOLA. The controlled price of bread is usually about L. 2.40 per kg. but in the black market the price may be as high as L. 30. (E/M was there in December 1942.)

All private automobiles in this town have been requisitioned by the Government. Even the mayor walks.

c) SANTA CROCE CAMERINI

There are said to be absolutely no civilian motor cars running in this town.

d) LIPARI

A permit to carry firearms for hunting purposes costs L. 96, according to a P/W who left in June 1941.

II. POLITICAL CONDITIONS

The only direct reference to local political conditions by those P/W was the statement by the one from SAN CATALDO that a "good deal of money" had been allotted for public works in the town but that it had been taken as a bribe by the politicians.

The P/W from SANTA CROCE CAMERINI expressed the opinion that MUSSOLINI is not liked by the people but that the life and custom before are still liked. There are said to be a number of active P/W who have been to the United States and who have returned to their homes.

SAN CATALDO : LADRIELLA, MICHELLE - a hotel owner, address via SANTA LUCIA.
AVOLA : Cav. LORETO, COSMANTINO - mayor until called to the colours. He was discharged from the army because of dysentery. He has anti-Fascist tendencies. P/W was his driver.
DITTA - a lawyer, now mayor.
CARRUBBIA - former secretary of local Fascist party, owner of a pharmacy, nephew of a socialist.
CONSOLIO MARONE - now secretary of the Fascia.
Cav. PUGLIA - richest man in town; always has been and still is a socialist.

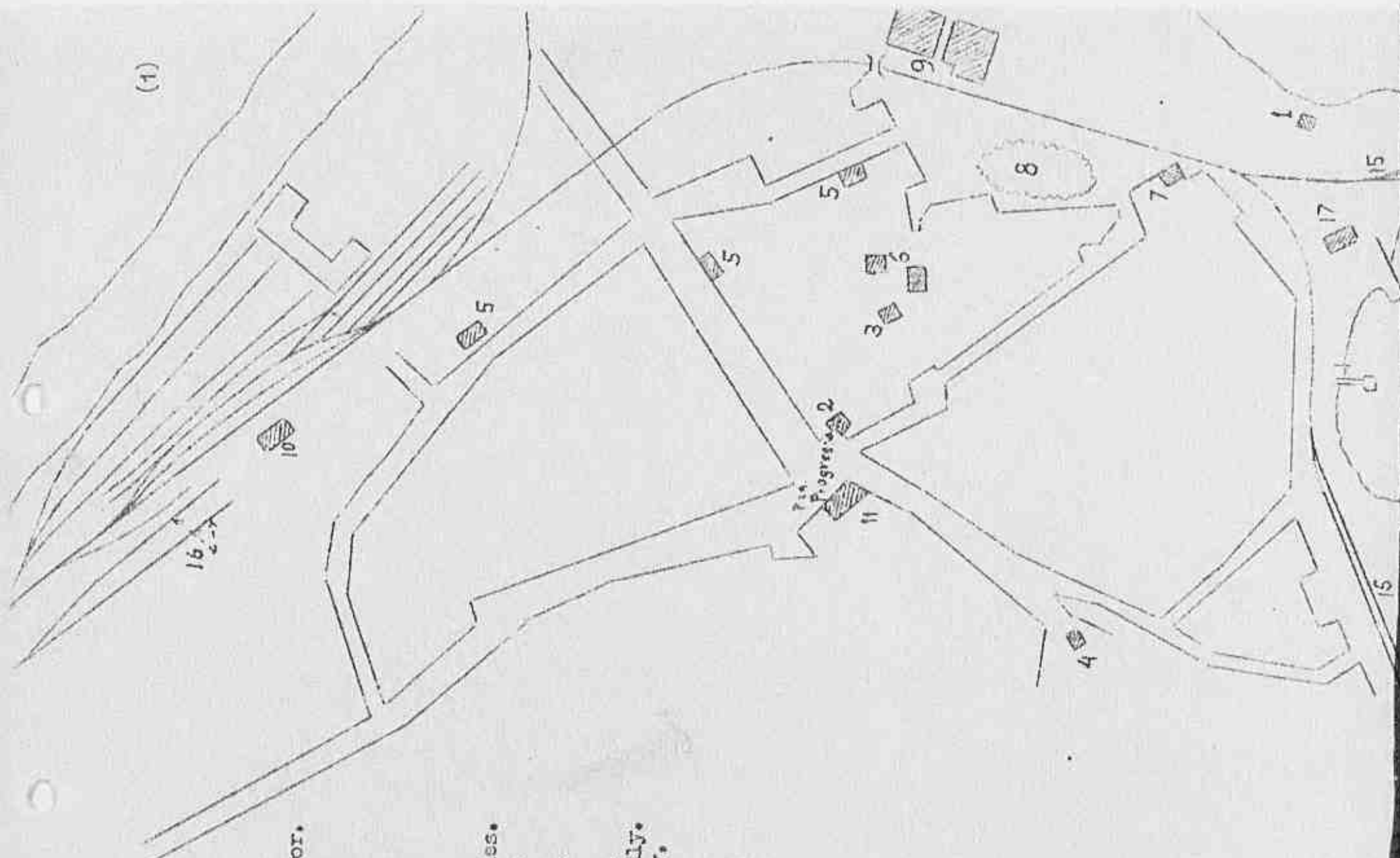
SANTA CROCE CAMERINI :

MARONE, CARLOIA - mayor and rich landowner.
MARCHESI, ANGELO - rich landowner from FALIANO and comes to the village only on visits.
CIVILINI, ANGELO - brother of above, also lives in FALIANO.
CRESPIER, SANTI - in the army; owns a large tract of land and a foreign wife.

All of the above have said to be well-liked in this area.

LIPARI

Cav. CASANO - a land owner.

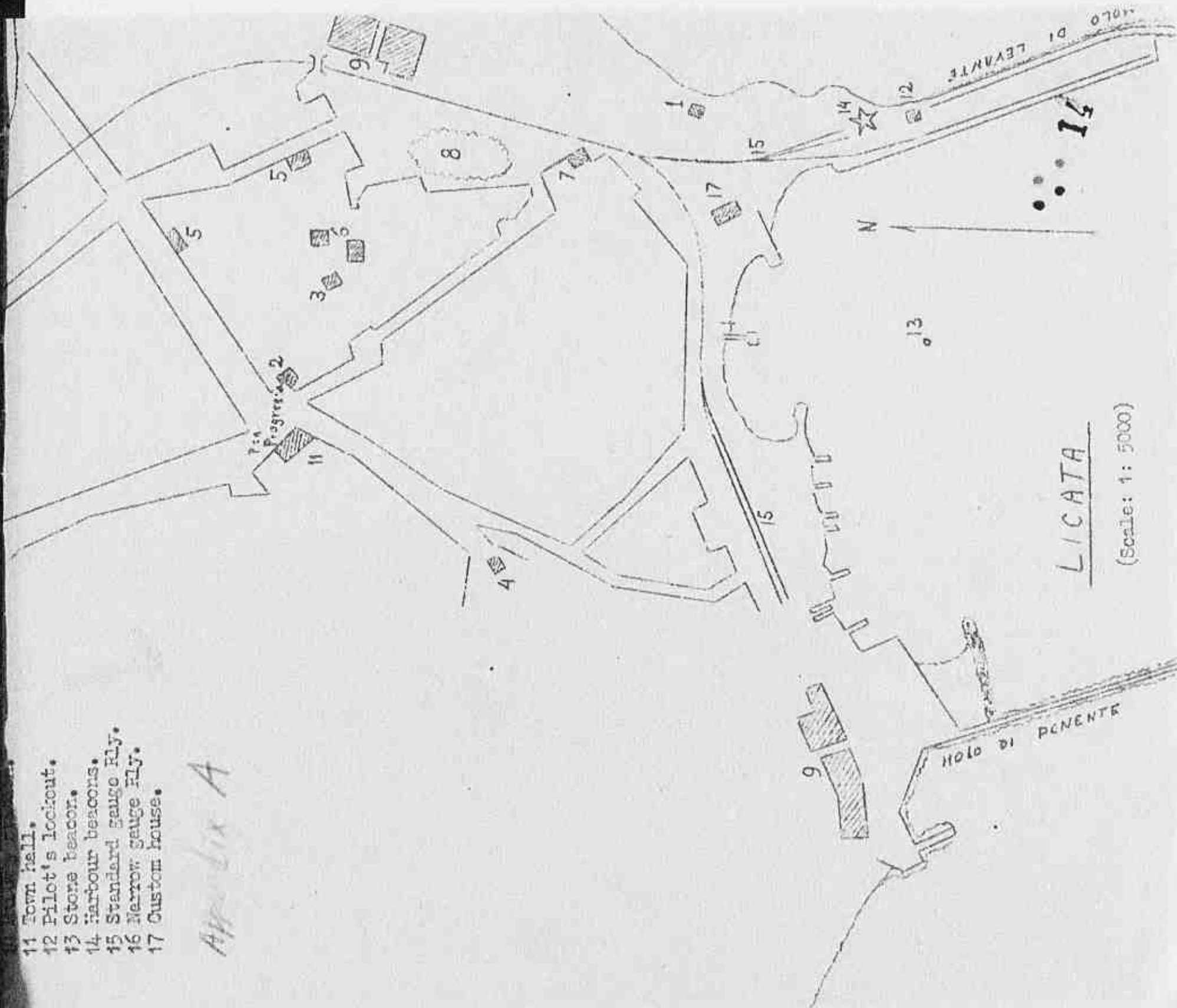


- 1 Electric generator.
- 2 Post Office.
- 3 Police Station.
- 4 Hospital.
- 5 Hotels.
- 6 Schools.
- 7 Dopolavero.
- 8 Town park.
- 9 Eulphur refineries.
- 10 Railway station.
- 11 Town hall.
- 12 Pilot's lookout.
- 13 Stone beacon.
- 14 Harbour beacons.
- 15 Standard gauge Rly.
- 16 Narrow gauge Rly.
- 17 Custom house.

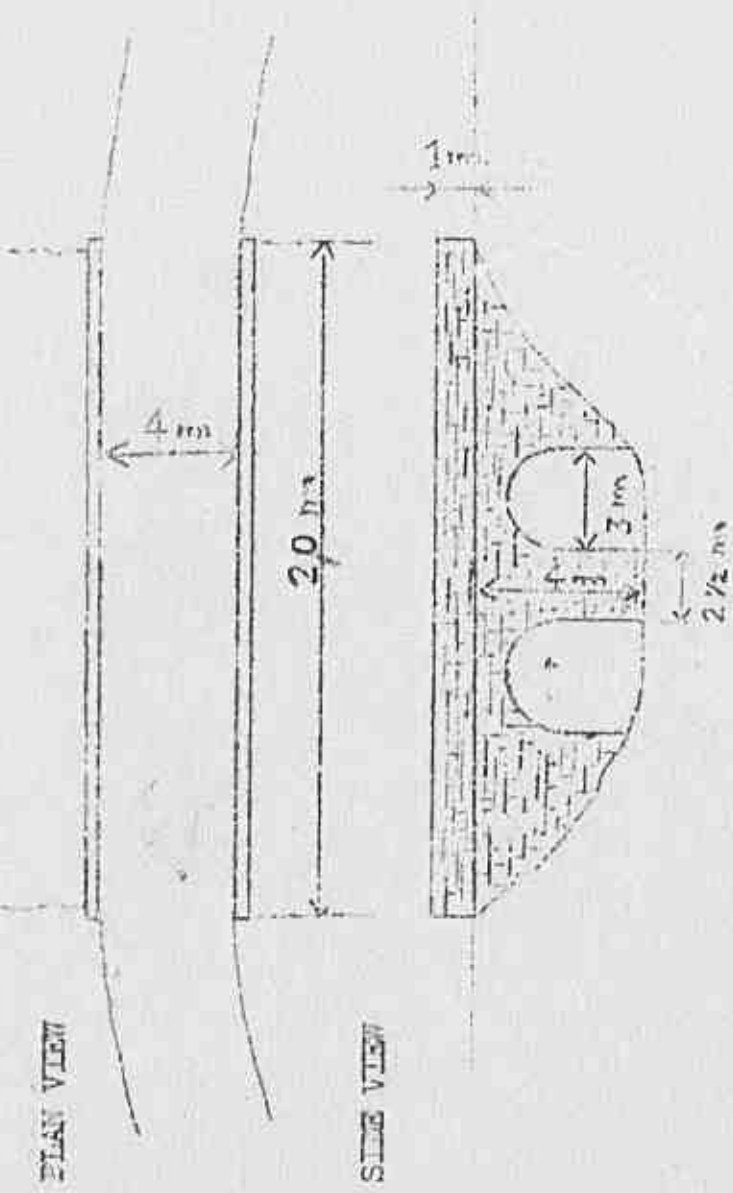
Appendix A

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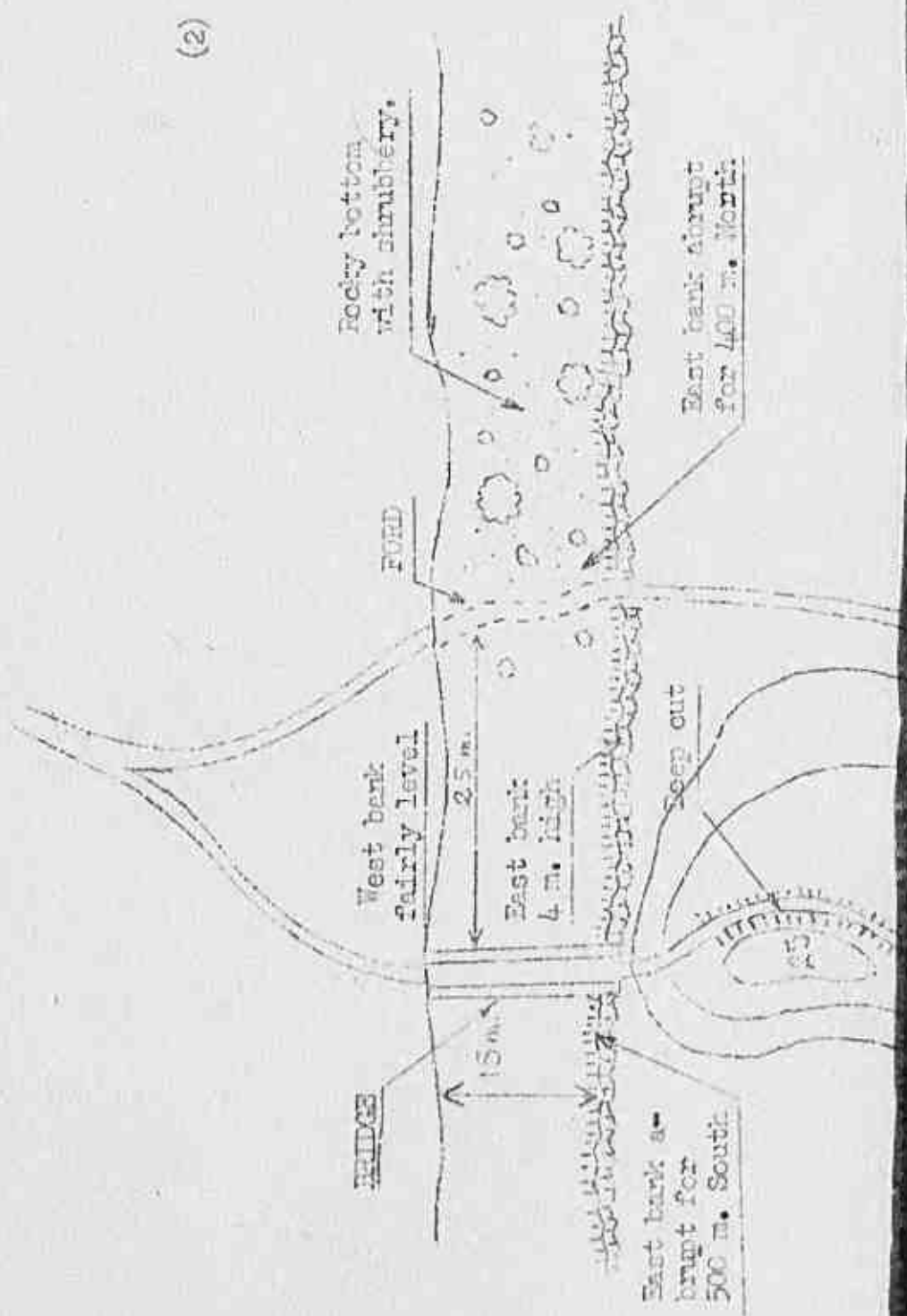
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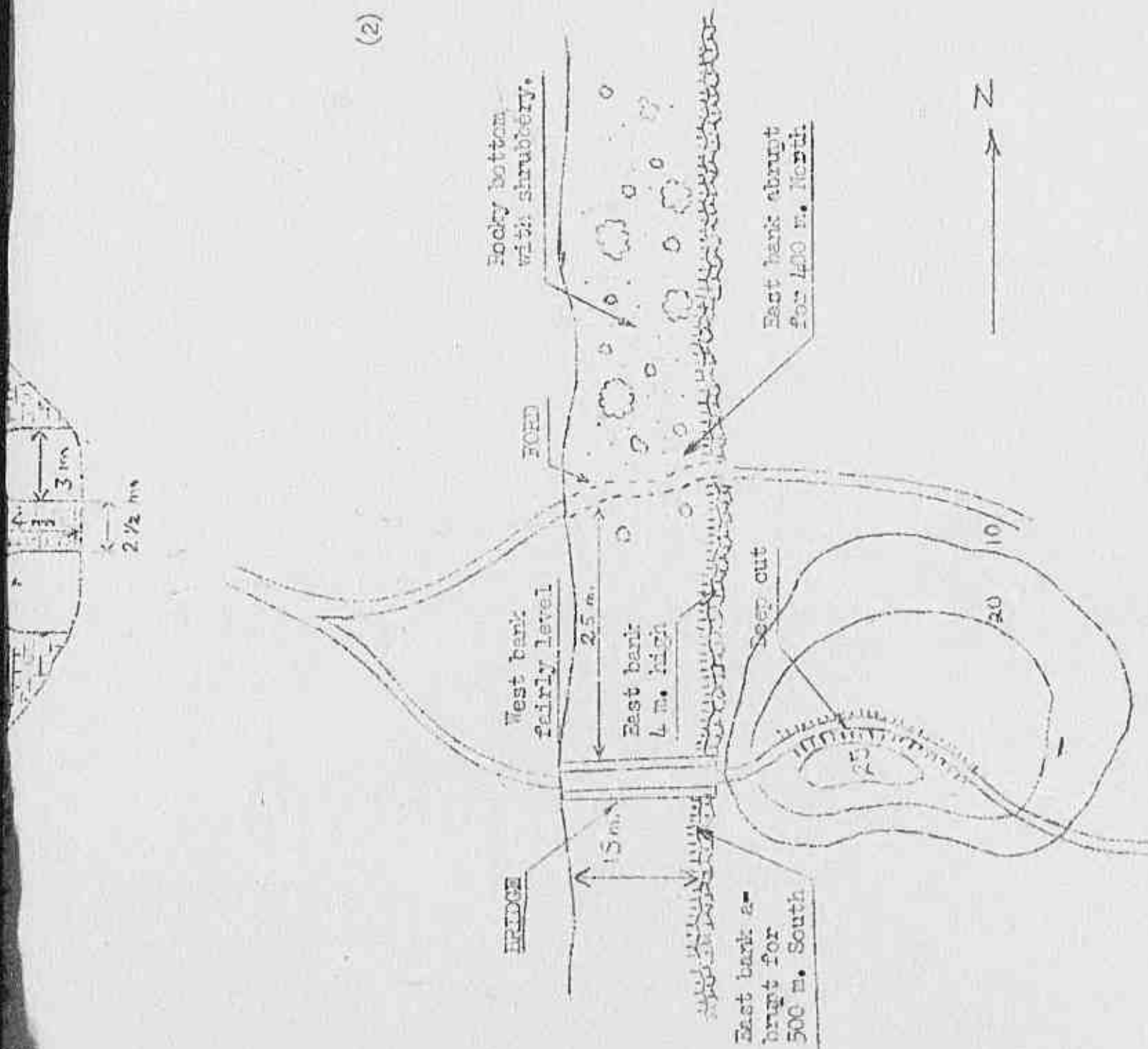


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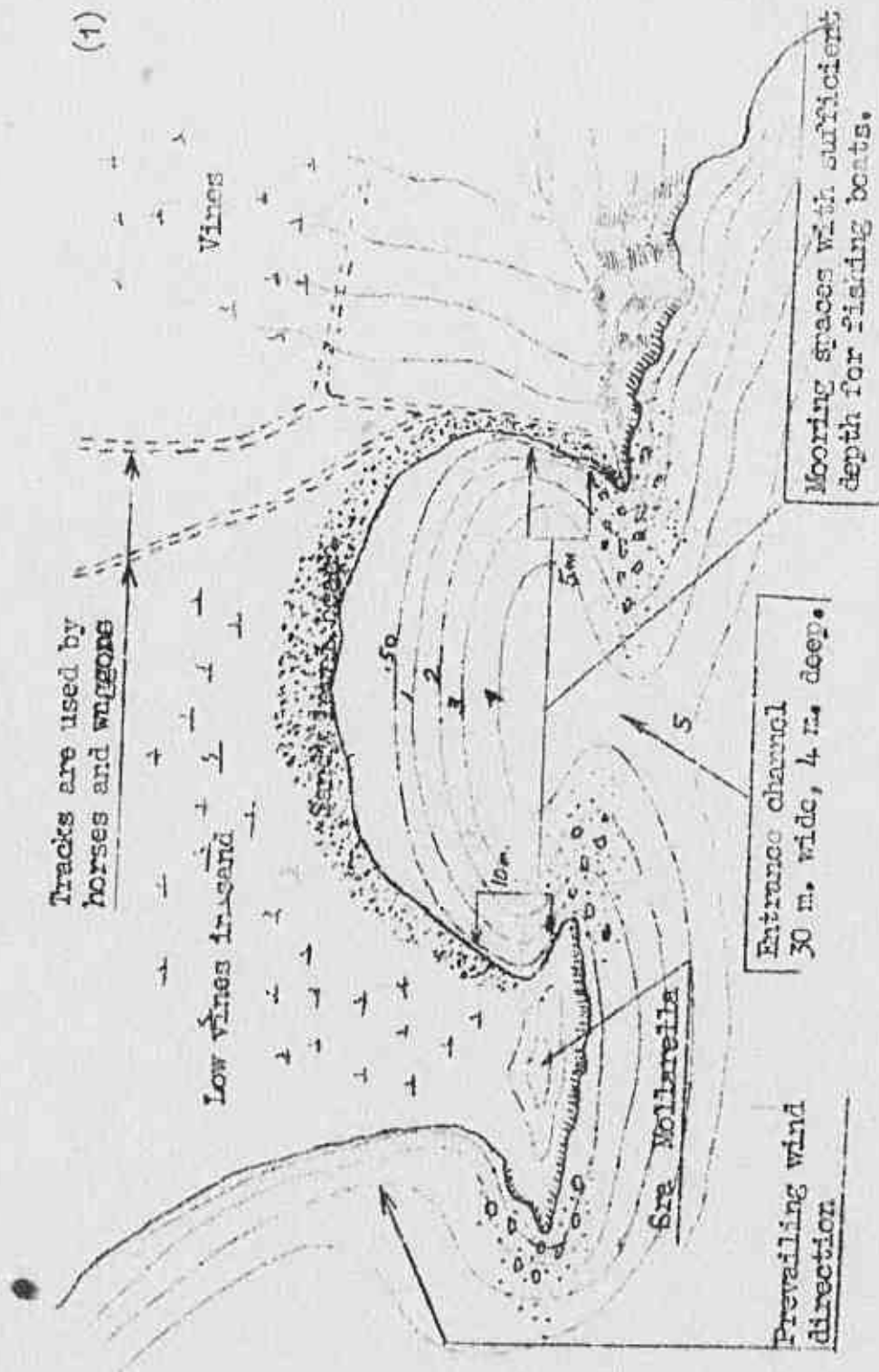
(2)





Fonte BIDDIELI on road MARINA DI SACHERA - S. GIOCE CALENDELLA.

(With sketch of surrounding area.)



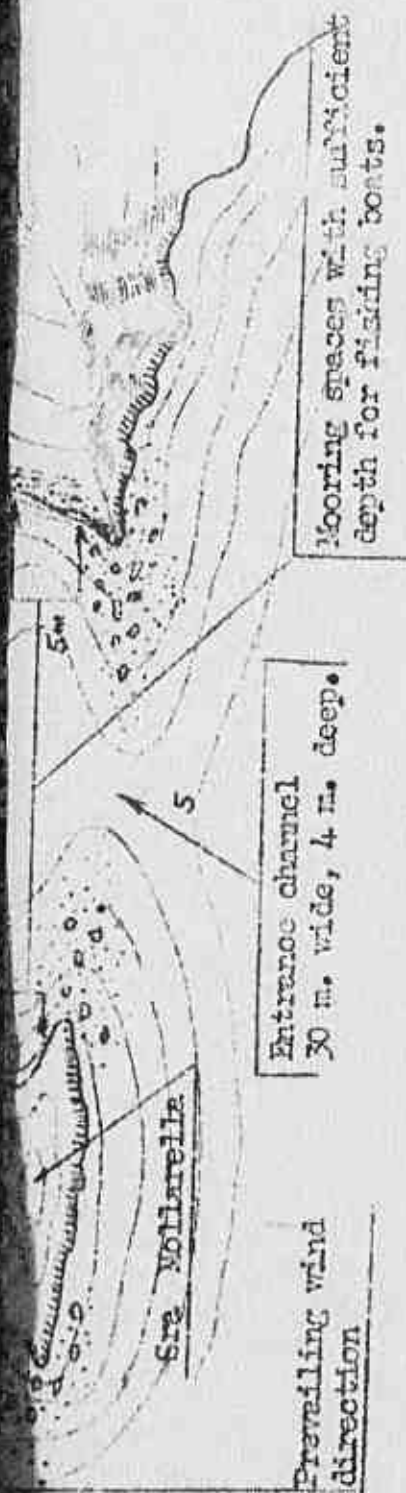
Coastline of small gulf East of Sra MOLLARELLA

(G 8934)

Contour interval: 10 m.

Water depth interval: 1 m. (as shown)

Scale: 1: 6000 (approx.)



Coastline of small gulf East of Sra MOLLARELLA

(G 8934)

Contour interval: 10 m.
Water depth interval: 1 m. (as shown)

Scale: 1: 6000 (approx.)

Appendix B

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

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FORCE 141

NON-OPERATIONAL INTELLIGENCE FROM PW.

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6 June. 1943

M. L. WINTER,
Wing Commander, R.A.F.,
C.O., CSDIC, AFHQ.

To SEE.

LT COL FARLEY SMITH

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 ISID, AFHQ 2
 ISCU, AFHQ 1
 P.M.E. AFHQ 2
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6 June, 1943

W. L. WINTER,
 Wing Commander, R.A.F.,
 O.C., CSDDIC, AFHQ.

TO SEE.

LT. COL. FARLEY SMITH

12/6/43

11

Report No: NA/NOI 2.

SECRET

A. GERMANY.

1. Military.

- a Calling up
- b Morale of Commanders
- c Opinions on the Conduct of the War
- d Misuse of the Uniform; Enemy Agents

2. Economic.

- a Tool Plant at RUMSCHEID
- b Clothing Quality
- c P.O.L.
- d Aircraft Production
- e Food Stocks

3. Morale and Political.

- a BBC Propaganda
- b Treatment of Foreign Workers and PW
- c Inter-Axis Relations
- d Personalities
- e Bishop of MUNSTER
- f Anecdotes.

B. ITALY (SICILY).

1. Economic

- a Food and Commodities
 - (i) General
 - (ii) Rations
 - (iii) Comparative Prices
- b Wages
- c P.O.L.

2. Morale and Political.

- a Attitude toward Fascism.
- b Discussion Group.
- c Inter-Axis Relations
- d Personalities.

1. Misuse of the Uniform; Enemy Agents

2. Economic.

- a Tool Plant at KEMSCHEID
- b Clothing Quality
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- d Aircraft Production
- e Food Stocks

3. Morale and Political.

- a BBC Propaganda
- b Treatment of Foreign Workers and PW
- c Inter-Axis Relations
- d Personalities
- e Bishop of MUNSTER
- f Anecdotes.

B. ITALY (SIGINT).

1. Economic

- a Food and Commodities
 - (i) General
 - (ii) Rations
 - (iii) Comparative Prices
- b Wages
- c P.O.L.

2. Morale and Political.

- a Attitude toward Fascism.
- b Discussion Group.
- c Inter-Axis Relations
- d Personalities.

A. GERMANY1. Militarya) Calline up

A great number of "Volksdeutsche" have been called up from POLAND (UPPER SILESIA). Numbers of these per company range from 7 (36 per) to 25 (1-5). These "Volksdeutsche" carry with a card certifying them as substitutes for complete German nationality. There are four grades of "Germanity", according to the individual's ancestry. Advancement to a higher grade could be accomplished by outstanding performance in battle, at which time the Goy. O.S. would award the new card. These "Volksdeutsche" were in many cases not considered to be reliable, according to reports of Company O. C.'s.

LUXEMBOURGERS of the 1924/1925 class have been called up lately.

b) Morale of Commanders

Since the fall of TUNISIA, several German officers have expressed more or less freely their criticism of the conduct of the war, indicating rather widespread dissatisfaction and a lowering of morale. The administrative side in AFRICA was described as "scandalous". HITLER's belief in his own infallibility was condemned as a basis for conducting a war. "The man lives in a fool's paradise", said one. Both the fall of Stalingrad and the surrender in TUNISIA have been regarded as unnecessary.

Many commanders find it impossible to cooperate with the Luftwaffe; "people so lacking in understanding and realism". They can not understand the distinctions made between the two services.

c) Opinions on Conduct of the War

Officer POW, with long experience on the Eastern Front, paints a bleak picture of the future of SOVIET RUSSIA to GERMANY; they consider this front and not the West as decisive. There are, nevertheless, quite a number who are able to see the development of Bolshevism objectively.

In the ranks, the older POW view the war in RUSSIA as already lost. These men have had enough of it.

POW who would never be in a position to know believe that an invasion of SOVIET EUROPE can be repelled, but that a fear is needed to finally win even as completely as WESTERN EUROPE. Internal convulsions in RUSSIA are believed to be so intense that there are so many German troops there. The more they understand

LUXEMBOURGERS of the 1924/1925 class have been called up lately.

b) Morale of Commanders

Since the fall of TUNISIA, several German officers have expressed more or less freely their criticism of the conduct of the war, indicating rather widespread dissatisfaction and a lowering of morale. The most attractive side in Africa was described as "scandalous". Hitler's belief in his own infallibility was condemned as no basis for conducting a war; "the man lives in a fool's paradise", said one. Even the fall of St. Elmer and the surrender in TUNISIA have been considered as unnecessary.

Army commanders find it impossible to agree with the Luftwaffe: "People are lacking in understanding and realism". They can not understand the distinctions made between the two services.

c) Opinions on Conduct of the War

Officer POW, with long experience on the Eastern front, paints a black picture of the lack of SOVIET RUSSIA to GERMANY; they cannot win the front and are the worst as decisive. There are, nevertheless, quite a number who are able to see the advantage of Bolshevikism collectively.

In the ranks, the older POW view the war in RUSSIA as already lost. These are alive and enough of it.

POW was would appear to be in a position to know believe that an invasion of EUROPE can be repelled, but that a year is needed to finally this area is completely as WESTERN EUROPE. Internal convulsions in ITALY are believed to be the danger, since there are so many German troops there. The rumor that GERMANY might become King would be the German cause here. It is said, since he is thought to be pro-British.

Some see under, whose belief in a German victory has been shaken. Believe that time must be gained for a complete peace. It is believed that the U-boat provides the greatest danger to the allies. "Finally, German towns does not within the German people any more than our boundaries have weakened the allies", say POW.

POW informed POW that it is never possible to get a clear picture of the situation after reading German newspapers, because of their use of such ridiculous expressions as "improved their positions at -", etc.

A German field officer expressed the opinion that if Germany were able to feed the occupied countries, the inhabitants would be quite content.

As illustrative, POW leaders stated that the German Army and so many deserters because the soldiers did not know that the Allies treat the POW well. Thus England is able to "buy overboard" letters from POWs by saying: "We are treating like prisoners".

Chlodziec has been made of the policy of distribution the Iron Cross/widely that it almost became part of equipment.

86

a) Misuse of the uniform; Enemy Agents

A circular distributed to GEF on Army 5.7. is cited a number of instances where POWs have provided themselves, to captives, an identity card in a train dressed as a flying officer, decorated with the Iron Cross, several others. Some travelled all over Italy, as seen to GEF. GEF was even ordered in the 3rd of France. It was stated that "one can travel all over Germany in a uniform without being interfered with". He said: "One can see the Iron Cross which is not to be used by espionage and uniform they made use of 2 RHN uniforms."

POWs were stopped, on the average, once weekly by military police in the cities, and were to produce their paybooks.

required

A conductor of the railway - a school railway line told one P/W that "on nearly every journey" an enemy agent was seen. The last one mentioned was a pretty officer disguised as a woman.

2. Economics

a) Tool Plans at R. WOODWARD

This manufacturer of articles which is a cross between a file and a drill, with an elliptical shape like a letter "L". It is used in drilling holes, or in work where a file cannot be used.

b) Shooting Quality

One P/W stated that the quality of uniform cloth and improved materially of late, uniforms in Africa. Plans for civilian clothes is stated to be of very poor quality, and is mostly substitute material, chiefly viscose products.

Another P/W in revision his old firm of HANDEL in CHEMNITZ, manufacturer of textile machinery. He claimed to direct "ray industry" and be a head in this factory.

c) E. O. L.

The bulk of goods in use is synthetic, but one P/W

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even caught in the center of France. It was stated that "one can travel all over Germany in a uniform without being interfered with". Main: "One can see the German uniform, it is not so good by appearance as what they said was of 3rd Army uniforms."

They were stopped, on the average, once weekly by military police in the cities, and were given a check of their paybooks.

required

A commander of the 1st Airborne - 1st Airborne Division told me P/W that "in nearly every factory" an enemy agent was caught. The last one mentioned was a party officer disguised as a woman.

2. Economic

a) Food Plant at RHEINHOLD

This manufacturer of articles which is a cross between a file and a drill, with an elliptical shape like a letter "C". It is used in drilling holes, or in work where a file cannot be used.

b) Clothing Quality

One P/W stated that the quality of uniform cloth had improved materially of late months in Germany. Cloth for civilian clothes is stated to be of very poor quality, and is mostly substitute material, mainly viscose products.

Another P/W has revisited the old firm of HANL in CHEMNITZ, manufacturer of textile machinery. He discovered to direct "text industry" had been made in this factory.

c) P. O. L.

The bulk of petrol in use is synthetic, but one P/W states that an ample supply exists. In MUNSTER, January 1943, military transport was using petroleum gas.

d) Aircraft Production

Complaints were made by our air force to "W" about the time it takes to produce new German aircraft, American machines produced are not possible because of the quality of materials. Model 200, with 4 engines, is available, but there have been no signs of its operational use.

e) Food Stores

One P/W states: "Nowadays everyone keeps for himself stocks of food in the house and before." It is claimed that huge stores were confiscated in FRANCE and given to Germany.

Report No. MOI/2

SECRET

a) Food Stocks

According to statement of A. V. P. poor harvests of last years have been offset by improved agricultural methods introduced by GERMAN experts in the Ukraine. Sufficient stocks of cereals, wheat and potatoes have been grown in the country, and future production promises to be even better.

3. Morale and Political

a) BBC Propaganda

In TUNISIA, A. V. P. listened to "German short-wave station ATLANTIC" on 49.8 waves, an enemy station. This was the same station which called itself "GUSTAV SIGRAUD II" with broadcasting to GERMANY and RUSSIA. Program were pronounced "such stuff as the A. V. P. He was in the habit of tuning in to this and the Spanish stations to get an all-around view of the news; this included all that given by the Germans.

b) Treatment of Foreign Nationals and POW

A French camp of POW had existed in MANNHEIM for some time. A. V. P. believes that these prisoners were in heavy factories. French officers are held in a separate camp in the area.

When the better elements of the German army included treatment of RUSSIAN POW is considered. One A. V. P. described the treatment of the Russians as that given to wild beasts. "They were driven until they staggered, and were shot if they collapsed". In one instance, the POW was thrown with bodies. P. V. called it "revolting", and that "no civilized nation has ever done such a thing before." (Note: A. V. P. was not satisfied.)

One A. V. P. testified to having seen a large number of Russian (Ukrainian) and Polish workers (supposedly not POW) employed in the area. They were called "Germans" (disrespective) factories in Stuttgart. French workers have also been seen in the town of Stuttgart.

c) Inter-state Relations

Consideration of the Italians and their conduct in Africa is covered. In particular, their lack of organization ability is blamed for their defeat in NORTH AFRICA.

The Italians were called "typically wasteful", many of the officers being just corrupt men. At least 100,000 miles and Germany C. I. S. were army-sized. One Russian division was discussed. They were also called "corrupt", and had no idea of

b) Treatment of French in Germany and POW

French camp of POW was existed in Germany for some time. French officers are held in a separate camp in the area.

When the better elements of the German army, including treatment of Russian POWs, is concerned, one P/W described the treatment of the Russians as best given to wild beasts. "They were driven until they staggered, and were shot if they collapsed". In one instance, the P/W was struck with a rifle. P/W called it "revolving", but that the civilized nation was ever done such a thing before." (Note: P/W was not anti-Nazi.)

One P/W testified to seeing some 6 large number of Russian (Ukrainian) and Polish workers (supposedly not POW) employed in the construction of the SS (SS) (collective) factories in Stuttgart. French workers were also seen such in the town of Stuttgart.

c) Inter-racial Relations

Contaminated of the Russians and their conduct in Africa is general. In particular, their lack of organizing ability is noted for their effort in North Africa.

The Russians were called "typical eastern", many of the officers being just corrupt and "as less let, while the company C. S. S. were very well. One Russian division was discussed. They were probably equipped, and had no lack of a signal system.

d) Activities

(1) German

Described as a man "who can think of nothing but propaganda". He is accused of having wrecked the Russian administrative system and of even trying to reorganize the party. "There were a lot of corrupt deals going on", said a P/W.

(11) P.S. in England

Two P.S. men are said to be working in Germany in three lines: Smith, who runs a workshop, and Fischer, who is a jeweler.

Secret

3. Morels and Political

- a) Bishop of Munster

Following story is related by a reliable F/W:
 Graf von GALLIEN-Bishop of Munster, was arrested by the S.S. for his inflammatory sermons. Von Gallien, an old friend of the Bishop, immediately sent two high-ranking officers to secure his release and to live at his/as personal quarters. This intervention caused a bitter conflict between the army and the Nazi party. As a result, von Gallien tendered his resignation, and Hitler's reaction may be seen by a hysterical statement made in a later speech, when he said that "as wanted the people to support him in judgment of anyone, no matter if he had inherited rights." The Bishop of Munster, the reason if the upheaval, was able to go unscathed, but was forced to tone down his tirades.

2) Anecdotes

Alphon and Herman went to buy a car. First they looked at a Maybach, then went for a trail in a Ford. The population turned out and shouted "Hurray" as they drove through the streets. They couldn't understand this, because neither had they anyone officially of this drive. It was only when they got home that they found the answer to the puzzle. On the spare tire was written in large letters: "My father's car" (Ford).

F/W spoke of attending a conference at an art theater in MUNICH where the company's records taken about the Nazis and even the Gauls were looked. He was astonished at the things they were allowed to say there, which would have been forbidden in Berlin.

B. IT LV (SITILY)i. Economicsa) Food and commodities(i) General

From reports of F/W, food conditions and prices in Sicily vary considerably from section to section. This variation naturally depends to some extent on local crop conditions and the nature of the crop grown in the particular area. For example, in general, the amounts available vary from 200,000 quantities to 400,000 quantities and the usual living standard. The "black market" is widespread and flourishes particularly in agricultural areas. Purchases in the black market is un-

f) Anecdotes

Atulph and Herman went to buy a car. First they looked at a Volkswagen, then went for a trail in a Ford. The population turned out to shout "Hurrah" as they drove through the streets. They couldn't understand this, because neither had told anyone officially of this drive. It was only when they got home that they found the answer to the puzzle. On the same type was written in large letters: "My father told" (Tent).

F/W broke up with a performance of an art theater in Munich where the comedy cracked jokes about the Nazis and even the Gauleiter himself. He was not alone at the things they were allowed to say there, which would have been forbidden in Berlin.

E. ITALY (SICILY)

i. Economic

a) Food and Commodities

(1) General

From reports of the food conditions and prices in Sicily vary considerably from section to section. This variation naturally depends to some extent on local crop conditions and the nature of the crop grown in the particular areas. Food rationing is general but the amounts available vary from adequate quantities to amounts insufficient to support the usual living standard. The "black market" is widespread and flourishes particularly in agricultural areas. Purchases in the "black market" is universal, and in many communities is necessary to obtain a proper standard of living.

(2) Prices

(Prices range from August 1942 to February 1943)

Bread (manual laborers)	500 gr. daily
" (other men)	400 "
" (women and children)	300 "
Olive Oil (manual laborers)	400 " 1/2-weekly
" (women and children)	300 "
Macaroni (manual laborers)	4 kg. monthly
" (women and children)	3 kg. monthly
Meat (household once weekly)	125 gr. daily
	(200 gr. daily, 1942)

(iii) Comparative Prices (1942-43)

	Controlled Price	Black Market
Spaghetti Kg.	1.70	12 Lira
Bread	2.10-3.00	" 4-20
Olive Oil litre	6.50-11.-	" 12-22
Goat Milk	2.00	"
Cheese Kg.	20-24	"
Whole "n. Flour Kg.	2.50	"
Wet Wine	2.50	" 10
Macaroni (Semola) Kg.	10-2.50	" 10
" (2. Qual.)	1.80-2.-	"
Soap Kg.	4-5	" 800
Shoes (poor quality)	80-160	"
Meat (once weekly)	Kr10	"
Oranges Kg.	1.80-3.-	"
Apples	1.80	"
Pears	1.60	"
Wuts	2.30	"
Peaches	1.80	"
Tomatoes	1.00	"
Strawberries	5.00	"
Lemons Kg.	.10	"
Pumpkin Kg.	2.-	"
Peas	2.00-5	"
Grapes	1.60	"

b) Taxes

Good workers used to receive 4-4.50 Lira as salary, but now can earn as much as 70 Lira a day if they are good buyers.

c) F. O. L.

In most sections, private cars have been requisitioned by the government. Shortages have been evident everywhere. Naptha gas and Diesel fuel, are used extensively. Agricultural tractors are operating on Mercedes, but are greatly reduced in number.

2. Morale and Political

a) Attitude toward Fascism

1/73 attitude Fascism appears from intense hatred of Mussolini to a generally favorable attitude. Personal loyalty to the King, on the other hand, seems to survive generally.

Shoes (poor quality) 80-160
 Meat (once weekly) 10
 Oranges 1.20-3.00
 Apples 1.20
 Beans 1.20
 Nuts 2.30
 Peaches 1.80
 Tomatoes 1.00
 Strawberries 5.00
 Lemons 1.10
 Tangerines 2.00-5.00
 Eggs 1.60
 Grapes

b) Prices

Good workers used to receive 4-4.50 lire an hour, but now can earn as much as 70 lire a day if they are good bargainners.

c) P. S. L.

In most sections, private cars have been requisitioned by the Government. Shortages have been evident everywhere. Naptha gas and Diesel fuel, are used extensively. Agricultural tractors are operating on Keromana, but are greatly reduced in number.

2. Morale and Political

a) Attitude toward Fascism

The attitude toward Fascism ranges from intense hatred of Mussolini to a generally favorable attitude. Personal loyalty to the King, on the other hand, seems to survive generally.

b) Discussion Group

One 1/2 hr from Catania spoke of a 7000 war veteran friend, ROSSARIO MILEO, who belongs to an unorganized group of middle-aged men who meet informally and talk against the Fascist Government. This group has no connection with organized anti-Fascist organizations.

Anti-war sentiment is said to be strong in CATANIA among soldiers with long service.

c) Inter-Axis Relations

Relations with the Germans are said to be bad, mainly because of the Germans' attitude toward Sicilian women. Frequent brutal assaults: 50 Nazis were reported killed by brute force and brothers of CATANIAN girls who had been attacked.

c) Inter-Axis Relations

In the summer of 1941, 12 Nazis were killed in a fight at a Sicilian railroad station.

d) Personalities

Javellere Nuvola, Mayor of Gela "a man of good deeds"
 Bonlocchi, owner of wheatlands in Ruffano (7 towns)
 Duca di Caracci (75 years old), non-fascist philanthropist
 in Carini.
 Gravini, wealthy landowner in Zafferano
 Ingegnere Calocero, Mayor of Montevago
 Bottino & Minerva Fascist Club "Alba Angelo" Syracuse
 Commandante Antonelli, Mayor of Syracuse
 Resno, Vice Prefect of Syracuse
 Ruffinello, Proprietor of Olive Oil Plant in Syracuse

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- 2 -

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- a) Military Road
- b) Exemptions from Service
- x c) Morale in the Luftwaffe

2. Economic.

- a) Hohenzollern Metalworks
- x b) Armament Factory
- x c) Hamburg Dockyards
- x d) Shipbuilding Firm
- x e) Canning Factory
- x f) Eggs Business
- x g) Motor Transport
- x h) Living Conditions.

3. Political & Propaganda.

- x a) Insurance in Germany
- x b) British Propaganda

B. ITALY.1. Economic.

- a) Corn from abroad
- b) Conditions in an arsenal
- x c) Resources in Sicily.

2. Morale & Political.

Views of two officers.

C. CZECHOSLOVAKIA - Economic.

- a) Industrial items
- b) Motor vehicles
- c) Food & Commodities.

D. YUGOSLAVIA.Military.

- a) Guerrilla activities.

NOTE

The items marked with "x" have already been included in C.S.D. I-C. operational reports circulated in A.F. H.Q. Command.

GERMANY.1. Military.a) Military Road

A. P.W. worked in the Labour Service (ARBEITSDIENST) from March - October 1945. He was included in a section employed on building a completely new 4 meter wide road between WERNBERG and ELSBURG on the island of BILT.

This road runs directly along the coast and is used for the transport of ammunition to the coastal defence guns. This part is out of bounds to everybody except the levy - who also serve the guns - and the road

2. Economic.

- a) Eisenwerk Metallwerke
- x b) Armament Factory
- x c) Membrure Lockyards
- x d) Shipbuilding Firm
- x e) Canning Factory
- f) Egg business
- g) Motor Transport
- x h) Living Conditions.

- 3. Political & Propaganda.
- x a) Insurance in Germany
- x b) British Propaganda.

2. Morale & Political.

- Views of two officers.
- C. CZECHOSLOVAKIA - Economic.
- a) Industrial items
- b) Motor vehicles
- c) Food & Commodities.

D. YUGOSLAVIA.

- Military
- x Guerrilla activities.

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GERMANY.

a) Military.

a) Military Road

A. P.W. worked in the Labour Service (ARBEITSDIENST) from March - October 1948. He was included in a section employed on building a completely new 4 metre wide road between NORDENBERG and ZILBURG on the island of BILT.

This road runs directly along the coast and is used for the transport of ammunition to the coastal defence guns. This part is out of bounds to everybody except the Navy - who also serve the guns - and the road builders.

P.W. is unable to give particulars about the guns.

b) Exemptions from service.

Questioned on the subject of exemption from service, a P.W. who was formerly a shopkeeper in LANDSBERG, states that in his sphere the only exemptions granted are for personnel of railway repair shops and some agricultural labourers.

These exemptions are secured by an official request to the "ARBEITSAUSSCHUSS" from the employers of the men concerned. The "ARBEITSAUSSCHUSS" in its turn submits periodic lists of people whom they want exempted to the "WEHRMASSSTAB". Here each application is considered on its individual merits, and the most urgent cases are selected for immediate exemption.

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According to P.W., no papers are carried by an individual to certify that he has been exempted from military service.

c) Morale in the Luftwaffe.

During the last series of reprisal daylight raids on the BRITISH CHANNEL coast towns, about 60 instructors and pilots were transferred from Luftwaffe instruction units to provide fighter covers.

They were equipped with obsolescent types of fighters. This "desperate measure", as P.W. describes it, caused general consternation amongst fighter pilots in NORTHERN FRANCE, and resulted in the loss of a large number of the best fighter instructors in the G.A.F., who fell victims to the far superior English fighters.

.....

The spirits of the G.A.F. fighter pilots are becoming very depressed by continued heavy losses in the MEDITERRANEAN theatre of war, and by the Allied superiority. New pilots are not proving very satisfactory, as they are lacking in operational experience, and are easy meat for our fighters. There is an undercurrent of defeatism evident amongst P.Ws. caused by the feeling that the Spitfires are superior in performance and armament to the Messerschmitts.

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A letter written to P.W. by his mother, dated 15th April, contains the following passage with reference to his brother who was serving with Rommel's L.P.F.:

"..... and you will understand that the business (Africa campaign) is not going too well, we are worried about HELMUT. They are not going to do what they did at STALINGRAD - just sacrifice the troops? You can imagine what a man there is about AFRICA, especially in those cases where men have been in AFRICA for over two years. Yes, two years in AFRICA and no leave. What has HELMUT done to deserve that?"

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2. Economics.

a) Hohenzollern Metal Works.

A civilian metal worker, now a P.W., was called up in January, 1940, but sent back to his work in October of the same year. At the beginning of 1942, however, P.W. was finally recalled, with all other co-workers who had served with the forces.

The FÜRSCHLICH HOHENZOLLERNISCHE HÜTTENWERK in LAUCHERTAL (HOHENZOLLERN) increased its staff from 1,500 before the war to 1,700 in October 1942. These included 500 Poles, some French P.W., a few civilian Dutchmen and the remainder (60%) Germans.

SECRET

Some departments of these metal works worked three 8-hour shifts, others only two. The reason for this was the frequent shortage of pig-iron (supplied by the MANNSBANK works at DUESSELDORF), probably due to transport difficulties.

P.W. worked in the rolling-mill, to which a wire-drawing mill was attached. 70% of the output of the rolling-mill consisted of wire and round bars, 25% "profile" iron, and 5% "flat" iron (FLACHBLECH).

In the wire-drawing department, some 180 workers were employed, in two 8-hour shifts, and the output was of 90 to 100 tons per shift.

Another department was equipped with 40 to 50 lathes. Metal parts were only turned down to 1 or 1/2 mm of their eventual size, and were finished elsewhere.

P.W. was unable to supply particulars of the articles produced at the works, except that some of the 28-4 mm rods were made into sparking plugs, and that parts for measuring instruments were also manufactured.

Among the many customers of the works were: BOECH, MANNSBANK, RHEINMETALL and the JUNKERS factory at DUESSELDORF.

b) Armament Factory.

Another P.W. was employed at the BOESIG armament factory at BERLIN-TEGEL, and stated that 3000 workers were employed there, including some 10% French specialists and 15% Belgians. 15 mm ships' guns were made there.

Specialists received up to RM 2 per hour.

A store-room clerk received a monthly salary of RM 240, from which the following deductions were made:

Unemployment Insurance	RM 2
Workers' Union	1.80
Health Insurance	15
"Winter Aid"	2

In addition to a compulsory hospital fund subscription, amount not known.

RM 1.-- a day was deducted per day of absence from work, but only up to about 3 days. For prolonged absence through sickness half wages were paid.

A fortnight's holiday in every full working year was granted to employees.

c) Hamburg Dockyards

One P.W. was employed in the HARBURG and VOSS dockyard at HARBURG from October 1940 to March 1942 as a distributor.

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Armament Factory.

Another P.W. was employed at the BORRIG armament factory at BERLIN-TEGEL and states that 5000 workers were employed there, including some 10% French specialists and 5% Belgians. 15 cm ships' guns were made there.

Specialists received up to RM 2 per hour.

A store-room clerk received a monthly salary of

RM 240, from which the following deductions were made:

Unemployment Insurance	RM 2.
Workers' Union	3.80
Health Insurance	15
"Winter Aid"	1

In addition to a compulsory hospital fund subscription, descent not known.

RM 1.-- a day was deducted per day of absence from work, but only up to about 3 days. For prolonged absence through sickness half wages were paid.

A fortnight's holiday in every full working year was granted to employees.

Hamburg Dockyards.

One P.W. was employed in the BLOHM and VOEGT dockyards at HAMBURG from October 1940 to March 1942 as a tool distributor.

The minimum working week was 48 hours, but P.W.'s average was 55 to 60 hours. The dockyard worked in two shifts of eight hours each and employed altogether some 12,000 men. These included French and Dutch P.W.'s who were not however on the building slips but used only in the shops.

A tool distributor's wages ranged between a minimum of 85 Pf. per hour and a maximum of RM 1.10 per hour. Sundays, holidays, and overtime were paid at 50% extra. In addition to his pay, every worker received 2 Pf. per hour for his wife and 2 Pf. per child.

Shipbuilding Firm.

The "SCHIFFBAUFABRIK BOHNSHAFF" in KIDNICKSBUCH is now nearing completion near the River Elbe.

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not so previous site of another factory not known to Source.
of 100,000 workers are employed, including many Russian
P.Ws, Poles and French P.Ws, and the factory has so far
been exclusively engaged on the repair of loafbreakers and mine-

Contrary to previous information, a P.W. states
that the "KONIGSBERG" (UNDER SILENCE) has 5 blast
furnaces, and not 3.

Canning Factory - an RUSSIAN.

A P.W. received work from September to December 1942
in the BECKH canning factory, in which he had formerly
been employed as a foreman, whilst conversing from front-
bite contacted in the Russian campaign.

This factory canned fruit and vegetables, for sale
within GERMANY, although a certain proportion went to
the German Army. Depending on the season, between 600
and 1,000 workers were employed. The monthly output of
canned fruit and vegetables was between 40,000 and 80,000 kg.
The chief bean canning line, for example, could deal with
750 kg. of beans in an 8-hour shift.

There was no shortage of cans in the factory.
Workers in this factory were paid RM 1.10 to RM 1.15
per hour, with 50% for overtime. A minimum of 48 hours a
week was worked. A foreman and supervisor received RM 875.
per month, less RM 25 in various taxes and subscriptions.

Egg Business.

P.W. is a 55 years old driver who was called up in
December 1942. He was formerly a lorry driver for an egg
wholesale business in HILDESBACH, near HANNOVER. Earlier
in the war, a poultry keeper had to give up 50 eggs per
chicken every week. This has now been increased to 90,
while the egg ration in GERMANY has been reduced from
10 eggs per person per week to 5.
P.W. is a firm used to collect eggs from the egg collecting
centres of nearby farms, which is a whole lot of things has
its egg-collecting centres, which is a 1/2 of commission
per egg. His wife had the former RM 250 per egg, which
which varied between 1 and 20 eggs. The eggs were sold
to the various small businesses for 1 egg per egg, and the
rest, 200 per 1 egg, 20 eggs.

Motor Transport.

P.W. is a driver of a motor vehicle, which is a 1/2 of commission
per egg. His wife had the former RM 250 per egg, which
which varied between 1 and 20 eggs. The eggs were sold
to the various small businesses for 1 egg per egg, and the
rest, 200 per 1 egg, 20 eggs.

I. P. W. secured work from September to December 1942 in the HECF in building factory. (in which he had formerly been employed as a foreman) whilst countering from frost-bits contracted in the Russian campaign.

This factory canned fruit and vegetables, for sale within the area, although a certain proportion went to the German army. Depending on the season, between 500 and 1,000 workers were employed. The monthly output of canned fruit and jars was between 40,000 and 50,000 kg. The string bean canning line, for example, could deal with 750 kg of beans in an 8-hour shift.

There was no shortage of cans in the factory. Workers in this factory were paid RM 1.10 to RM 1.15 per hour, with 50% for overtime. A minimum of 48 hours a week was worked. A foreman and supervisor received RM 375 per month, less RM 25 in various taxes and subscriptions.

f) Egg Business

I. P. W. is a 35 years old driver who was called up in December 1942. He was formerly a lorry driver for an egg wholesaler business in HILDESBELM, near HANOVER. Earlier in the war, a poultry-keeper had to give up 50 eggs per chicken every year. This has now been increased to 70, (while the egg ration in GERMANY has now been reduced from 10 eggs per person per month to 6).

I. P. W. is a firm used to collect eggs from the egg collecting entrepreneurs or nearby. I. P. W. has a small village has its egg-collecting contract. This is paid 1/2 of commission per egg. His firm paid the farmer RM 1.50 for 100 eggs, which varied between 1 and 20 eggs. The eggs were sold to the various small dealers for 90 pfennig per egg, and the retail shop got 1 pfennig for each egg.

g) Motor Transport

I. P. W. drove a 2 1/2 ton lorry using bottles as fuel. Two bottles were fitted beneath the truck, each holding 130 kgs of gas, and each enough for 170-180 km (approx. 110 miles).

I. P. W. states that many lorries previously fitted with bottles have now been reconverted to producer-gas generators. The reason for this is NOT that this type of fuel allows a greater range, but because one of the big firms supplying the gas, a plant in GERMANY (KIRCHEN) had been completely destroyed by the R.A.F.

SECRET.

h) Living Conditions.

Food Soles: At December 1942 the meat ration was fixed at 400-500 grammes per head per week. This is believed to have been increased in the meantime. The bread and butter rations at the same time and on the same basis were 500 and 30-40 grammes respectively.

Recent prices ruling were as under:-

	RM per Kg.
Margarine	3.20
Flour	1.80 to 1.90
Sugar	1.60 to 1.80
Almonds	2.80
Olive Oil	costs RM 1.60 to RM 2.10 per litre.

Black Market: The Black Market appears still to function, but such exorbitant prices as RM 4.-- for a pound of sugar and RM 20.-- to RM 30.-- for a pound of coffee have been paid. Meat is the most difficult commodity to obtain on the Black Market.

Clothing: All women's shoes are made with wooden soles to save leather. Silk - formerly very scarce - is now available and is presumed to be imported from FRANCE and ITALY.

Heating: 1,000 Kg. of coal or briquettes is the ration for a two-roomed flat for the winter half-year. 2,100 Kg are allowed for three rooms. The use of gas (at 8 Pf. per cubic metre) is permitted over and above the coal ration for heating.

Cameras: Although films and photographic papers are not scarce, cameras cannot now be purchased in Germany.

3. Political & Propaganda.a) Insurance in Germany

Damage: The State indemnifies in cases of damage and fires caused by bombing, so that insurance companies can cover only risks by accidental fires, etc. A P.W. took out an all risks policy for an amount of RM 3,000.-- (premium of RM 160.-- for 25 years) in January 1942, and since his call-up a week later the State has taken over the premium payment without need of post-war re-payment.

Life: A P.W. took out an endowment policy in July 1942, to run 25 years at a premium of RM 150.-- per year, and he valued at RM 5,000.--. The State assured the

Margarine

Flour

Sugar

Almonds

Olive Oil costs RM 1.80 to RM 2.10 per litre.

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Life: A P.W. took out an endowment policy in July 1942, to run 25 years at a premium of RM 160.-- per year and be valued at RM 5,000.--. The State assured the premiums during his Army service, but the policy became a simple life insurance without accrual of benefits.

The State pays a monthly pension to dependents of soldiers killed whilst on active service, but there is no national life insurance in the Army, as in the U.S. Army. There is no war-clause in life-insurance policies.

b) British Propaganda.

A P.W. had heard that the British had been dropping copies of German food and clothing cards over Germany to disrupt the rationing system.

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The authorities replied to this move by ordering all authentic cards to be stamped at the local mayor's office in every town. It is stated that, due to an unfortunate error in the printing of the cards for North Germany, (HANSAR-Stadt instead of HANSA-Stadt), the detection of the British copy was made easy.

ITALY.

1. Economic

a) Corn from abroad.

An Italian P.W. was entrusted in 1942 with the organization of a committee for the exploitation and export of corn from the UKRAINE. This committee was placed under the direct control of the A.R.M.I.R. (Italian Forces in Russia) Command, and was presumably to function on behalf of the Italians only.

Five aircraft were placed at the disposal of P.W. and his colleagues.

Having failed to acquire the required stocks of corn in UKRAINE, the committee transferred its activities to ROMANIA, where considerable sums of money were used to bribe ROMANIAN Ministers and Officials.

Though refusing to give further particulars, P.W. admitted that if any corn was obtained through the latter transactions, it was technically stolen from the Roumanian people.

b) Conditions in an Arsenal.

The Source of the few following details is a P.W. of little intelligence. He worked in the TARANTO Arsenal in 1941 as a blacksmith's mate.

The day of a blacksmith was five 2.00 per hour, and that of his mate five 2.25. P.W. does not think these rates have been increased since he left the arsenal, though overtime may now be rewarded better.

Working hours were 0800 to 1200 hrs., and 1230 to 1650 hrs.

The morale of the workers at the arsenal was apparently very low, and work very slack. This was apparently due to the poor pay and bad living and working conditions.

c) Resources in Sicily.

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Working hours were 0800 to 1200 hrs., and 1230 to 1530 hrs.

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c) Resources in Sicily.

(i) Natural

SICILY, with the exception of PALERMO. P.W. states that in PORT ANNA there is no water, and it has to be brought in by water trucks.

A Stone Quarry exists at ALCAMO. Forests of pine, oak and cork trees are located near FIGUZZA, and there are salt marshes along the coast between TRAPANI and MARSALA.

(ii) Artificial.

A sewer system does not exist, except in the larger cities, such as PALERMO, MESSINA, SIRACUSA and CATANIA.

In PALERMO there is a machine shop which is a branch of the FIAT of TURIN. It is used for repairs and assembling purposes.

There is a powder plant at ALTAFORME, another in SALERNO (Frazione CARTECCIONE) and a third important and large powder plant at LUNIGIETTA, about 1 km. south of the city.

In the Arsenal of PALERMO, civilian Germans were employed on the construction of tank landing craft. These barges are about 20 m. long and 4 m. wide, and have a speed of 30 m.p.h. They are heavily armoured and very manoeuvrable.

2. Morale & Political.

Views of Two Officers.

A young Italian officer, who is himself a staunch royalist, believes that nearly all Italians are entirely devoted to the House of Savoy.

While admitting that an Allied invasion of Italy would benefit the country by routing the Fascists and the Germans, P.W. is certain that any such operations would be resisted by the Italians unless the cooperation of the King of Italy (whom the Allies could reach through the Vatican) had previously been enlisted.

P.W. has heard of the anti-Fascist "LIBERA ITALIA" Movement, and has little faith in it. The leader of the Movement, Count SPONZA, is too old and old-fashioned, and has no following among the Italians of to-day.

Secondly, states P.W., the Anti-Fascists living out of Italy who have formed this movement are considered "sold" to the British, i.e., paid by us to serve British purposes and interests. Furthermore, these political exiles have been living abroad "with their hatred of Fascism and in a spirit of vengeance", and should they be allowed to return to Italy with the British, a good deal of bloodshed might ensue. P.W. feels that a few personal "vendettas" are unavoidable, but that official wholesale slaughter must be prevented.

P.W. himself would prefer to remain in a prison camp rather than be free as a member of the "Free Italians". But if the British were to enter Italy by agreement with the Italian King, he would join us with enthusiasm - along with all other Italian P.W.

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.....

Another Italian Officer, a major, regrets that our two peoples, who could never hate each other, should be at war, but is certain that the Italians will continue to fight it out by Germany's side.

The Major thinks that if we invade Italy, we shall not do so in any spirit of "liberating the Italians from Fascism", but rather we shall impose harsh terms on all the Italian people.

This officer blames Mussolini's errors of the past few years on the death of his brother, Arnaldo Mussolini, who used to exert a moderating and steady influence on the Duce.

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SECRET

2. CZECHOSLOVAKIA

Economic

a) Industrial Items

A Czech P.W. who was at MORAVSKA - OSTRAVA in May 1942 states that the VITKOVIC steel works are producing steel plates for U-boats and German tanks. He thinks that nearly twice as many workers are employed here as before the war. Incidentally, all the employees of the VITKOVIC works are issued with vitamin tablets daily.

The same P.W. has mentioned that the DUSEKALNY nitrogen plant near MORAVSKA OSTRAVA has now switched over completely to war products, including gases.

From different sources it would appear that the BATA concerns are now producing A.C. parts, tanks, guns and ammunition as well as notes for the German army. (Army boots are also made by the PIVNICKA firm in Bohemia.)

The BATA desert boots are stated to have been most satisfactory. There must have been a shortage of them, however, as the last German reinforcements arrived in North Africa in February and March 1943 equipped with ordinary army boots.

Concerning the civilian footwear still produced by BATA, mention is made of ladies' shoes and working boots with wooden soles, and men's shoes with thin black rubber soles.

Concerning industrial production it is stated to have been very widespread throughout CZECHOSLOVAKIA's industries in 1942. In the SMOVA works, for instance, a considerable slackening of production was caused, and many workers were shot.

In many towns, exhortations to go slow were made by means of the sign "P.P." (PACUJ POMLU - go slow).

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"Go-slow" methods are stated to have been
widely spread throughout CZECHOSLOVAKIA's industries in
1942. In the SKODA works, for instance, a considerable
slackening of production was caused, and many workers
were shot.

In many towns, exhortations to go slow were made
by means of the sign "P.P." (PRAČUJ POMALU - go slow)
chalked on walls. This was presumed to be the work of
British propaganda.

b) Motor Vehicles.

Most of the army transport stationed in MORAVIA
has been fitted with producer gas generators, using wood
as fuel. This applies also to most non-army lorries
throughout Czechoslovakia.

A German civil servant who worked in the country
until November 1942, states that the majority of cars,
including taxis, are using bottle gas as fuel.
In the town of JICIN, a taxis are still running,
though reserved for emergency jobs.

SECRET.a) Food & Commodities.

Food rations are smaller in the Protectorate than in the Reich, except for milk and sugar and a few other items.

Czechs and Germans are allowed the same amounts, except for a special fat ration of 1 or 2 lbs. every 2 months, to which only Germans are entitled.

The butter ration is 70 grs. monthly.

All beer is standard, with 4% alcohol content.

Here are a few examples of Black Market prices:-

1 lb. Lard	8 - 10 RM.
1 Egg	30 - 50 Pf.
1 lb. Butter	8 - 14 RM.

One "VIASMA" cigarette, pre-war value 1 1/2 Pf., is now priced at 3 Pf., and costs 10 Pf. on the Black Market.

.....

A P.W. states there was an acute shortage throughout Czechoslovakia in 1942 of carpets, curtains, flannels, wools and materials generally.

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YUGOSLAVIA.Military.Guerilla activities.

This P.W. was G.A.F. Liaison Officer with the German Army Units engaged in operations against the YUGOSLAV partisans in the early part of this year.

He says the Axis forces found themselves almost powerless against the Yugoslav guerrillas. Fighting was of the most barbarous nature on both sides. 18 members of the ground staff of his "STAFFEL" (squadron), who were sent a short distance by road to fetch spares, disappeared without any trace.

The field butchery and bakery of his "GRUPPE" were attacked by 1200 Serbs and were slaughtered and mutilated with their own knives. Many Croats and Germans were found who had been bound and had their skulls split with an axe.

Here are a few examples of Black Market prices:-

1 lb. Lard 8 - 10 RM.
1 Egg 30 - 50 Pf.
1 lb. Butter 8 - 14 RM.

One "Vlasta" cigarette, pre-war value 1 1/2 Pf., is now priced at 5 Pf., and costs 10 Pf., on the Black Market.

A P.W. states there was an acute shortage throughout Czechoslovakia in 1942 of carpets, curtains, flannels, wools and materials generally.

YUGOSLAVIA.

Military.

Guerilla activities.

This P.W. was G.A.F. Liaison Officer with the German Army Units engaged in operations against the YUGOSLAV patriots in the early part of this year.

He says the Axis forces found themselves almost powerless against the Yugoslav guerillas. Fighting was of the most barbarous nature on both sides. 15 members of the ground staff of his "STAFFEL" (squadron), who were sent a short distance by road to fetch supplies, disappeared without any trace.

The field butchery and bakery of his "GRUPPE" were attacked by 1200 Serbs and were slaughtered and mutilated with their own knives. Many Croats and Germans were found who had been bound and had then had their skulls split with an axe.

The G.S. took no prisoners, and all captives were executed without trial or investigation. The Serbs would cut off the ears of all Croats captured, and the Croats retaliated by nailing captured Serbs to barn doors for several days before cutting their throats. The Germans changed over to throat-slitting with a razor in place of a firing party or the gallows.

In an endeavour to quell finally the Yugoslav Patriot activities, 3 German divisions and 2 Italian divisions were transferred to the area.

Many villages and small towns were attacked with 1000 mines, and 250 kilo. rodged bombs and were literally razed to the ground. On numerous occasions, colonies of German settlers were bombed in error.

P.T.C

Report No. 82.

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SECRET

In spite of all the energy, time and material expended in this effort to smother the JUGOSLAV Patriots, P.W. is of opinion that the Axis have made no impression on the country, and are as far as ever from feeling that their hold over the BALKANS is secure.

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

785015

MOST SECRET

141 7878/CA
13.6.43
10 June 1943.

To:- O.C.
C.S.D.I.C.

Subject:- Intelligence.

My Dear Taft,

The Ito repatriation ships will be arriving at Massawa towards the end of this month and I think you might get quite a bit of useful stuff if you send one of your chaps down to chat about one thing and other to the people on board. He can go disguised as an Evacuation Officer. That will not be difficult to arrange. Lt. Colonel Tom Matthews is my successor in Assara and will do all he can to help. The code word is Prodd. Anything he gets will be a little late for Husky probably but still may come in useful for later on. If you send somebody he should make his number first **WITH** Lt. Col. Gibbons as the B.M.A. secretariat. The word is also Prodd.

By the way, a minor detail Pichi d'India in your report are not Indian Pigs, but Prickly pears which have a very different tactical significance.

Yours

(sao) *Wier R.*

AMGOT
141 Force
In the Field

Pl/A 10/10/43

I 359