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

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10000/109/1014

AC SHIPPING MEMO
JUNE 1944 - OCT. 1945

0791

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

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C.S.O.:

Resume of Shipping Instruction No. 15, Transportation Subcommittee.

As of July first, Italian Maritime Commission will be responsible for control of Italian shipping for the whole of Italy, Sardinia, and Sicily under supervision of Allied shipping authorities. It will be responsible to AC that 30,000 tons of essential commodities against the disease and unrest programme are moved each month by schooner. It will also be responsible for allocating tonnage, if necessary, to move any emergency categories required by AC.

July

2 July 45



A. B. ARNOLDY
Capt, Sp Res

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Tel. 534

HEADQUARTERS ALLIED COMMISSION

APC 394

Transportation Sub-Commission

MPL/Lr

AC/501/50/Tn.3

16 October 1945

OCT 17 1945

Shipping Instruction No. 16

MOVEMENTS OF GOODS COASTWISE IN ITALY AND BETWEEN ITALY, SICILY AND

SARDINIA

1. Shipping instruction No. 15 dated 27 June 1945 will be superseded by this instruction with effect from 1 November 1945.

2. With effect from 1 November 1945 all applications for the movement of goods coastwise in Italy and between Italy, Sicily and Sardinia will be made by the respective Italian Ministries directly to the Ministry of Marine. The Ministry of Marine (Itmare-Co.Ge.Na - Via Cestari 3, Rome) will apply to Zone 3 Committee of the United Maritime Authority by 15th of each month for shipping required in the next month in excess of the tonnage that can be lifted in schooners.

3. From 1 November 1945 all instructions for the loading of ships will be issued by the Ministry of Marine (Itmare-Co.Ge.Na) all other interested parties being kept informed.

4. The Ministry of Marine will issue instructions detailing the procedure for applying for movement of goods by sea.

5. The Ministry of Marine will furnish to the Transportation Sub-Commission such returns and statistics as may be required from time to time.

6. AC Port Liaison Officers should note that for shipments in November instructions will not be sent by signal from AC HQ in Rome, as in the past. Instead, when vessels are nominated by Zone 3 Committee of United Maritime Authority information will be advised to ports concerned, including AC PLOs, through Itmare-Co.Ge.Na channels. Every assistance must be given to ensure speedy and smooth loading of vessels and reasons for delays should be reported.

For the Director :

L.M. COOPER
Lt. Colonel

DISTRIBUTION :

HQ Allied Commission

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MOVEMENTS OF GOODS COASTWISE IN ITALY AND BETWEEN ITALY, SICILY AND
SARDINIA

1. Shipping instruction No. 15 dated 27 June 1945 will be superseded by this instruction with effect from 1 November 1945.

2. With effect from 1 November 1945 all applications for the movement of goods coastwise in Italy and between Italy, Sicily and Sardinia will be made by the respective Italian Ministries directly to the Ministry of Marine. The Ministry of Marine (Itmare-Co.Ge.Na - Via Cestari 3, Roma) will apply to Zone 3 Committee of the United Maritime Authority by 15th of each month for shipping required in the next month in excess of the tonnage that can be lifted in schooners.

3. From 1 November 1945 all instructions for the loading of ships will be issued by the Ministry of Marine (Itmare-Co.Ge.Na) all other interested parties being kept informed.

4. The Ministry of Marine will issue instructions detailing the procedure for applying for movement of goods by sea.

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6. AC Port Liaison Officers should note that for shipments in November instructions will not be sent by signal from AC HQ in Rome, as in the past. Instead, when vessels are nominated by Zone 3 Committee of United Maritime Authority information will be advised to ports concerned, including AC PLOs, through Itmare-Co.Ge.Na channels. Every assistance must be given to ensure speedy and smooth loading of vessels and reasons for delays should be reported.

For the Director :

L.M. COOPER
Lt. Colonel

DISTRIBUTION :

HQ Allied Commission

Executive Commissioner

Civil Affairs Section

Economic Section (2)

Agriculture Sub-Comm. (2)

(CAPT White)

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

Industry Sub-Comm. (3)
Education Sub-Comm. (1)
Finance Sub-Comm. (2)
Food Sub-Comm. (3)
Commerce Sub-Comm. (3)
Labour Sub-Comm. (1)
Public Health Sub-Comm. (1)
Public Works and Utilities Sub-Comm. (1)
Communications Sub-Comm. (1)
Displaced Persons and Repatriation Sub-Comm. (1)
Legal Sub-Comm. (1)
Monuments, Fine Arts and Archives Sub-Comm. (1)
Navy Sub-Comm. (2)
Direzione Generale della Marina Mercantile, Ministero Marina (3)
Office of Representative of the Chief Commissioner, HQAC Milan (3)

AC Regional Headquarters :

Piemonte Region (6)
Liguria " "
Lombardia " "
Venezia " "
Commissioner, Naples Commune
AC Liaison Officer Leghorn
" " " Ancora
" " " Sicily
" " " Bari
AC Senior Transportation Officer (2)
" " " Florence (2)
" " " Naples (4)
" " " Ancona (4)
" " " Leghorn (2)
" " " Bari (2)
" " " Rome
" Port Liaison Officer Genoa
" " " Venice
" " " Bari
" " " Brindisi

Other organisations :

6-5 Section AFHQ (1)
(Mov and In) AFHQ (1)
Peninsular Base Section (2)
" " " South
HQ. NO. 2 District
" " 3
Mediterranean Shipping Board AFHQ (1)
UMI, Zone 3 Committee, Naples
AWTR Rome
WSA Rome

Displaced Persons and Repatriation Sub-Comm. (1)
 Legal Sub-Comm. (1)
 Monuments, Fine Arts and Archives Sub-Comm. (1)
 Navy Sub-Comm. (2)
 Direzione Generale della Marina Mercantile, Ministero Marina (3)
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AC Senior Transportation Officer (2)	
" " " Florence (2)	
" " " Naples (4)	
" " " Ancona (4)	
" " " Leghorn (2)	
" " " Bari (2)	
" " " Rome	
" Port Liaison Officer Genoa	
" " " Venice	
" " " Bari	
" " " Brindisi	

Other organisations :

G-5 Section APHQ (1)
 (Mov and In) APHQ (1)
 Peninsular Base Section (2)
 " " " South
 HQ. NO. 2 District
 " " 3
 Mediterranean Shipping Board APHQ (1)
 UMA, Zone 3 Committee, Naples
 MWTR Rome
 WSA Rome

File 513/Tn.3

File : 454

HEADQUARTERS ALLIED COMMISSION

GBG/PA

AFO 394

Transportation Sub-Commission

Our ref.: AC/501/CC/Tn 3

9 Luglio 1945

JUL 12 1945

ISTRUZIONE No. 15 PER I TRASPORTI

MARITTIMI

Trasporti Costieri delle Merci in Italia e Sicilia e fra l'Italia e la Sicilia e la Sardegna

1. Queste istruzioni annullano e sostituiscono la traduzione italiana delle istruzioni No. 15, Prot. AC/501/58/Tn 3 del 27 Giugno 1945 ed abrogano le Istruzioni per i trasporti marittimi No. 8 e 9 dell'A.C.

2. A decorrere dal 1 Luglio 1945 la Commissione Marittima Italiana (Itmare) avrà, sotto la sorveglianza generale delle Autorità Marittime Alleate, la responsabilità del controllo dei trasporti marittimi Italiani per l'Italia, la Sicilia e la Sardegna. La Commissione Marittima Italiana assumerà tutti i compiti attribuiti in passato al Comitato Gestione Navi.

3. L'Itmare sarà responsabile nei confronti della Commissione Alleata del trasporto mensile a mezzo motovelieri di 30.000 tonnellate di merci essenziali in relazione al programma di rifornimenti minimi necessari. Dell'eventuale ulteriore tonnellaggio residuo di motovelieri si potrà disporre per il trasporto dei carichi autorizzati dalle competenti Autorità Italiane. L'Itmare ad ogni modo, qualora necessario, sarà anche responsabile per l'assegnazione di tonnellaggio per il trasporto di quei carichi supplementari di emergenza richiesti dalla Commissione Alleata in qualsiasi particolare periodo. La lista dei caricatori autorizzati è allegata nell'appendice 'A'.

4. A decorrere dal 1 Luglio la procedura per il trasporto delle merci sarà la seguente:-

(a) Le competenti Autorità Italiane sottoporranno alle sezioni interessate della Commissione Alleata entro il 1 del mese precedente quello per il quale si richiede l'imbarco, un programma del tonnellaggio essenziale da trasportare durante il mese successivo riferito ai summenzionati rifornimenti minimi necessari insieme al previsto programma dei trasporti per i successivi tre mesi.

(b) Le Sotto-Commissioni interessate della Commissione Alleata vaglieranno detto programma per sottoporlo a loro volta alla Transportation Sub-Commission, Movements Shipping entro il 12 del mese che precede quello d'imbarco.

(c) La Transportation Sub-Commission, Movements Shipping coordinerà i programmi ricevuti dalle Sotto-Commissioni della Commissione

Trasporti Costieri delle Merci in Italia e Sicilia e fra
l'Italia e la Sicilia e la Sardegna

1. Queste istruzioni annullano e sostituiscono la traduzione italiana delle istruzioni No.15, Prot.AC/501/58/In 3 del 27 Giugno 1945 ed abrogano le Istruzioni per i trasporti marittimi No.8 e 9 dell'A.C.
2. A decorrere dal 1 Luglio 1945 la Commissione Marittima Italiana (Itmare) avrà, sotto la sorveglianza generale delle Autorità Marittime Alleate, la responsabilità del controllo dei trasporti marittimi Italiani per l'Italia, la Sicilia e la Sardegna. La Commissione Marittima Italiana assumerà tutti i compiti attribuiti in passato al Comitato Gestione Navi.
3. L'Itmare sarà responsabile nei confronti della Commissione Alleata del trasporto mensile a mezzo motovelieri di 30.000 tonnellate di merci essenziali in relazione al programma di rifornimenti minimi necessari. Dell'eventuale ulteriore tonnellaggio residuo di motovelieri si potrà disporre per il trasporto dei carichi autorizzati dalle competenti Autorità Italiane. L'Itmare ad ogni modo, qualora necessario, sarà anche responsabile per l'assegnazione di tonnellaggio per il trasporto di quei carichi supplementari di emergenza richiesti dalla Commissione Alleata in qualsiasi particolare periodo. La lista dei caricatori autorizzati è allegata nell'appendice 'A'.
4. A decorrere dal 1 Luglio la procedura per il trasporto delle merci sarà la seguente:-
 - (a) Le competenti Autorità Italiane sottoporranno alle sezioni interessate della Commissione Alleata entro il 1 del mese precedente quello per il quale si richiede l'imbarco, un programma del tonnellaggio essenziale da trasportare durante il mese successivo riferito ai summenzionati rifornimenti minimi necessari insieme al previsto programma dei trasporti per i successivi tre mesi.
 - (b) Le Sotto-Commissioni interessate della Commissione Alleata vaglieranno detto programma per sottoporlo a loro volta alla Transportation Sub-Commission, Movements Shipping entro il 12 del mese che precede quello d'imbarco.
 - (c) La Transportation Sub-Commission, Movements Shipping coordinerà i programmi ricevuti dalle Sotto-Commissioni della Commissione Alleata a sottoporrà alla Commissione Marittima Italiana entro il 15 del mese precedente quello d'imbarco un programma generale comprensivo di tutte le richieste.

(C) PA 12/17

(Can Author)

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Nello stesso tempo si richiederà all'Itmare in quale maniera essa si propone di eseguire questo programma in relazione alla disponibilità dei motovelieri e piroscafi costieri posti sotto il suo controllo. Questa informazione sarà fornita alla Transportation Sub-Commission entro il 23 del mese precedente quello d'imbarco. Per quella parte residua di programma che l'Itmare non fosse in grado di eseguire, verrà avanzata richiesta al G-4 (Mov & Tn) A.F.H.C. dalla Transportation Sub-Commission, Movements Shipping.

5. Tutte le richieste dettagliate per i trasporti marittimi da e per i porti Italiani che rientrano nei limiti del programma dell'A.C. per le merci essenziali, saranno sottoposte dai caricatori autorizzati direttamente all'Ufficio principale della Commissione Marittima Italiana a Roma, la quale assegnerà il naviglio secondo le proprie possibilità. Questa procedura concerne anche i trasporti da e per il territorio dell'A.N.G. tenendo presente:—

(a) che le richieste dal territorio dell'A.N.G. devono essere autorizzate dal Comando Regionale A.N.G. interessato.

(b) che le richieste per il territorio dell'A.N.G. devono essere autorizzate dal Comando Regionale A.N.G. interessato tramite la competente Sotto-Commissione della Commissione Alleata.

6. La Commissione Marittima Italiana indicherà in dettaglio entro il 28 del mese d'imbarco alla Transportation Sub-Commission, Movements Shipping il tonnellaggio già trasportato e quello da trasportare con i piroscafi costieri e motovelieri da essa controllati in relazione al programma di trasporto delle merci essenziali del mese in corso.

7. La Commissione Marittima Italiana terrà informata la Transportation Sub-Commission, Movements Shipping, di tutte le partenze dei piroscafi costieri, delle assegnazioni dei carichi sui piroscafi costieri e di tutti i previsti movimenti dei piroscafi costieri in modo da coordinare la accettazione dei porti con l'altro naviglio.

Per the Chief Commissioner:

M.H. Taylor
M.H. TAYLOR,
Director

DISTRIBUZIONE:

Come per l'AC/501/58/Tn 3, in data 27 Giugno 1945

Tel. 454

HEADQUARTERS ALLIED COMMISSION

GEG/fa

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APO 394

Transportation Sub-Commission

Ref. : AC/501/58/Tn 3

27 June 1945

JUN 30 1945

SHIPPING INSTRUCTION No. 15

Movements of Goods Coastwise in Italy and Sicily and between
Italy and Sicily and Sardinia

1. This instruction cancels A.C. Shipping Instructions No. 8 and 9.

2. With effect from the 1st July 1945, the Italian Maritime Commission (Itmare) will be responsible for the control of Italian Shipping for the whole of Italy, Sardinia and Sicily, under the overall supervision of the Allied Shipping Authorities. The Italian Maritime Commission will take over all duties formerly undertaken by the Comitato Gestione Navi (CO-GE-NA).

3. Itmare will be responsible to the Allied Commission that 30,000 tons of essential commodities against the disease and unrest programme are moved each month by schooner. Additional capacity if any, of schooners will be available for the movement of cargoes authorized by competent Italian Authorities. Itmare, however, will also be responsible for allocating tonnage, if necessary, for the movement of any emergency additional cargoes required by the Allied Commission for any particular period. A list of authorized shippers is attached as Appendix "A".

4. The procedure for the movement of goods will, with effect from 1st July, be as follows:-

a) The competent Italian Authorities will submit to the appropriate sections of Allied Commission by the 1st of the month preceeding that month in which shipment is required, a programme of essential tonnages to be shipped during the following month against the "disease and unrest" programme, together with an estimated advance programme for the next 3 months period.

b) Allied Commission Sub-Commissions concerned will screen this programme and in turn submit their approved programmes to Transportation Sub-Commission, Movements Shipping by the 12th of the month preceeding the shipment.

c) Transportation Sub-Commission, Movements Shipping will co-ordinate the programmes received from Allied Commission Sub-Commissions, and submit an overall programme covering all requirements to the Italian Maritime Commission by the 15th of the month preceeding the shipment. Itmare will be asked at the same time how they propose to carry out this programme in relation to the

1. This instruction cancels A.C. Shipping Instructions No. 8 and 9.

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c) Transportation Sub-Commission, Movements Shipping will co-ordinate the programmes received from Allied Commission Sub-Commissions, and submit an overall programme covering all requirements to the Italian Maritime Commission by the 15th of the month preceeding the shipment. Itmare will be asked at the same time how they propose to carry out this programme in relation to the availability of schooners and coasters under their control. This information will be passed to Transportation Sub-Commission by the 23rd of the month preceeding shipment. Any balance of programme which Itmare may not be able to fulfill will be bid on G-4 (Nov & Tn) A.F.H.Q. by Transportation Sub-Commission, Movements Shipping.

(CAR ARKOLY)

See also 22

See also 22

5. All detailed bids for movement by sea to and from Italian ports, within the Allied Commission's essential commodities programme, will be submitted by authorized shippers direct to the Italian Maritime Commission head office in Rome, who will allocate shipping from within their own resources. This also applies to shipments to and from A.M.G. territory except that (a) bids from A.M.G. territory must bear the endorsement of the A.M.G. region concerned, and (b) bids to A.M.G. territory must be authorized by the A.M.G. region concerned through the appropriate Sub-Commission in HQ. AC.
6. The Italian Maritime Commission by the 28th of the month of shipment will indicate to Movements Shipping, Transportation Sub-Commission details of tonnages lifted or to be lifted by coasters and schooners under their control against the essential commodity programme of the current month.
7. The Italian Maritime Commission will arrange to advise Transportation Sub-Commission, Movements Shipping of all coasters sailings, nomination of cargoes to coasters and all proposed movements of coasters, in order that port acceptance may be co-ordinated with other shipping.

For the Chief Commissioner:

M.H. Taylor
M.H. TAYLOR,
Director.

Distribution:

Attached

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C Tel. 454

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

CRC/mdp/gs

Our Ref :- AC/501/58/En.3.

27 June 1945

ISTRUZIONE N° 15 PER I TRASPORTI MARITTIMI

Trasporti costieri delle merci in Italia e Sicilia, e tra l'Italia e la Sicilia e la Sardegna.

1. La presente Istruzione abroga le Istruzioni per i Trasporti Marittimi N° 8 e 9 dell'A.C.

2. A decorrere dal 1 luglio 1945 la Commissione Marittima Italiana (Itmare) avrà, sotto la supervisione generale delle Autorità Marittime Alleate, la responsabilità del controllo dei trasporti marittimi Italiani per l'Italia, la Sicilia e la Sardegna. La Commissione Marittima Italiana assumerà tutti i compiti attribuiti in passato al Comitato Gestione Navi.

3. L'Itmare sarà responsabile nei confronti della Commissione Alleata del trasporto mensile di 30.000 tonnellate di merci essenziali rispetto al programma di rifornimenti minimi necessari. Un eventuale tonnellaggio supplementare di motovelieri sarà ottenuto per il trasporto dei carichi autorizzati dalle competenti Autorità Italiane. L'Itmare pertanto, se necessario, sarà anche responsabile per l'assegnazione di tonnellaggio per il trasporto di qualsiasi carico supplementare di emergenza richiesto dalla Commissione Alleata per qualsiasi particolare periodo. La lista dei richiedenti autorizzati é allegata nell'appendice "A".

4. A decorrere dal 1 luglio la procedura per il trasporto delle merci sarà la seguente :-

a) Le Competenti Autorità Italiane sottoporranno alle sezioni interessate della Commissione Alleata entro il 1° del mese precedente quello in cui ne é richiesto l'imbarco, un programma del tonnellaggio essenziale da trasportare durante il mese successivo rispetto al su menzionato programma, insieme ad uno schema per i trasporti nei successivi tre mesi.

b) Le Sotto-Commissioni interessate della Commissione Alleata vaglieranno detto programma per sottoporlo a loro volta alla Transportation Sub-Commission, Movements Shipping entro il 12 del mese che precede l'imbarco.

c) La Transportation Sub-Commission, Movements Shipping

17 June 1945

ISTRUZIONE N° 15 PER I TRASPORTI MARITTIMI

Trasporti costieri delle merci in Italia e Sicilia, e tra l'Italia e la Sicilia e la Sardegna.

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3. L'Itmare sarà responsabile nei confronti della Commissione Alleata del trasporto mensile di 30.000 tonnellate di merci essenziali rispetto al programma di rifornimenti minimi necessari. Un eventuale tonnellaggio supplementare di motovelieri sarà ottenuto per il trasporto dei carichi autorizzati dalle competenti Autorità Italiane. L'Itmare pertanto, se necessario, sarà anche responsabile per l'assegnazione di tonnellaggio per il trasporto di qualsiasi carico supplementare di emergenza richiesto dalla Commissione Alleata per qualsiasi particolare periodo. La lista dei richiedenti autorizzati è allegata nell'appendice "A".

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- b) Le Sotto-Commissioni interessate della Commissione Alleata valuteranno detto programma per sottoporlo a loro volta alla Transportation Sub-Commission, Movements Shipping entro il 12 del mese che precede l'imbarco.
- c) La Transportation Sub-Commission, Movements Shipping coordinerà i programmi ricevuti dalle Sotto-Commissioni

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della Commissione Alleata e sottoporra alla Commissione Marittima Italiana entro il 15 del mese precedente l'imbarco, un programma generale adeguato a tutte le richieste. Inoltre, l'Itmare sarà richiesta circa la maniera come svolgerà questo programma in relazione alla disponibilità dei motovelieri e piroscafi costieri posti sotto il suo controllo. Questa informazione, sarà fornita alla Transportation Sub-Commission entro il 23 del mese precedente l'imbarco. Quella parte di programma che l'Itmare non sia in grado di eseguire, verrà richiesta a G-4 (Movement Tn) A.F.H.Q. dalla Transportation Sub-Commission Movements Shipping.

5) Tutte le richieste dettagliate per i trasporti marittimi, per e da i porti Italiani che rientrano nel programma dell'A.C. per le merci essenziali, saranno sottoposte dai richiedenti autorizzati, direttamente all'Ufficio principale della Commissione Marittima Italiana a Roma, la quale assegnerà i mezzi per il trasporto marittimo, secondo le proprie possibilità. Questa procedura concerne anche i trasporti per e dal territorio dell'A.M.G. tenendo presente:-

(a) che le richieste del territorio dell'A.M.G. devono avere il nulla osta della Regione interessata posta sotto il controllo dell'A.M.G.,

(b) che le richieste per il territorio dell'A.M.G. devono essere autorizzate dalla Regione interessata posta sotto il controllo dell'A.M.G. attraverso la competente Sotto-Commissione della Commissione Alleata.

6. La Commissione Marittima Italiana, specificherà entro il 28 del mese d'imbarco alla Transportation Sub-Commission, Movements Shipping, il tonnellaggio già trasportato e quello da trasportare per i piroscafi costieri e motovelieri da essa controllati rispetto al programma di trasporto delle merci essenziali per il mese in corso.

7. La Commissione Marittima Italiana avviserà la Transportation Sub-Commission, Movements Shipping, di tutte le partenze dei piroscafi costieri, delle assegnazioni dei carichi e di tutti i movimenti proposti in modo da collegare le capacità dei porti con gli altri trasporti marittimi.

For the Chief Commissioner :-

M.H. Taylor
M.H. TAYLOR
DIRECTOR

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circa la maniera come svolgerà questo programma in relazione alla disponibilità dei motovelieri e piroscafi costieri posti sotto il suo controllo. Questa informazione, sarà fornita alla Transportation Sub-Commission entro il 23 del mese precedente l'imbarco. Quella parte di programma che l'Itmare non sia in grado di eseguire, verrà richiesta a G-4 (Movement In) A.P.H.Q. dalla Transportation Sub-Commission Movements Shipping.

5) Tutte le richieste dettagliate per i trasporti marittimi, per e da i porti Italiani che rientrano nel programma dell'A.C. per le merci essenziali, saranno sottoposte dai richiedenti autorizzati, direttamente all'Ufficio principale della Commissione Marittima Italiana a Roma, la quale assegnerà i mezzi per il trasporto marittimo, secondo le proprie possibilità. Questa procedura concerne anche i trasporti per e dal territorio dell'A.M.G. tenendo presente:-

(a) che le richieste dal territorio dell'A.M.G. devono avere il nulla osta della Regione interessata posta sotto il controllo dell'A.M.G.,

(b) che le richieste per il territorio dell'A.M.G. devono essere autorizzato dalla Regione interessata posta sotto il controllo dell'A.M.G. attraverso la competente Sotto-Commissione della Commissione Alleata.

6. La Commissione Marittima Italiana, specificherà entro il 28 del mese d'imbarco alla Transportation Sub-Commission, Movements Shipping, il tonnellaggio già trasportato e quello da trasportare per i piroscafi costieri e motovelieri da essa controllati rispetto al programma di trasporto delle merci essenziali per il mese in corso.

7. La Commissione Marittima Italiana avviserà la Transportation Sub-Commission, Movements Shipping, di tutte le partenze dei piroscafi costieri, delle assegnazioni dei carichi e di tutti i movimenti proposti in modo da calcolare la capacità dei porti con gli altri trasporti marittimi.

For the Chief Commissioner :-

W. H. Taylor
W. H. TAYLOR
DIRECTOR

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APPENDIX "A"

- (i) (a) Commodity - SALT, TOBACCO (Raw & finished)
MATCHES and their raw materials.
(b) Shippers - Monopoli dello Stato, Consorzio
Industrie Fiumiferi.
- (ii) (a) Commodity - Rationed foodstuffs, whether
imported or locally produced.
All supplies and goods imported
from Allied sources.
(b) Shippers Federazione Italiana dei Consorzi
Agrari, Consorzio Agrario Provin-
ciale, Istituto Nazionale per il
Commercio Estero (I.C.E.) U.N.R.R.A.
and Allied Commission and their
Regions or other AC or AMG Offices.
- (iii) (a) Commodity Unrationed Foodstuffs, i.e., all
foodstuffs including wine with the
exception of those in (i) and
(ii) above.
(b) Shippers Provvida, Fedesport, Azienda Ser-
vizi Annonari of Rome Comune,
Agriculture and Industrial produ-
cers wholesalers and authorized
Agencies and other as authorized
by the High Commissioner for Food.
- (iv) (a) Commodity All goods other than foodstuffs and
those in (i), (ii) and (iii).
(b) Shippers All authorized firms or individuals
permitted to trade or firms or
individuals authorized by the
Chamber of Commerce or appro-
priate body.

APPENDIX "A"

- (i) (a) Merce
- SALE, TABACCO (grezzo e raffinato) PIANTIFERI e le loro materie grezze.
- (b) Richiedenti
- Monopoli dello Stato, Consorzio Industriale Fiammiferi.
- (ii) (a) Merce
- Generi alimentari razionati, sia importati che prodotti localmente. Tutti i rifornimenti di provenienza Alleata.
- (b) Richiedenti
- Federazione dei Consorzi Agrari; Consorzio Agrario Provinciale, Istituto Nazionale per il Commercio Estero (I.O.E.); U.N.R.R.A.; Commissione Alleata ed i suoi uffici Regionali come qualsiasi altro ufficio dell'A.C. o dell'A.N.G.
- (iii) (a) Merce
- Generi alimentari non razionati: cioè tutti i generi alimentari compreso il vino ed escluso quelli menzionati nel comma (i) e (ii).
- (b) Richiedenti
- Provvida, Pedexport; Azienda Servizi Annonari del Comune di Roma, produttori agricoli esportatori, produttori industriali, commercianti all'ingrosso, Agenzie autorizzate e tutte le altre approvate dall'Alto Commissario per l'Alimentazione.
- (iv) (a) Merce
- Tutte le merci eccetto i generi alimentari e quelle menzionate nei comma (i), (ii) a (iii).
- (b) Richiedenti
- Tutte le ditte autorizzate o gli individui con licenza di commercio e ditte o individui autorizzati dalla Camera di Commercio o dagli organi competenti.

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

DISTRIBUTION

HQ. Allied Commission:

- Executive Commissioner
- Civil Affairs Section
- Economic Section (2)
- Agriculture Sub-Commission (6)
- Education Sub-Commission (1)
- Finance Sub-Commission (2)
- Food Sub-Commission (4)
- Industry Sub-Commission (8)
- Commerce Sub-Commission (8)
- Labour Sub-Commission (2)
- Public Health Sub-Commission (3)
- Public Works & Utilities Sub-Commission (2)
- Communications Sub-Commission (2)
- Displaced Persons and Repatriation Sub-Commission (2)
- Legal Sub-Commission (2)
- Monuments Fine Arts and Archives Sub-Commission (2)
- Shipping Sub-Commission (4)
- Navy Sub-Commission (2)

U.N.R.R.A. (6)

Italian Ministries & other Organizations.

- Salt (Monopolio di Stato) (12)
- Tobacco (Monopolio di Stato) (12)
- Matches (Monopolio di Stato) (12)
- Ministero dell'Industria Commercio e Lavoro (70) for distribution to Regional and Provincial Chambers of Commerce.
- Direzione Generale della Marina Mercantile (70) for distribution to all Cogena offices.
- Ministero della Marina (100)
- Ministero delle Comunicazioni (20)
- Alto Commissariato dell'Alimentazione (100) for distribution to all Seprels.
- Federazione Italiana Consorzi Agrari (100) for distribution to Consorzi Agrari Provinciali.
- Istituto Nazionale Commercio Estero (50)
- Alto Commissariato Sicily (5)
- " " Sardinia (5)

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A.C. Regional Headquarters:-

- Emilia Region (6)
- Piemonte "
- Liguria "
- Lombardia "
- Venezia "
- Commissioner, Naples Commune
- " Leghorn "
- " Ancona "

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

Finance Sub-Commission (2)
 Food Sub-Commission (4)
 Industry Sub-Commission (8)
 Commerce Sub-Commission (8)
 Labour Sub-Commission (2)
 Public Health Sub-Commission (3)
 Public Works & Utilities Sub-Commission (2)
 Communications Sub-Commission (2)
 Displaced Persons and Repatriation Sub-Commission (2)
 Legal Sub-Commission (2)
 Monuments Fine Arts and Archives Sub-Commission (2)
 Shipping Sub-Commission (4)
 Navy Sub-Commission (2)

U.N.R.R.A. (6)

Italian Ministries & other Organizations.

Salt (Monopolio di Stato) (12)
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 Ministero delle Comunicazioni (20)
 Alto Commissariato dell'Alimentazione (100) for distribution to all Sepsals.
 Federazione Italiana Consorzi Agrari (100) for distribution to Consorzi Agrari Provinciali.
 Istituto Nazionale Commercio Estero (50)
 Alto Commissariato Sicily (5)
 " " Sardinia (5)

5555

A.C. Regional Headquarters:-

Emilia Region (6)	
Piemonte "	
Liguria "	
Lombardia "	
Venezia "	
Commissioner, Naples Comune	
" Leghorn "	
" Ancona "	
A.C. Senior Transportation Officer Reggio (2)	
" " Florence (2)	
" " Naples (4)	
" " Ancona (4)	
" " Leghorn (2)	
" " Bari (2)	

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

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AC. Senior Transportation Officer Rome
 A.C. Port Liaison Officer Genoa
 " " " Piombino
 " " " Venice
 " " " Bari

Other Organizations

G-5 Section A.F.H.Q. (2)
 G-4 (Mov & Tr) A.F.H.Q. (2)
 Peninsular Base Section (2)
 " " " South
 HQ. No 1 District.
 " " 2 "
 " " 3 "
 HQ Movements N.E. Italy
 HQ Movements N.W. Italy
 Medbo A.F.H.Q. (2)
 Schooner Control Board, Naples (4)
 M.W.T. Rome
 W.S.A. Rome

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

AC/501/54/Tn.3

A.C. SHIPPING INSTRUCTION NO.13

ATTN: C/LT

Cagliari/Naples/Palermo Ferry Service

JUN 13 1945

1. GENERAL

This Instruction cancels and supersedes A.C. Shipping Memorandum No. 3 dated 15 December '44.

2. SERVICE

The S.S. "Abbazia" and the S.S. "Campidoglio" ply under control of COGENA between Cagliari/Naples/Palermo, carrying passengers and cargo. This is an extension of the Cagliari/Naples service, outlined in the memorandum cancelled in para 1 above.

3. CAPACITY

S.S. "ABBAZIA" 300 passengers 1500 tons cargo
S.S. "CAMPIDOGGIO" 300 passengers 3000 tons cargo.

4. PERSONNEL ACCOMMODATION

S.S. "ABBAZIA" 60 in cabins, 240 in tween decks, Total 300
S.S. "CAMPIDOGGIO" 60 in cabins, 240 in tween decks, Total 300

Priority is given to 100 deck passengers for Italian Service Personnel on each ship. Tween decks are fitted with the full complement of bunks and mattresses. Passengers bring their own bedding. No food is served on board.

5. PASSENGER FARES

Cagliari/Naples and viceversa

Cabin passengers Lit. 2.000 per person
Deck " Lit. 1.000 "

Naples/Palermo and viceversa

Cabin passengers Lit. 2.000 per person
Deck " Lit. 1.000 "

Children up to 3 years free of charge
" over 3 years and up to 10 years, half fare 5554
" over 10 years full fare.

Extra charges

Use of bed linen etc. Lit. 200 per person
Use of single cabin Lit. 500 "
4% tax on passage rates
Excess baggage : for every 10 Kgs. or fraction thereof in excess of 20 Kgs. Lit. 75

6. RATES OF FREIGHT FOR CARGO

According to the 1944 table.

1. GENERAL

This Instruction cancels and supersedes A.C. Shipping Memorandum No. 3 dated 15 December '44.

2. SERVICE

The S.S. "Abbazia" and the S.S. "Campidoglio" ply under control of COGENA between Cagliari/Naples/Palermo, carrying passengers and cargo. This is an extension of the Cagliari/Naples service, outlined in the memorandum cancelled in para 1 above.

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Cabin passengers Lit. 2.000 per person
Deck " Lit. 1.000 "

Naples/Palermo and viceversa

Cabin passengers Lit. 2.000 per person
Deck " Lit. 1.000 "

Children up to 3 years free of charge
" over 3 years and up to 10 years, half fare 5554
" over 10 years full fare.

Extra charges

Use of bed linen etc. Lit. 200 per person
Use of single cabin Lit. 500 "
4% tax on passage rates
Excess baggage : for every 10 Kgs. or fraction thereof in excess of 20 Kgs. Lit. 75

6. RATES OF FREIGHT FOR CARGO

These are based on mileage according to the 1944 table, as follows : -

Cagliari/Palermo

1st Class	Lit.	per ton
2nd	" 4.514	" "
3rd	" 3.406	" "
4th	" 2.345	" "

(C.A. Alvord)

Naples/Palermo

1st Class	Lit.	4.867	per ton
2nd	"	3.753	" "
3rd	"	2.757	" "
4th	"	1.690	" "

Cagliari/Naples

1st Class	Lit.	5.421	per ton
2nd	"	4.095	" "
3rd	"	3.038	" "
4th	"	1.924	" "

These figures are subject to 4% tax.

7. Shipment of general cargo and unrationed foodstuffs are authorized by the local Chambers of Commerce and SEPRAL respectively.

8. OPERATION OF THE SERVICE

The actual operation of the service has been undertaken by the "Tirrenia" Navigation Company and their agents, under the control of CO.GE.NA. The "Tirrenia" Navigation Company will attend to all matters of documentation, issue of passenger tickets and Bills of lading, also collection of all freight, passage monies, etc.

9. MILITARY STORES

Bids for the movement of military stores will be made in the normal way in accordance with Admin. Memo. No. 66 of 27 December 1944.

Loading instructions for such military stores will be sent by AFHQ to MEDBO Schooner Control, Naples.

10. The following is the sailing programme up to 20 June 1945 :

S.S. ABBAZIA

Dep.	9 June noon PALERMO
Arr.	10 June 8 am NAPLES
Dep.	17 June daybreak NAPLES
Arr.	18 June noon CAGLIARI
Dep.	24 June daybreak CAGLIARI
Arr.	25 June noon NAPLES

S.S. CAMPIDOGGIO

Dep.	10 June daybreak CAGLIARI
Arr.	11 June noon NAPLES
Dep.	17 June noon NAPLES
Arr.	18 June 8 am PALERMO
Dep.	24 June noon PALERMO

For the Chief Commissioner :

W. B. Thomas
 W.B. THOMAS
 Colonel
 Deputy Director

4th " " 1.690 " "

Carliari/Naples

1st Class	Lit.	5.421 per ton
2nd "	"	4.095 " "
3rd "	"	3.038 " "
4th "	"	1.924 " "

These figures are subject to 4% tax.

7. Shipment of general cargo and unrationed foodstuffs are authorized by the local Chambers of Commerce and SEPRAL respectively.

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Loading instructions for such military stores will be sent by AFHQ to MEDBO Schooner Control, Naples.

10. The following is the sailing programme up to 20 June 1945 :

<u>S.S. ABBAZIA</u>		<u>S.S. CAMPIDOGLIO</u>	
Dep. 9 June noon PALERMO		Dep. 10 June daybreak CAGLIARI	
Arr. 10 June 8 am NAPLES		Arr. 11 June noon NAPLES	
Dep. 17 June daybreak NAPLES		Dep. 17 June noon NAPLES	
Arr. 18 June noon CAGLIARI		Arr. 18 June 8 am PALERMO	
Dep. 24 June daybreak CAGLIARI		Dep. 24 June noon PALERMO	
Arr. 25 June noon NAPLES			

For the Chief Commissioner :

W. B. Thomas
 W.B. THOMAS
 Colonel
 Deputy Director

AC/501/54/Tn.3

10 June 1945

AC Shipping Instruction No. 13Servizio Cagliari/Napoli/Palermo1. OSSERVAZIONI GENERALI

Questa Istruzione si succede abrogando l'AC Shipping Memorandum No. 3 in data 15 Dicembre 1944.

2. SERVIZIO

I piroscafi ABBAZIA e CAMPIDOGLIO fanno servizio sotto il controllo del COGEMA fra Cagliari/Napoli/Palermo, effettuando il trasporto di merci e di passeggeri. Questa è una estensione del servizio Cagliari/Napoli già descritto nell'istruzione No.3 soppressa con la presente.

3. CAPACITA'

Psfo. "ABBZIA"	300 Passeggeri	1500 tonn. merci
" " "CAMPIDOGLIO"	300 "	3000 "

4. SPAZIO RISERVATO AI PASSEGGERI

Psfo "ABBZIA"	60 Cabine 240 posti in coperta	tot. 300
Psfo "CAMPIDOGLIO"	60 Cabine 240 posti in coperta	tot. 300

Su ogni piroscafo si dà precedenza per 100 posti in coperta a personale italiano in servizio. I posti in coperta sono completi con cuccetta e materasso, però i passeggeri debbono portarsi coperte, cuscino ecc. Non si servono pasti a bordo.

5. TARIFFE PER I PASSEGGERICagliari/Napoli e viceversa :

cabine	L. 2.000 a persona
posti in coperta	L. 1.000 " "

Napoli/Palermo e viceversa :

cabine	L. 2.000 a persona
posti in coperta	L. 1.000 " "
Bambini fino a 3 anni non pagano biglietto	
" " sopra i 3 anni e sotto i 10 mezza tariffa	
" " sopra i 10 anni tariffa intera	

Tariffe supplementari :

Uso di lenzuola e coperte	L. 200 a persona
Cabina singola	L. 500 " "
4% sulla tariffa di viaggio per ogni 10 Kg. o frazione superiore al peso prestabilito per il bagaglio (Kg.25)	L. 75

1. OSSERVAZIONI GENERALI

Questa Istruzione si succede abrogando l'AC Shipping Memorandum No. 3 in data 15 Dicembre 1944.

2. SERVIZIO

I piroscafi ABBAZIA e CAMPIDOGLIO fanno servizio sotto il controllo del COCENA fra Cagliari/Napoli/Palermo, effettuando il trasporto di merci e di passeggeri. Questa è una estensione del servizio Cagliari/Napoli già descritto nell'istruzione No.3 soppressa con la presente.

3. CAPACITA'

Psfo. "ABBAZIA"	300 Passeggeri	1500 tonn. merci
" " "CAMPIDOGLIO"	300 "	3000 "

4. SPAZIO RISERVATO AI PASSEGGERI

Psfo "ABBAZIA"	60 Cabine 240 posti in coperta tot. 300
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Su ogni piroscafo si dà precedenza per 100 posti in coperta a personale italiano in servizio. I posti in coperta sono completi con cuccetta e materasso, però i passeggeri debbono portarsi coperte, cuscino ecc. Non si servono pasti a bordo.

5. TARIFFE PER I PASSEGGERI

Cagliari/Napoli e viceversa :

cabine	L. 2.000 a persona
posti in coperta	L. 1.000 " "

Napoli/Palermo e viceversa :

cabine	L. 2.000 a persona	5533
posti in coperta	L. 1.000 " "	
Bambini fino a 3 anni non pagano biglietto		
" sopra i 3 anni e sotto i 10 mezza tariffa		
" sopra i 10 anni tariffa intera		

Tariffe supplementari :

Uso di lenzuola e coperte	L. 200 a persona
Cabina singola	L. 500 "
4% sulla tariffa di viaggio per ogni 10 Kg. o frazione superiore al peso prestabilito per il bagaglio (Kg.25)	L. 75

6. TARIFFE PER IL CARICO DI MERCI

Queste sono calcolate sul kilometraggio in base ai listini del 1944.

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Cagliari/Palermo :

1 classe L. 5.839 la tonnellata
 2 " L. 4.514 " "
 3 " L. 3.456 " "
 4. " L. 2.343 " "

Napoli/Palermo :

1 classe L. 4.867 la tonnellata
 2 " L. 3.753 " "
 3 " L. 2.757 " "
 4 " L. 1.690 " "

Cagliari/Napoli :

1 classe L. 5.421 la tonnellata
 2 " L. 4.095 " "
 3 " L. 3.038 " "
 4 " L. 1.924 " "

Queste tariffe sono tutte soggette al 4% di tassa.

7. L'autorizzazione per l'imbarco di carico vario e generi alimentari non razionati si può ottenere presso la Camera di Commercio e la SEPRAL rispettivamente, del luogo di imbarco.

8. GESTIONE DEL SERVIZIO

La gestione del servizio è compito della Società di Navigazione Tirrenia ed i suoi agenti, sotto il controllo del COGEMA. La Società di Navigazione Tirrenia si occuperà di tutto ciò che riguarda documentazione, distribuzione dei biglietti per passeggeri e polizze di carico ed anche dell'incasso delle tariffe, ecc.

9. FORNITURE MILITARI

Richieste per il trasporto di forniture militari verranno fatte con la normale procedura secondo quanto è detto nell'admin. memo No. 66 del 27 Dicembre 1944. Istruzioni per l'imbarco di tali forniture verranno inviate dall'AFHQ al MEDBO Schooner Control, Napoli.

10. Il seguente è il programma di navigazione fino al 25 giugno 1945 : -

	<u>Psfo. ABBAZIA</u>	<u>Psfo. CAMPIDOGLIO</u>
Part. 9 giugno mezzogiorno Palermo	Part. 10 giugno alba Cagliari	
Arr. 10 " 8 a.m. Napoli	Arr. 11 " mezzodì Napoli	
Part. 17 " alba Napoli	Part. 17 " mezzodì Napoli	
Arr. 10 " mezzogiorno Cagliari	Arr. 18 " 8 a.m. Palermo	
Part. 24 " alba Cagliari	Part. 24 " mezzodì Palermo	
Arr. 25 " mezzogiorno Napoli		

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DISTRIBUTION

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Executive Commissioner (2)
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 Commerce " (6)
 Education " (2)
 Finance " (2)
 Food " (6)
 Industry " (6)
 Labour " (2)
 Public Health Sub-Comm. (2)
 Public Works and Utilities Sub-Comm. (2)
 Communications Sub-Comm. (2)
 Displaced Persons Sub-Comm. (2)
 Transportation " (6)
 U.N.R.R.A. (2)
 W.M.D. and Italian P.W. Sub-Comm. (2)
 Navy Sub-Comm. (2)
 M.M.I.A. (2)
 M.V.T. (2)
 W.S.A. (2)

A.C. REGIONAL HEADQUARTERS

Toscana Region (6)
 Emilia Region (6)
 Piemonte Region (6)
 Liguria Region (6)
 Lombardia Region (6)
 Venezia Region (6)
 Senior Th. Officer Naples (4)
 " " " Bari (4)
 " " " Palermo (4)
 " " " Reggio (2)
 " " " Catanzaro (2)
 " " " Crotone (2)
 " " " Rome (2)
 AC Port Liaison Officer Piombino
 " " " Venice
 AC Warehouse Officer Livorno
 M.M.I.A. Liaison Officer Sardinia
 Capitano del Porto Civitavecchia
 AFHQ G-5 Section (2)
 AFHQ G-4 (Mov and Tn) (2)
 AFHQ Med. Shipping Board (2)
 Medbo Schooner Control Board Naples (4)
 COGENA Naples (4)
 Movements South Italy (6)
 P.B.S. Livorno
 P.B.S. South

Ministero dell'Industria, Commercio e Lavoro (10)
 " della Agricoltura e Foreste (10)
 " della Marina (10) Ministero della Marina Mercantile (10)
 " delle Comunicazioni (10) Monopolo di Stato (10)
 Alto Commissariato della Alimentazione (10)

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Toscana Region (6)
Emilia Region (8)
Piemonte Region (6)
Liguria Region (6)
Lombardia Region (6)
Venezia Region (6)
Senior Tr. Officer N

AC Warehouse Officer Livorno
M.M.I.A. Liaison Officer Sardinia
Capitano del Porto Civitavecchia
AFHQ G-5 Section (2)
AFHQ G-4 (Mov and Tn) (2)
AFHQ Med. Shipping Board (?)
Medbo Schooner Control Board Naples
COGENA Naples (4)
Movements South Italy (6)
P.B.S. Livorno
P.B.S. South

Ministero dell'Industria, Commercio e Lavoro (10)
 " della Agricoltura e Foreste (10)
 " della Marina (10) Ministero della Marina Mercantile (10)
 " delle Comunicazioni (10)
 Alto Commissariato della Alimentazione (10) Monopolio di Stato (10)
 Federazione Italiana Consorzi Agrari (10) Min. Finanze (10)
 Istituto Nazionale Commercio Estero (10)
 Alto Commissariato per la Sardegna (10)
 " " Sicilia (10)

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

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~~CONFIDENTIAL~~

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P/A

HEADQUARTERS ALLIED COMMISSION
APO 394
Office of the Executive Commissioner

Tel: Ex. 318

27 February, 1945.

Ref: 758/8/Tn.3.

FEB 27 1945

SUBJECT: A.C. Shipping Instructions Nos. 5 and 6.

TO : Regional Commissioner,
Southern Region.

ink

1. Reference your letter R/1575, dated 3rd February, 1945.
2. The possibility of some relaxation of the regulations laid down by C-in-C. Med. is being further examined. It has now been agreed that signals may be classified "Confidential", and need not be classified "Secret". (See this H.Q. signal 1546, dated 11th February, 1945).
3. It is agreed that the necessity to send information under confidential cover, particularly from the smaller ports, will cause some delay, but this is accepted; at the same time it should not be difficult to make arrangements to send daily positions from the larger ports, e.g. Castellammare, Torre Annunziata, Salerno, Reggio, etc. When food is being discharged from ships at Castellammare a daily signal is sent from "Grain Sinos AC", but this gives no information regarding any other ship working. If a signal can be sent of discharge figures of food from ships it should not be difficult to extend this to cover all shipping. You have assigned to your staff Mr. Franco, who has been allocated specifically to examine the ship and shore working in the Naples group of ports, and to arrange the transmission of the necessary information to this Headquarters.
4. At present ship working in the satellite ports is most inefficient. Castellammare has a record of taking longer on an average to discharge ocean going ships than any other port in this theatre. These are ships loaded to capacity with A.C. cargoes, and we are continually receiving criticism from the shipping authorities about the wastage of ships' time and lack of adequate shore organisation. In most cases up to the present this Headquarters has been completely ignorant of the general daily shipping

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position at that port, and so has not been in a position to give any useful assistance, or to adjust programmes.

5. We feel sure that you will, therefore, appreciate the necessity for the provision of this information as promptly as possible.

By command of Rear Admiral Stone:

/s/ NORMAN E. FISKE

II

BRIGADIER
Executive Commissioner

Copy to:

✓ Transportation Sub-Commission.

APPROVED:

M. J. Sieff Col

M. J. SIEFF, Col.
Chief, Movements Div.

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785017

RE/ QUARTERS ALLIED COMMISSION
APO 394
Office of the Chief of Staff
+++++

Tel: 451

Ref: 5607/15/009

12 February 1945

SUBJECT: Shipping Instructions - No.5 and 6.

TO : Economic Section,

1. Attached letter R/1575 dated 3 February 1945 from Regional Commissioner Southern Region is passed to you for appropriate action.
2. May it be noted please that Message Centre passed this letter to Transportation Sub-Commission on 4 February, date of receipt, and was only received in this office from Transportation Sub-Commission yesterday - an unnecessary delay of one week.

4 Chief Staff Officer,
To the Chief of Staff.

Incl:
as above

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

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~~SECRET~~
 HEADQUARTERS
 SOUTHERN REGION, ALLIED ~~CONTROL~~ COMMISSION
 OFFICE OF THE REGIONAL COMMISSIONER
 APO 394

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R71575

3 February 1945

SUBJECT: A.C. Shipping Instructions No 5 and No 6.

 TO: Headquarters, Allied Commission,
 (~~Office of the Chief of Staff - 5 copies~~).

1. I have already discussed with Colonel THOMAS the implications of these two Shipping Instructions, particularly Instruction No 5. I have wished to make clear that there has been, as it appears to me, a fundamental difference in machinery which has been introduced since I saw the first draft instructions. This fundamental alteration arises from the insistence by Naval authorities on the use of cipher.

2. When in my letter R71519 of 26 January 1945, I gave a somewhat reluctant agreement to this scheme of reporting ship movements, I did it on the basis that it would be possible to use telephone communications from central points to outlying points. If it is now necessary to depend on cipher communication, I believe, that the resulted delays will have a very prejudicial effect on the value of the reports.

3. So strongly do I feel on this point, that I am writing to suggest the possibility of a further approach to C-in-C, Med., in order to obtain, if possible, a relaxation of the rule regarding cipher signals. In the present position of the war, it does appear at least possible, that some such relaxation might be obtainable. Pending your reply on this matter, I propose not to attempt to put the scheme in operation, as, in my opinion, the use or non-use of non-secret telephone calls will make all the difference to the working of the scheme.

J. K. Dunlop
 J. K. DUNLOP,
 Brigadier,
 Regional Commissioner.

JED/jh

 Copy to: Transportation Div,
 Southern Region, A.C.
See 15

List

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 ACTION: ECON SEC
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HEAD, ALLIED COMMISSION

AFO 384

Transportation Sub-Commission

A.C. SHIPPING MEMORANDUM NO. 4

JAN 1 9 1945

MAINTENANCE PROCEDURE

1. (a) Maintenance of the Mediterranean Theatre is achieved by:

- (1) Shipment of requirements from extra Mediterranean sources.
- (2) Intra-Mediterranean movement by sea of existing resources.
- (3) Internal Rail Movement.

(b) The procedure for placing demands for movement by sea to meet the maintenance requirements is divided into:

- (1) Long term procedure
- (2) Short term procedure.

LONG TERM PROCEDURE

2. Convoys from extra Mediterranean sources are loaded in accordance with the forecasts of requirements made by AFHQ and OF MOUTH, and to ensure that the loading of such extra Mediterranean convoys is related to port acceptance capacity and overall requirements, the following procedure is adopted:

- (a) A Tonnage Allocation Meeting is held at AFHQ 100 days before the first day of each month, the purpose of which is to allocate tonnages for all requirements including Civilian Supplies for each port or group of ports.
- (b) 7 days before this Meeting (ie, 107 days before the first day of each month) Transportation Sub-Commission, Allied Commission, submits to G5, Copy G4 (Mov. and In) AFHQ, their estimates of the tonnage of Civil Supplies expected to arrive in Italian Mainland ports during the month in question.
- (c) This information must be submitted to Transportation Sub-Commission by A.C. Sub-Commissions and UNRRA 10 days before the Meeting (ie, 110 days before the first day of each month) and should be based on requisitions and firm demands placed on AFHQ or Washington for supplies for that month. G5 submits A.C.'s request for port tonnage acceptance to the Tonnage Allocation Meeting and later A.C. is informed of the total tonnage

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1. (a) Maintenance of the Mediterranean Theatre is achieved by:
 - (1) Shipment of requirements from extra Mediterranean sources.
 - (2) Intra-Mediterranean movement by sea of existing resources.
 - (3) Internal Rail Movement.

(b) The procedure for placing demands for movement by sea to meet the maintenance requirements is divided into:

- (1) Long term procedure.
- (2) Short term procedure.

LONG TERM PROCEDURE

Convoys from extra Mediterranean sources are loaded in accordance with the forecasts of requirements made by AFHQ and CO MTOUSA, and to ensure that the loading of such extra Mediterranean convoys is related to port acceptance capacity and overall requirements, the following procedure is adopted:

- (a) A Tonnage Allocation Meeting is held at AFHQ 100 days before the first day of each month, the purpose of which is to allocate tonnages for all requirements including Civilian Supplies for each port or group of ports.
- (b) 7 days before this meeting (ie. 107 days before the first day of each month) Transportation Sub-Commission, Allied Commission, submits to G5, Copy G4 (Rev. and Tn) AFHQ, their estimates of the tonnage of Civil Supplies expected to arrive in Italian inland ports during the month in question.
- (c) This information must be submitted to Transportation Sub-Commission by A.C. Sub-Commissions and UNRRA 10 days before the meeting (ie. 110 days before the first day of each month) and should be based on requisitions and firm demands placed on AFHQ or Washington for supplies for that month. G5 submits A.C.'s request for port tonnage acceptance to the Tonnage Allocation Meeting and later A.C. is informed of the total tonnage of Civilian Supplies that may be accepted in each port or group of ports during the month in question.

W. J. W.

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SHORT TERM PROCEDURE3. Estimated tonnages accepted from all sources

(a) At least 17 days before each 10 days Maintenance Period G5 AFHQ submit to Q (allied) AFHQ, their bulk tonnage requirements for acceptance of civilian supplies in Italian ports.

(b) This information will be supplied to Transportation Sub-Commission, Allied Commission, by Sub-Commissions and UNHRA at least 40 days before the first day of each 10 days Maintenance Period and will be based upon the following:

(i) any extra-Mediterranean tonnages known to be set up for arrival in that period.

(ii) any tonnages in addition to (i) expected to arrive but not yet notified as having been set up.

(iii) 1/3 of total tonnages estimated for arrival in the month, amended in the light of information received since the estimate was made (see 2b))

(iv) any additional tonnages that will be bid for intra-Mediterranean movement under para 4 (c).

(c) 15 days before each 10 days Maintenance Period a meeting is held at AFHQ to consider bids made under para 3 (B) in relation to estimated port capacities. This meeting will take place only if bids are in excess of estimated port capacities.

4. Intra-Mediterranean shipments

(a) At least 25 days before each 10 days Maintenance Period bids for acceptance for all intra-Mediterranean shipment of civilian supplies into Italian Ports will be submitted by Transportation Sub-Commission, Allied Commission to G5, AFHQ Copy 34 (Mov and In) who will place them with G4 (Mov and In) AFHQ.

(b) These bids must have been placed on Transportation Sub-Commission, Allied Commission, at least 30 days before the first day of the 10 days Maintenance Period by A.C. Sub-Commissions, Regional HQs or State Headquarters (see 2c Shipping Memo No. 2) and must be firm bids stating exact quantities of goods to be moved and the date when they will be available for shipment if not immediately available.

5. Priority of Movements Meetings

(a) 23 days before the first day of the 10 days Maintenance Period a Shipping Priority of Movements Meeting will be held at AFHQ at which is decided.

(4) How stores ships entering Italian ports from abroad

(b) This information will be supplied to Transportation Sub-Commission, Allied Commission, by Sub-Commissions and UNHRA. It is set 41 days before the first day of each 10 days Maintenance Period and will be based upon the following:

(i) any extra-Mediterranean tonnage known to be set up for arrival in that period.

(ii) any tonnage in addition to (i) expected to arrive but not yet notified, saving been set up.

(ie. 1/3 of total tonnage estimated for arrival in the month, amended in the light of information received since the estimate was made (see 23))

(iii) any additional tonnage that will be bid for intra-Mediterranean movement under para 4 (c).

(c) 25 days before each 10 days Maintenance Period a Meeting is held at AFHQ to consider bids made under Para 3 (b) in relation to estimated port capacities. This meeting will take place only if bids are in excess of estimated port capacities.

4. Intra-Mediterranean Shipments

(a) At least 26 days before each 10 days Maintenance Period bids for acceptance for all intra-Mediterranean shipment of civilian supplies into Italian Ports will be submitted by Transportation Sub-Commission, Allied Commission to G5, AFHQ Copy G4 (Mov and In) who will place them with G4 (Mov and In) AFHQ.

(b) These bids must have been placed on Transportation Sub-Commission, Allied Commission, at least 30 days before the first day of the 10 days Maintenance Period by ...C. Sub-Commissions, Regional HQs or Staff Monopolies (see ...C Shipping Memo No. 2) and must be firm bids stating exact quantities of goods to be moved and the date when they will be available for shipment if not immediately available.

5. Priority of Movements Meetings

(a) 23 days before the first day of the 10 days Maintenance Period a Shipping Priority of Movements Meeting will be held at AFHQ to which is decided.

(i) How stores ships entering Italian ports from extra-Mediterranean sources will be diverted to meet requirements.

(ii) That intra-Mediterranean shipping may be set up to meet requirements taking into account (i) above.

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(b) After the Shipping Priority of Movements Meeting has been held, A.C. is informed whether all bids have been accepted, whereupon Transport tion Sub-Commission will inform Sub-Commissions, Regional HQs and other bidders and later will notify them of the ships that have been set up to move their goods.

6. Dates for bids to reach Transportation Sub-Commission A.C.

At Appendix 'a' column (b) are listed the dates by which Long Term bids should be submitted to Transportation Sub-Commission for Long Term Maintenance.

At Appendix 'B' column (b) are listed dates by which Short Term estimates should reach Transportation Sub-Commission.

At Appendix 'D' column (c) are listed dates by which Short Term intra-Mediterranean bids should reach Transportation Sub-Commission. This supercedes dates given at Appendix 'a' of A.C. Shipping Memorandum No. 2.

By Command of Rear Admiral Stone,

M. J. Seiff Lt. Col.

for MERRITT H. TAYLOR
Director.

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2. 2208/ces.

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APPENDIX 'A' TO A.C. SHIPPING MEMORANDUM #4 DATED 15 JAN. 1945LONG TERM MAINTENANCE PROCEDUREDATE CHART

MONTH	ESTIMATES TO REACH TH S/C (110 DAYS IN ADVANCE)	AC. ESTIMATES TO REACH AFHQ (107 DAYS IN ADVANCE)	TONNAGE ALLOCATION MEETING AT AFHQ (100 DAYS IN ADVANCE)	REMARKS
(a)	(b)	(c)	(d)	(e)
MAY	11 JAN.	14 JAN.	21 JAN.	
JUN.	11 FEB.	14 FEB.	21 FEB.	
JUL.	13 MAR.	16 MAR.	23 MAR.	
AUG.	13 APR.	16 APR.	23 APR.	
SEP.	13 MAY	16 MAY	23 MAY	
OCT.	13 JUN.	16 JUN.	23 JUN.	
NOV.	14 JUL.	17 JUL.	24 JUL.	
DEC.	13 AUG.	16 AUG.	23 AUG.	

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APPENDIX 'B' A.C. SHIPPING MEMORANDUM N. 4 DATED 15 JAN 1945

SHORT TERM MAINTENANCE PROCEDUREDATE CHART

10 DAYS MAINTENANCE PERIOD	SHORT TERM TONNAGE ESTIMATES TO REACH TN.S/C LC.(41 days in advance)	SHORT TERM TONNAGE ESTIMATES TO REACH AFHQ (37 days in advance)	DATE ON WHICH MEETING IS HELD TO CONSIDER SHORT TERM estimates (35 days in advance)(d)	INTRA-MEDITERRANEAN BIDS TO REACH TN.S/C (30 days in advance)	INTRA-MEDITERRANEAN BIDS TO REACH AFHQ (26 days in advance)
(a)	(b)	(c)		(e)	(f)
25 Feb. 6 Mar.	15 Jan.	19 Jan.	21 Jan.	26 Jan.	30 Jan.
7 Mar. 16 Mar.	25 Jan.	29 Jan.	31 Jan.	5 Feb.	9 Feb.
17 Mar. 26 Mar.	4 Feb.	8 Feb.	10 Feb.	15 Feb.	19 Feb.
27 Mar. 5 Apr.	14 Feb.	18 Feb.	20 Feb.	25 Feb.	1 Mar.
6 Apr. 15 Apr.	24 Feb.	28 Feb.	2 Mar.	7 Mar.	11 Mar.
16 Apr. 25 Apr.	6 Mar.	10 Mar.	12 Mar.	17 Mar.	21 Mar.
26 Apr. 5 May	16 Mar.	20 Mar.	22 Mar.	27 Mar.	31 Mar.
6 May 15 May	26 Mar.	30 Mar.	1 Apr.	6 Apr.	10 Apr.
16 May 25 May	5 Apr.	9 Apr.	11 Apr.	16 Apr.	20 Apr.
26 May 4 Jun.	15 Apr.	19 Apr.	21 Apr.	26 Apr.	30 Apr.
5 Jun. 14 Jun.	25 Apr.	29 Apr.	1 May	6 May	10 May
15 Jun. 24 Jun.	5 May	9 May	11 May	16 May	20 May
25 Jun. 4 Jul.	15 May	19 May	21 May	26 May	30 May
5 Jul. 14 Jul.	25 May	29 May	31 May	5 Jun.	9 Jun.
15 Jul. 24 Jul.	4 Jun.	8 Jun.	10 Jun.	15 Jun.	19 Jun.

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

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APPENDIX 'B' A.C. SHIPPING MEMORANDUM N. 4 DATED 15 JAN 1945

SHORT TERM MAINTENANCE PROCEDUREDATE CHART

SHORT TERM TONNAGE ESTIMATES TO REACH TN.S/C (41 days in advance)	SHORT TERM TONNAGE ESTIMATES TO REACH AFHQ (37 days in advance)	DATE ON WHICH MEETING IS HELD TO CONSIDER SHORT TERM estimates (35 days in advance)(d)	INTRA-MEDITERRANEAN BIDS TO REACH TN.S/C (30 days in advance)	INTRA-MEDITERRANEAN BIDS TO REACH AFHQ (26 days in advance)	PRIORITY OF MOVEMENT MEETING AT AFHQ (23 days in advance)
(b)	(c)		(e)	(f)	(g)
5 Jan.	19 Jan.	21 Jan.	26 Jan.	30 Jan.	2 Feb.
25 Jan.	29 Jan.	31 Jan.	5 Feb.	9 Feb.	12 Feb.
4 Feb.	8 Feb.	10 Feb.	15 Feb.	19 Feb.	22 Feb.
14 Feb.	18 Feb.	20 Feb.	25 Feb.	1 Mar.	4 Mar.
24 Feb.	28 Feb.	2 Mar.	7 Mar.	11 Mar.	14 Mar.
6 Mar.	10 Mar.	12 Mar.	17 Mar.	21 Mar.	24 Mar.
16 Mar.	20 Mar.	22 Mar.	27 Mar.	31 Mar.	3 Apr.
26 Mar.	30 Mar.	1 Apr.	6 Apr.	10 Apr.	13 Apr.
5 Apr.	9 Apr.	11 Apr.	16 Apr.	20 Apr.	23 Apr.
15 Apr.	19 Apr.	21 Apr.	26 Apr.	30 Apr.	3 May
25 Apr.	29 Apr.	1 May	6 May	10 May	13 May
5 May	9 May	11 May	16 May	20 May	23 May
15 May	19 May	21 May	26 May	30 May	2 Jun.
25 May	29 May	31 May	5 Jun.	9 Jun.	12 Jun.
4 Jun.	8 Jun.	10 Jun.	15 Jun.	19 Jun.	22 Jun.

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MEM BARTENS ALLIED COMMISSION

AE0 394

Transportation Sub-Commission

AMToc/AL

15 December '44.

JAN 19 1945

A.C. SHIPPING MEMORANDUM No. 2.

1. A regular Ferry Service from Cagliari (Sardinia) to Naples is to be initiated, starting on 28 December 1944 from Cagliari.
2. The SS/ABRAZIA has been selected for this service, and will do two round trips per month. Her capacity will be 250 personnel and 1000 tons cargo.
3. The following is the January programme:-

CAGLIARI

Depart 28 Dec.
Arrive 6 Jan.
Depart 23 Jan.
Arrive 22 Jan.
Depart 27 Jan.

NAPLES

Arrive 30 Dec.
Depart 6 Jan.
Arrive 15 Jan.
Depart 20 Jan.
Arrive 29 Jan.

4. The personnel accommodation will not be comfortable, as it will be necessary to put some people in a tween deck, there being cabin accommodation for 30 only. These personnel will have to provide their own bedding, and food must also be put on board.

There are no bunks in the tween decks and passengers must travel "hard". Women and children should not be carried in tween deck accommodation.

5. Personnel priorities, prices of tickets and cargo rates are as follows:-

Priority Number One. - Reserved for Allied Service Personnel and Officials.
Priority Number Two. - Italian Service Personnel.
Priority Number Three. - All other Italian personnel

6. Priority Number One will be assigned by the Regional Commissioner, Sardinia, and the Regional Commissioner, Southern Region, to one or other of whom application should be made.

Priorities Nos. two and three will be assigned by the Alto Commissario in Cagliari, for Sardinia and by the Prefettura in Naples, for the Mainland. Applications for permits under Priorities numbers two and three should be made to any Prefecture, who will forward them to the

be initiated, starting on 26 December 1944 from Cagliari.

2. The SS/ABPAZIL has been selected for this service, and will do two round trips per month. Her capacity will be 250 personnel and 1000 tons cargo.

3. The following is the ferry programme:--

CAGLIARI

Depart 28 Dec.
Arrive 6 Jan.
Depart 23 Jan.
Arrive 22 Jan.
Depart 27 Jan.

NAPLES

Arrive 30 Dec.
Depart 6 Jan.
Arrive 15 Jan.
Depart 20 Jan.
Arrive 29 Jan.

4. The personnel accommodation will not be comfortable, as it will be necessary to put some people in a tween deck, there being cabin accommodation for 30 only. These personnel will have to provide their own bedding, and food must also be put on board.

There are no bunks in the tween decks and passengers must travel "hard". Women and children should not be carried in tween deck accommodation.

5. Personnel priorities, prices of tickets and cargo rates are as follows:--

Priority Number One. - Reserved for Allied Service Personnel and Officials. **5544**
Priority Number Two. - Italian Service Personnel.
Priority Number Three. - All other Italian personnel

6. Priority Number One will be assigned by the Regional Commissioner, Sardinia, and the Regional Commissioner, Southern Region, to one or other of whom application should be made.

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The Italian Government will arrange for the division into Sub-Priorities of all personnel coming under Priority Number Three.

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7. The Regional Commissioners, Southern Region and Sardinia Region will keep in reserve ten Priority one tickets for cabins for the use of Allied Service Personnel and officials, until two days before sailing date; if not taken up, they will be made available to personnel with Priority Numbers two or three as the situation warrants.

8. No more than 250 tickets will be sold for any particular voyage, as that is the total number of passengers which can be accommodated.

9. To ensure that the number of tickets sold does not exceed the number of passengers which can be transported, the Alto Commissario Cagliari and the Prefettura in Naples will set up a ticket selling unit at the Ports of Cagliari and Naples respectively.

Tickets will only be sold on the day of sailing, and only to passengers with the proper Priority Permit.

10. Regional Commissioners Southern Region and Sardinia Region, are requested to contact the Prefettura in Naples and the Alto Commissario in Sardinia respectively, to ensure the smooth running of the above; and in addition, to keep in close touch with their respective Port Commandants so that the latter are able to make full arrangements for embarkation and disembarkation.

11. The fares will be:-
2000 lire for Cabin passengers.
1000 lire for Deck passengers.

12. The tariff for Cargo will be:-
3614 lire per ton for first class cargo.
2730 lire per ton for second class cargo.
2025 lire per ton for third class cargo.
1293 lire per ton for fourth class cargo.

These figures are subject to alteration at any time without prior notice.

13. The bidding procedure for cargo will be the one set out in A.C. Shipping Memorandum No.2.

By Command of Rear-Admiral Stone

MERRITT H. TAYLOR
Director

8. No more than 250 tickets will be sold for any particular voyage, as that is the total number of passengers which can be accommodated.

9. To ensure that the number of tickets sold does not exceed the number of passengers which can be transported, the Alto Commissario in Cagliari and the Prefettura in Naples will set up a ticket selling unit at the Ports of Cagliari and Naples respectively.

Tickets will only be sold on the day of sailing, and only to passengers with the proper Priority Permit.

10. Regional Commissioners Southern Region and Sardinia Region, are requested to contact the Prefettura in Naples and the Alto Commissario in Sardinia respectively, to ensure the smooth running of the above; and in addition, to keep in close touch with their respective Port Commandants so that the latter are able to make full arrangements for embarkation and disembarkation.

11. The fares will be:-
2000 lire for Cabin passengers.
1000 lire for Deck passengers.

12. The tariff for Cargo will be:-
3614 lire per ton for first class cargo.
2730 lire per ton for second class cargo.
2025 lire per ton for third class cargo.
1263 lire per ton for fourth class cargo.

These figures are subject to alteration at any time without prior notice.

13. The bidding procedure for cargo will be the one set out in A.C. Shipping Memorandum No.2.

By Command of Rear-Admiral Stone

MERRITT H. TAYLOR
Director

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Amico/Ed

15 December 1944

MEMORANDUM MARITTIMO No. 3
della
COMMISSIONE ALLEATA

1. A partire dal 28 Dicembre 1944 sarà iniziato da Cagliari un regolare servizio di traghetto Cagliari (Sardagna)- Napoli.
2. Il piroscafo "ABBAZIA" è stato prescelto per questo servizio, e farà due viaggi di andata e ritorno al mese. Esso potrà portare 250 persone e 1000 tonnellate di carico.

3. Il programma di gennaio è il seguente:

CAGLIARI

Partenza 28 Dicembre
Arrivo 8 Gennaio
Partenza 13 Gennaio
Arrivo 22 Gennaio
Partenza 27 Gennaio

NAPOLI

Arrivo 30 Dicembre
Partenza 6 Gennaio
Arrivo 15 Gennaio
Partenza 20 Gennaio
Arrivo 29 Gennaio

4. La sistemazione dei passeggeri non sarà comoda dato che sarà necessario mettere delle gente in un corridoio, essendo i posti cabina solamente trenta. Queste persone dovranno provvedere alla loro biancheria da letto o a portare a bordo anche il cibo. Non ci sono cuccette nei corridoi e i passeggeri dovranno viaggiare senza comodità. Le donne e i bambini non dovranno essere sistemati nei corridoi.

5. L'ordine di precedenza delle persone, i prezzi dei biglietti e le tariffe per i carichi sono i seguenti:

Precedenza numero uno : riservato al personale e ai funzionari del servizio Alleato.

Precedenza numero due : riservato al personale del servizio Alleato.

Precedenza numero tre : riservato per tutta le altre persone Italiane.

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6. La precedenza numero uno sarà assegnata dal Commissario Regionale per la Sardegna e dal Commissario Regionale della Regione Sud. Le richieste dovranno essere fatte o all'uno o all'altro dei due Commissari Regionali. Le precedenza numero due o tre saranno assegnate in Cagliari dall'Alto Commissario per la Sardegna, e per il Continente dalle Prefetture di Napoli. Le richieste per le precedenza numero due e tre

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JAN

COMMISSIONE ALLEATA

della

COMMISSIONE ALLEATA

785017

1. A partire dal 28 Dicembre 1944 sarà iniziato da Cagliari un regolare servizio di traghetto Cagliari (Sardagna)- Napoli.
2. Il piroscafo "ABBZIA" è stato prescelto per questo servizio, e farà due viaggi di andata e ritorno al mese. Esso potrà portare 250 persone e 1000 tonnellate di carico.

3. Il programma di gennaio è il seguente:

CAGLIARI		NAPOLI	
Partenza	28 Dicembre	Arrivo	30 Dicembre
Arrivo	8 Gennaio	Partenza	6 Gennaio
Partenza	13 Gennaio	Arrivo	15 Gennaio
Arrivo	22 Gennaio	Partenza	20 Gennaio
Partenza	27 Gennaio	Arrivo	29 Gennaio

4. La sistemazione dei passeggeri non sarà comoda dato che sarà necessario mettere della gente in un corridoio, essendo i posti cabina solamente trenta. Queste persone dovranno provvedere alla loro biancheria da letto e a portare a bordo anche il cibo. Non ci sono cuocette nei corridoi e i passeggeri dovranno viaggiare senza comodità. Le donne e i bambini non dovranno essere sistemati nei corridoi.

5. L'ordine di precedenza della persona, i prezzi dei biglietti e le tariffe per i carichi sono i seguenti:

- Precedenza numero uno : riservato per personale e per funzionari del servizio alleato.
- Precedenza numero due : riservato per personale del servizio ⁵⁵⁴³alleato.
- Precedenza numero tre : riservato per tutte le altre persone Italiane.

6. La precedenza numero uno sarà assegnata dal Commissario Regionale per la Sardegna e dal Commissario Regionale della Regione Sud. Le richieste dovranno essere fatte o all'uno o all'altro dei due Commissari Regionali. Le precedenza numero due o tre saranno assegnate in Cagliari dall'Alto Commissario per la Sardegna, e per il Continente dalla Prefettura di Napoli. Le richieste per le precedenza numero due e tre potranno essere fatte a qualsiasi prefettura, che le inoltrerà rispettivamente alle autorità di Cagliari e di Napoli. Il Governo Italiano provvederà a dividere in sotto presenze tutte le persone ricadenti sotto la precedenza numero tre.

7. I Commissari Regionali della Sardegna e della Regione Sud si riserveranno dieci biglietti cabina della precedenza numero uno, per il personale e i funzionari del servizio Allanto, fino a due giorni prima della data di partenza; se essi non verranno ritirati saranno resi disponibili ai passeggeri della categoria numero due o tre a seconda di come suggerirà la situazione.

8. Per ogni viaggio non saranno venduti più di 250 biglietti, dato che questo è il numero totale di passeggeri che può essere sistemato.

9. Per assicurarsi che il numero di biglietti venduti non superi il numero di passeggeri che può essere trasportato, l'Alto Commissario in Cagliari e la Prefettura di Napoli istituiranno un unico posto per la vendita dei biglietti rispettivamente nei porti di Cagliari e Napoli. I biglietti saranno venduti solo il giorno della partenza e unimento ai passeggeri muniti di regolare permesso di precedenza.

10. I Commissari Regionali della Regione Sud e della Sardegna sono incaricati di mettersi in contatto rispettivamente colla Prefettura di Napoli e coll'Alto Commissario per la Sardegna, per assicurare il regolare svolgimento dei servizi, e di tenersi in stretto collegamento coi rispettivi Comandanti di porto, affinché questi predispongano le regolari operazioni di imbarco e di sbarco.

11. I prezzi dei biglietti saranno di:

L. 2000	per i passeggeri di cabina
L. 1000	per i passeggeri di ponte

12. Le tariffe per i carichi saranno di:

L. 3614	per tonnellata per un carico di 1a classe
L. 2730	per tonnellata per un carico di 2a classe
L. 2025	per tonnellata per un carico di 3a classe
L. 1283	per tonnellata per un carico di 4a classe

Queste cifre possono essere soggette ai cambiamenti in qualsiasi momento e senza preavviso.

13. Le modalità per le richieste per carichi saranno quelle emanate nel Memorandum di Spedizione No. 2 della Commissione Alleata.

Per ordine del Rear Admiral Stone

8. Per ogni viaggio non saranno venduti più di 250 biglietti, dato che questo è il numero totale di passeggeri che può essere sistemato.

9. Per assicurarsi che il numero di biglietti venduti non superi il numero di passeggeri che può essere trasportato, l'Alto Commissario in Cagliari e la Prefettura di Napoli istituiranno un unico posto per la vendita dei biglietti rispettivamente nei porti di Cagliari e Napoli. I biglietti saranno venduti solo il giorno della partenza e unicamente ai passeggeri muniti di regolare permesso di precedenza.

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L. 2000	per i passeggeri di cabina
L. 1000	per i passeggeri di ponte

12. Le tariffe per i carichi saranno di:

L. 3614	per tonnellata per un carico di 1a classe
L. 2730	per tonnellata per un carico di 2a classe
L. 2035	per tonnellata per un carico di 3a classe
L. 1263	per tonnellata per un carico di 4a classe

Queste cifre possono essere soggette ai cambiamenti in qualsiasi momento e senza preavviso.

13. Le modalità per le richieste per carichi saranno quelle emanate nel Memorandum di Spedizione No. 2 della Commissione Alleata.

Per ordine del Rear Admiral Stone

WILLIAM E. TAYLOR
Director

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

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Prefetture:-

Arezzo
Firenze
Grosseto
Livorno
Lucca
Massa
Pisa
Pistoia
Siena
Ancona
Ascoli
Macerata
Pesaro
Perugia
Terni
Trosinone
Littoria
Rieti
Roma
Viterbo
L'Aquila
Campobasso
Chieti
Benevento
Teramo
Avalino
Benevento
Napoli
Salerno
Bari
Brindisi
Foggia
Taranto
Lecce
Matera
Potenza
Catanzaro
Cosenza
Reggio Calabria
Agrigento
Caltanissetta
Catania
Enna
Messina
Palermo
Ragusa
Siracusa
Trapani
Cagliari
Nuoro
Sassari
A.A.I.

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DISSEMINATION:-

Chief of Staff
Economic Section
Agriculture Sub-Commission
Forestry Division
Fisheries Division
Crop Production
Citrus Fruit
Education Sub-Commission
Finance Sub-Commission
Food Sub-Commission
Rome Supply Officer
Supply Officer
Transportation Officer
Industry Sub-Commission
Building Materials Division
Chemicals
Textiles
Mining
Hemp
Coal
Commerce Sub-Commission
Labour Sub-Commission
Public Health Sub-Commission
Public Works & Utilities Sub-Commission
Communication Sub-Commission
Displaced persons and Repatriation Sub-Commission
Legal Sub-Commission
Monuments fine arts & Archives Sub-Commission
U.N.R.R.A.
Salt (Monopolio dello Stato)
Tobacco (Monopolio dello Stato)
Matches (Monopolio dello Stato)
Liaison Shipping Sub-Commission A.C.
Transportation Sub-Commission
Rail Division
Roads Division

AC. Regional Headquarters:-

Region	Region
Sicilia	"
Southern	"
Marche-Abruzzi	"
Lazio-Umbria	"
Toscana	"
Emilia	"
Sardegna	"

Unions of Chambers of Commerce:-Confederazioni dello Camere di Commercio:-

Region	Region
Toscana	"
Abruzzi-Marche	"
Lazio-Umbria	"
Southern	"

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

Commerce Sub-Commission Rome Supply Officer Supply Officer Transportation Officer Industry Sub-Commission Building Materials Division Chemicals Textiles Mining Hemp Coal Commerce Sub-Commission Labour Sub-Commission Public Health Sub-Commission Public Works & Utilities Sub-Commission Communication Sub-Commission Displaced persons and Repatriation Sub-Commission Legal Sub-Commission Monuments fine arts & Archives Sub-Commission U.N.R.R.A. Salt (Monopolio dello Stato) Tobacco (Monopolio dello Stato) Matches (Monopolio dello Stato) Liaison Shipping Sub-Commission A.C. Transportation Sub-Commission Rail Division Roads Division	Ancona Ascoli Macerata Pesaro Perugia Terni Frosinone Littoria Rieti Roma Viterbo L'Aquila Campobasso Chieti Pescara Teramo Avellino Benevento Napoli Salerno Bari Brindisi Foggia Taranto Lecce Matera Potenza Catanzaro Cosenza Reggio Calabria Agrigento Caltanissetta Catania Enna Messina Palermo Ragusa Siracusa Trapani Cagliari Nuoro Sassari A.A.I. M.E.D.B.O. (5) Schooner Control-Board (2) AFHQ G-5 (2) MOV. Naples MOVIT G-4 (Mov & Tn)
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5542

AG. Regional Headquarters:-

Region	Region
Sicilia	"
Southern	"
Marche-Abruzzi	"
Lazio-Umbria	"
Toscana	"
Emilia	"
Sardegna	"

Unions of Chambers of Commerce:-

Confederazioni delle Camere di Commercio:-

Region	Region
Toscana	"
Abruzzi-Marche	"
Lazio-Umbria	"
Southern	"
Sicilia	"
Sardegna	"

Comandanti di Porto:-

Napoli
Cagliari

785017

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

7

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

JAN 19 1945

A.C. SHIPPING MEMORANDUM No.2.

Procedure for Movement of goods by sea.

1. MOVEMENT OF GOODS TO DESTINATION OTHER THAN ITALIAN TERRITORY.

All bids should be made by Commerce Sub-Commission, Foreign Trade Division, who will request the Ministry of War Transport to handle such Movements.

2. MOVEMENT OF GOODS TO ITALIAN TERRITORIES.

(i) All bids will be handled by Transportation Sub-Commission, Shipment, Ports and Warehousing Division, who will arrange shipment either in CO-GE-NA schooners or in vessels set up by G - 4 (Mov. & Tr.) AFHQ.

(ii) Bid Form SB 2, which is the official form for request for movement by sea, has been widely distributed and may be obtained from the following sources:-

- All Sub-Commissions
- A.O. Regional Headquarters
- Zone Supply Officers
- Unions of Chamber of Commerce
- Chambers of Commerce
- CO-GE-NA Head Office
- CO-GE-NA Agencies
- State Monopolies

Full instruction may be obtained from the following Banks (Goods Depts):-

PALERMO:-	Banco di Sicilia, Banca Commerciale Italiana, Credito Italiano	5541
CATANIA:-	" " " "	"
MESSINA:-	" " " "	"
SIRACUSA:-	" " " "	"
AGRIGENTO:-	Banco di Sicilia	
PORTO EMERDOCCI:-	" " " "	
TRAPANI:-	" " " "	
MARSALA:-	" " " "	
TERMINI IMERSE:-	" " " "	
LICATA:-	" " " "	

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

OF GOODS TO DESTINATION OTHER THAN ITALIAN TERRITORY.

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MESSINA:-	"	"	"
SIRACUSA:-	"	"	"
AGRIGENTO:-	Banco di Sicilia		
PORTO EMPEDOCLE:-	"	"	"
TRAPANI:-	"	"	"
MARSALA:-	"	"	"
TERMINI IMERSE:-	"	"	"
LIGORI:-	"	"	"
NAPOLI:-	All above Banks and Banco di Napoli.		
SALERNO:-	"	"	"

CATANZARO:-Banco di Napoli, Banca Commerciale Italiana,-
Credito Italiano

REGGIO CALABRIA:-	"	"	"	"
COSENZA:-	"	"	"	"
TARANTO:-	"	"	"	"
BARI:-	"	"	"	"
LECCE:-	"	"	"	"
TOGGIA:-	"	"	"	"
PESCARA:-	"	"	"	"

ROMA:- Banco di Sicilia, Banco di Napoli, Banca Commerciale Italiana, Credito Italiano, Banco di Santo Spirito.

CIVITAVECCHIA: " " " " " " " " " " " "

- (iii) This Form will be completed in TriPLICATE by the Consignor and will in all cases be submitted through the Chamber of Commerce to the A.C. Regional Headquarters in the Region of export.

- (iv) Bids must on no account be submitted direct to CO-GE-NA or to Transportation Sub-Commission, with the exception of bids from A.C. Sub-Commissions and State Monopolies who should submit them direct to Transportation Sub-Commission, always provided that such bids are submitted in full agreement with the A.C. Regional Commissioner of the Region of export.

- (v) Bids for movement up to 300 tons will generally be finally screened by Transportation Sub-Commission and sent to CO-GE-NA for setting up of shipping space.

All other bids will be submitted to G-4 (Mov. & Tr.) AFHQ. for approval at the Priority of Movement Meetings which are held every ten days.

If the bids are approved at these meetings, G-4 (Mov. & Tr.) will set up shipping and advise Transportation Sub-Commission, who will in turn advise the Bidders.

- (vi) It is emphasised that shipping space cannot normally be set up immediately, either in the case of vessels operated by CO-GE-NA or in that of AFHQ vessels. In the first case it is a question of awaiting one's turn:- in the second case, the P.O.M. meetings which are held every ten days, are dealing with a "Bid Period" a month ahead. Every effort will be made to deal immediately with Emergency Bids, for urgent supplies of Medical Stores, wheat, soup, M & V and the like.

- (vii) ALL FREIGHT CHARGES WILL BE COLLECTED BY CO-GE-NA.

FOGGIA:--

PESCARA:--

ROMA:-- Banco di Sicilia, Banco di Napoli, Banca Commerciale Italiana, Credito Italiano, Banco di Santo Spirito.

CIVITAVECCHIA:

This Form will be completed in triplicate by the Consignor and will in all cases be submitted through the Chamber of Commerce to the A.C. Regional Headquarters in the Region of export.

(iv)

Bids must on no account be submitted direct to CO-GE-NA or to Transportation Sub-Commission, with the exception of bids from A.C. Sub-Commissions and State Monopolies who should submit them direct to Transportation Sub-Commission, always provided that such bids are submitted in full agreement with the A.C. Regional Commissioner of the Region of export.

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(vii) ALL FREIGHT CHARGES WILL BE COLLECTED BY CO-GE-NA.

(viii)

The following information must be given on the Bid Form:-

Serial No. of Bid and date
Loading Port
Name and address of Consignor.
Description and weight of each commodity and how packed.
Date loading can commence.
Amount that can be loaded each day.
Total tonnage
Measurement in cubic metres
Name and address of consignee
Port of discharge
Full reason why transportation is required.

The consignor must also state:-

That transportation to Port, and loading labour
have been arranged.

That the necessary arrangements have been made for
prompt discharge.

That he is in possession of an export permit.

The name of the person or firm who will pay freight.
When shipment is required.

(ix)

For ready reference, a copy of Bid Form S.B.2 is attached
hereto.

(x)

At Appendix "A" will be found the ten day maintenance periods,
together with dates by which bids should be submitted to
Transportation Sub-Commission.

These are classified under two headings:-

(a) Bids for Rome area and the South which are under AFHQ
control.

(b) Bids for areas North of Rome, i.e. areas under control
of A.A.I.

This Appendix is distributed only to:-

All Sub-Commissions
A.C. Regional Headquarters
Zone Supply Officers
Unions of Chamber of Commerce
Chambers of Commerce
CO-CE-M. Head Office
CO-CE-NA Agencies
State Monopolies

By Command of Commodore Stone

Measurement in cubic metres
Name and address of consignee
Port of discharge

Full reason why transportation is required.

The consignor must also state:-

That transportation to Port, and loading labour have been arranged.

That the necessary arrangements have been made for prompt discharge.

That he is in possession of an export permit.

The name of the person or firm who will pay freight. When shipment is required.

-(ix)

For ready reference, a copy of Bid Form S.B.2 is attached hereto.

(x)

At Appendix "A" will be found the ten day maintenance periods, together with dates by which bids should be submitted to Transportation Sub-Commission.

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(a) Bids for Rome area and the South which are under AFHQ control.

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A.C. Regional Headquarters
Zone Supply Officers
Unions of Chamber of Commerce
Chambers of Commerce
CO-CE-NA Head Office
CO-CE-NA Agencies
State Monopolies

5540

By Command of Commodore Stone

D. S. Adams

D.S. ADAMS
Colonel, C.E.
Director, Tn. Sub. Comm.

DISTRIBUTION

Unions of Chambers of Commerce:-

Chambers of Commerce:-

	Toscana	Region
	Abruzzi-Marche	"
	Lazio-Umbria	"
	Southern	"
	Sicilia	"
	Sardegna	"

Arezzo	Roma	Matera
Firenze	Rieti	Potenza
Grosseto	Viterbo	Catanzaro
Livorno	L'Aquila	Cosenza
Lucca	Campobasso	Reggio Calabria
Massa	Chieti	Agrianto
Pisa	Pescara	Caltanissetta
Pistoia	Teramo	Catania
Siena	Avellino	Enna
Ancona	Benevento	Messina
Ascoli	Napoli	Palermo
Macerata	Salerno	Ragusa
Pesaro	Bari	Siracusa
Perugia	Brindisi	Trapani
Terni	Foggia	Cagliari
Frosinone	Taranto	Nuoro
Littoria	Lecco	Sassari

Banks:	Palermo: Banco di Sicilia, Banca Commerciale Italiana, Credito Italiano	"	"	"
	Catania: "	"	"	"
	Messina: "	"	"	"
	Siracusa: "	"	"	"
	Agrianto: Banco di Sicilia	"	"	"
	Porto Empedocle: "	"	"	"
	Trapani: "	"	"	"
	Marsala: "	"	"	"
	Termini Imerese: "	"	"	"
	Licata: "	"	"	"
	Napoli: Banco di Napoli, Banco di Sicilia, Banca Commerciale Italiana,	"	"	"
	Ag. G. Credito Italiano.	"	"	"
	Salerno: "	"	"	"
	Catanzaro: Banco di Napoli, Banca Commerciale Italiana, Credito Italiano.	"	"	"
	Reggio Calabria: "	"	"	"
	Cosenza: "	"	"	"
	Taranto: "	"	"	"
	Bari: "	"	"	"
	Lecco: "	"	"	"
	Foggia: "	"	"	"
	Pescara: "	"	"	"
	Roma: Banco di Sicilia, Banco di Napoli, Banca Commerciale Italiana.	"	"	"

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

Members of Commerce:-

Arezzo	Roma	Matera
Firenze	Rieti	Potenza
Grosseto	Viterbo	Catanzaro
Livorno	L'Aquila	Cosenza
Lucca	Campobasso	Reggio Calabria
Massa	Chieti	Agrigento
Pisa	Pescara	Calvanisetta
Pistoia	Teramo	Catania
Siena	Avellino	Enna
Ancona	Benevento	Messina
Ascoli	Napoli	Palermo
Macerata	Salerno	Ragusa
Pesaro	Bari	Siracusa
Perugia	Brindisi	Trapani
Terni	Foggia	Cagliari
Frosinone	Taranto	Nuoro
Littoria	Lecca	Sassari

Banks:

Palermo: Banco di Sicilia, Banca Commerciale Italiana, Credito Italiano	"	"	"
Catania: "	"	"	"
Messina: "	"	"	"
Siracusa: "	"	"	"
Agrigento: Banco di Sicilia	"	"	"
Porto Empedocle: "	"	"	"
Trapani: "	"	"	"
Marsala: "	"	"	"
Termini Imerese: "	"	"	"
Licata: "	"	"	"
Napoli: Banco di Napoli, Banco di Sicilia, Banca Commerciale Italiana, Banca Commerciale Italiana, Credito Italiano.	"	"	"
Salerno: " " " " " " " " " " " "	"	"	"
Catanzaro: Banco di Napoli, Banca Commerciale Italiana, Credito Italiano.	"	"	"
Reggio Calabria: "	"	"	"
Cosenza: "	"	"	"
Taranto: "	"	"	"
Bari: "	"	"	"
Lecca: "	"	"	"
Foggia: "	"	"	"
Pescara: "	"	"	"
Roma: Banco di Sicilia, Banco di Napoli, Banca Commerciale Italiana, Credito Italiano, Banco di Santo Spirito.	"	"	"
Civitavecchia: "	"	"	"

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

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HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Reference : AOC Tn/251/1

TO : All Regional Commissioners,
Regions 1 - 7.

Date : 10 June '44

ALL S.C.A.O's
AMG 5th Army
AMG 8th Army

JAN 19 1945

SUBJECT : Instructions for the Movement of AOC and Civilian Freight by Schooners.

1. Attached is an Instruction for the control and operation of Italian Registered Schooners issued by the Chairman Mediterranean Shipping Board (Italy)
2. The Chairman has decided that all schooners of 50 tons and under dead-weight will be handed over to the Italian organisation known as the Comitato Italiano Gestione Navi (CO-GE-NA) to operate under the supervision of Transportation Sub-Commission - Shipping Section.
3. The method of obtaining the movement of AOC and civilian freight is explained in the attached memorandum - Appendix "A".
4. It is emphasised that whenever possible AOC and civilian freight should be carried by these schooners in preference to rail or road transport as by doing so all the more tonnage will be available to move by road and rail.
5. Representatives of CO-GE-NA are established at every port and their addresses are given at Appendix "B".
6. These instructions may please be made known to all Supply and Transport Officers in your Region.
7. Any suggestions for ensuring that the schooners are utilised to the fullest and best advantage will be appreciated.

L.E. VINING,
Lieut- Colonel,
Director, Transportation Sub-Comm, AOC.

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HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

PROCEDURE FOR MOVEMENT BY WATER CRAFT (COASTERS & SCHOONERS)

ACC SHIPPING MEMORANDUM No. 1

On and from 16 June 1944 a new system will be introduced, as set out hereunder, for the movement of supplies by Coasters & Schooners.

1. Coasters (Powerfully propelled vessels as opposed to schooners).

(a) Bids for movement from mainland will be submitted to Transportation Sub-Commission, H.Q. ACC., who will advise in due course allocation of Coaster.

(b) Bids for movement between Sardinia and Sicily, and Sicily and the mainland will be made by No. 1. Region H.Q. to Mov. H.Q. No. 1 District who will advise allocation. There is no schooner movement between Sardinia and Sicily and therefore only coasters can be used.

2. Schooners under 50 Tons deadweight

(a) Schooners under 50 Tons deadweight will be operated and controlled by the Comitato Italiano Gestione Navi (CO-GE-NA), under the supervision of Transportation Sub-Commission, ACC.

(b) CO-GE-NA will operate as under :-

(i) A schedule of schooners will be drawn up to serve regularly, certain ports for which there is a steady traffic.

(ii) Schooners will be made available for other traffic.

(iii) When schooners leave for a given destination, a message will be sent by CO-GE-NA representative from port of sailing to CO-GE-NA representative at destination port and the latter will contact ACC Supply Officer with a view to ascertaining what traffic is offering for the return journey.

(iv) If no back load is available, the schooner will be utilised if required to take a load to any other port.

(v) CO-GE-NA representatives will daily contact ACC Supply Officers with regard to what cargo is offering at various ports.

(vi) There are representatives of CO-GE-NA in all ports in occupied Italy and SICILY and SARDINIA, and details of their names and addresses are given in Appendix "B".

(vii) CO-GE-NA will collect all freight charges.

(c) Supply Officers will operate as under :-

(i) They will at all times endeavour to use schooners for movement in preference to rail or road.

(ii) They will maintain close liaison with CO-GE-NA representative to ensure that maximum use is made of schooners.

On and from 16 June 1944 a new system will be introduced, as set out hereunder, for the movement of supplies by Coasters & Schooners.

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 - (b) CO-GE-NA will operate as under :-
 - (i) A schedule of schooners will be drawn up to serve regularly, certain ports for which there is a steady traffic.
 - (ii) Schooners will be made available for other traffic.
 - (iii) When schooners leave for a given destination, a message will be sent by CO-GE-NA representative from port of sailing to CO-GE-NA representative at destination port and the latter will contact ACC Supply Officer with a view to ascertaining what traffic is offering for the return journey.
 - (iv) If no back load is available, the schooner will be utilised if required to take a load to any other port.
 - (v) CO-GE-NA representatives will daily contact ACC Supply Officers with regard to what cargo is offering at various ports.
 - (vi) There are representatives of CO-GE-NA in all ports in occupied Italy and SICILY and SARDINIA, and details of their names and addresses are given in Appendix "B".
 - (vii) CO-GE-NA will collect all freight charges.
 - (c) Supply Officers will operate as under :-
 - (i) They will at all times endeavour to use schooners for movement in preference to rail or road.
 - (ii) They will maintain close liaison with CO-GE-NA representative to ensure that maximum use is made of schooners.
 - (iii) They will submit a fortnightly return of schooner-borne traffic to Transportation Sub-Commission, H.Q. ACC.

- (iv) Provincial Supply Officer will pass all approved requests for shipping space to the local CO-GE-NA representative who will meet requirements as far as possible with the above mentioned schooners. If the tonnage of cargo offering is in excess of what these schooners can cope with CO-GE-NA will submit the bid to the Schooner Board. The Schooner Board will advise CO-GE-NA in due course whether the bid is accepted or not. If the bid is accepted the Schooner Board will advise CO-GE-NA who will in turn inform the Supply Officer as to when the cargo bid for should be ready at the port for shipment. This particularly applies to ACC and other goods which by their nature or location or destination can only be carried by sea. Where necessary the Provincial Supply Officer will indicate priorities for goods to be carried.
- (v) In the case of newly captured Provinces where no CO-GE-NA representatives are appointed at the ports, bids for movement by sea should be submitted to the Transportation Sub-Commission.
- (vi) Provincial Supply Officers will specify which are ACC goods to enable CO-GE-NA to collect freight charges.
- (vii) Voyage permits will be issued by the Divisional Sea Transport Officer, Italy, or his nominee.
For this purpose with regard to schooners under 50 tons deadweight, the CO-GE-NA representative is the D.S.T.O. Italy's nominee.

L.S. VINING,
Lieut-Colonel,
Director, Transportation Sub-Comm, ACC.

10 June 1944.

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

785017

NOTE REGARDING SCHOONERS CONTROLLED BY CO-GE-NA UNDER SUPERVISION OF THE
TRANSPORTATION SUB-COMMISSION.

MEMORANDUM :

Meeting with Mr. Campbell, MEDBO, Wednesday 7 June '44 who approved
of Directive.

Meeting with Lt-Commander Grimsey R.N.V.R. and held Thursday 8 June
'44, who approved of Directive.

Lt-Commander Grimsey will bring into the pool the 15 schooners (50
tons and under) which have been operating between Baia and Gaeta just as soon
as the 15 Schooner Div. AMG (who are at present operating these schooners) relin-
quishes them. The job of moving foodstuff from Baia to Gaeta is almost completed.
Lt-Commander Grimsey is of the opinion that there will be sufficient schooners
made available to move all coastal traffic in Sicily and that under the new
scheme a very appreciable fleet of schooners will be placed at the disposal of
CO-GE-NA to move ACC and civilian traffic.

The big delay caused by bids for shipping on behalf of ACC which had
to be put through Movements G-4, to MEDBO - D.S.T.O. (Shipping Board) has now
been eliminated, as any bids which CO-GE-NA receive which is over and above the
tonnage they can cope with by 50 ton and less schooners, will go direct to the
Schooner Board.

Schooner Board will also assist by making arrangements to move any
exceptional or special tonnage by sea.

L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

5537

INSTRUCTION FOR THE CONTROL AND OPERATION OF
ITALIAN REGISTERED SCHOONERS

Declassified E.O. 12356 Section 3.3/NND No. 785017

1. All schooners must be registered and numbered in accordance with Commander in Chief, Mediterranean's 251024 January. Any craft found without registration after 1st June 1944 should be held and reported to the Senior Naval Authority of the port concerned.
2. All schooners irrespective of size on completion of registration will be placed in a pool and operated by the Mediterranean Shipping Board Italian Schooner Control.
3. Each schooner will be issued with a license valid for three months; all licenses issued will expire on the same date and will be of different colours for consecutive quarters. The first issue of licenses will be dated as from 1st April 1944, and be coloured blue. Licenses will be issued by D.S.T.O. Italy or his accredited representatives.
4. Individual voyage permits will be issued by D.S.T.O. Italy or by his nominees. Permits should be signed and stamped by the Authority concerned in the movement of the cargo involved. No other type of permit is acceptable and permits will only be issued to vessels holding valid license cards.
5. Routing orders will be issued by the Naval Control Service Officer/United States Routing Officer (or other competent Naval authority where N.C.S.O. or U.S.R.O. is not established) to the Master of the schooner only on production of a valid voyage permit. Should any doubt exist as to the authenticity of the permit, vessel should be held and confirmation secured from the originator of the permit.
6. All Masters failing to report themselves inward to the competent Naval authority at port of arrival within 24 hours of their arrival are liable to severe penalties. For failure of the Master to report for voyage permits to be stamped outwards the vessel is liable to confiscation.
7. All schooners, excepting those used as harbour craft by the Services, will be time chartered by the Royal Italian Government on the approved Charter Party at uniform rates. A copy of the Charter party will be carried by each Master and must be produced on demand.
8. Schooners under 50 tons deadweight required for harbour use by Naval Officers in Charge, Naval Control Service Officers etc. will be taken upon bare boat charter. The remainder will be time chartered by the Royal Italian Government and allotted to the Comitato Italiano Gestione Navi for operation. The Mediterranean Shipping Board Italian schooner Control may take up any of these vessels at any time if they are required for the use of the Allied Authorities. The Comitato Italiano Gestione Navi will be responsible for collection of freight, payment of hire, issuance of voyage permits and all necessary orders to Masters of schooners allotted to them.
9. Schooners of 50 tons deadweight or over will be operated by the Mediterranean Shipping Board Italian Schooner Control or their representatives who will issue all voyage permits: the following procedure to be adopted :-
 - (a) Allied Control Commission will centralise all their demands, excluding movement around Sicilian and Sardinian coasts, through the Mediterranean Shipping Board Italian Schooner Control. In cases of coastal voyages in Sicilian waters, such demands will be centralised through the local Transportation Sub-Commission representative who will refer such demands to the representative of the Mediterranean Shipping Board Italian Schooner Control. In the case of coastal voyages around Sardinia A.G.C. civilian Supply demands will be referred to the representative of the Mediterranean Shipping Board Italian Schooner Control.

3. All schooners irrespective of size on completion of registration will be placed in a pool and operated by the Mediterranean Shipping Board Italian Schooner Control.

3. Each schooner will be issued with a license valid for three months; all licenses issued will expire on the same date and will be of different colours for consecutive quarters. The first issue of licenses will be dated as from 1st April 1944, and be coloured blue. Licenses will be issued by D.S.T.O. Italy or his accredited representatives.

4. Individual voyage permits will be issued by D.S.T.O. Italy or by his nominees. Permits should be signed and stamped by the Authority concerned in the movement of the cargo involved. No other type of permit is acceptable and permits will only be issued to vessels holding valid license cards.

5. Routing orders will be issued by the Naval Control Service Officer/United States Routing Officer (or other competent Naval authority where N.C.S.O. or U.S.R.O. is not established) to the Master of the schooner only on production of a valid voyage permit. Should any doubt exist as to the authenticity of the permit, vessel should be held and confirmation secured from the originator of the permit.

6. All Masters failing to report themselves inward to the competent Naval authority at port of arrival within 24 hours of their arrival are liable to severe penalties. For failure of the Master to report for voyage permits to be stamped outwards the vessel is liable to confiscation.

7. All schooners, excepting those used as harbour craft by the Services, will be time chartered by the Royal Italian Government on the approved Charter Party at uniform rates. A copy of the Charter party will be carried by each Master and must be produced on demand.

8. Schooners under 50 tons deadweight required for harbour use by Naval Officers in Charge, Naval Control Service Officers etc. will be taken upon bare boat charter. The remainder will be time chartered by the Royal Italian Government and allotted to the Comitato Italiano Gestione Navi for operation. The Mediterranean Shipping Board Italian Schooner Control may take up any of these vessels at any time if they are required for the use of the Allied Authorities. The Comitato Italiano Gestione Navi will be responsible for collection of freight, payment of hire, issuance of voyage permits and all necessary orders to Masters of schooners allotted to them.

9. Schooners of 50 tons deadweight or over will be operated by the Mediterranean Shipping Board Italian Schooner Control or their representatives who will issue all voyage permits: the following procedure to be adopted:-

(a) Allied Control Commission will centralise all their demands, excluding movement around Sicilian and Sardinian coasts, through the Mediterranean Shipping Board Italian Schooner Control. In cases of coastal voyages in Sicilian waters, such demands will be centralised through the local Transportation Sub-Commission representative who will refer such demands to the representative of the Mediterranean Shipping Board Italian Schooner Control. In the case of coastal voyages around Sardinia A.C.C. civilian Supply demands will be centralised through the office of the Regional Commissioner, who will refer such demands to the local Sea Transport Officer in charge or his representative.

(b) All demands by Italian civilians which cannot be met by tonnage allotted as in clause 8 will be forwarded to the Comitato Italiano Gestione Navi, who will forward the demand through the appropriate authority in (a) above. No bids will be recognised unless stamped by the appropriate A.C.C. authority.

10. All charter hires will be settled with owners by the Comitato Italiano Gestione Navi or their representatives and no individual payments should be made to Masters.

11. It is requested that all signals sent by Naval Control Service Officer or other Authorities concerning the movements of schooners should be repeated to D.S.T.O. (Italy).

12. All Sea Transport Officers in charge to make a daily position signal of all schooners within their area. A weekly statement should also be forwarded by those issuing voyage permits, giving details of voyages authorised by them, stating whether Military A.C.C. or civilian cargo was carried.

The above scheme comes into force forthwith. Any vessel found trading not having complied with the above instructions must be held and the matter referred to the Mediterranean Shipping Board Italian Schooner Control for action.

IAN D. CAMPBELL
CHAIRMAN

MEDITERRANEAN SHIPPING BOARD (ITALY)

1st June, 1944.

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

785017

APPENDIX "B"

ELENCO DELLE RAPPRESENTANZE AGENZIALI E DEI SUBAGENTI
DEL "COMITATO ITALIANO DELLA GESTIONE NAVI" (COGENA)
Piazza Carita' no. 32 - Napoli - tel. 53211

FUGLIA

Rappresentanza: "Adriatica" S.A. Navigazione - BARI
Via calefati Palazzo S. Ferdinando

Subagenti:
MANFREDONIA

- A. Galli & Figlio per tutta la zona Garganica
(Visti, Peschici, Rodi) e Termoli - Tel. n. 8

BARLETTA - Antonio Scorcio - Tel. n. 1014

MOLFETTA - Rag. Felice Sciancalepore - Via Dante Alighieri No. 93.

BISCAGLIE - Maria Modugno

TRANI - Saverio Calo' Carducci - Via XV Aprile n. 22

MOIA DI BARI - Rag. Vito Barbanente - Via Cristofaro Colombo no. 6.

MONOPOLI - Gerolamo Santostasi & Figli - Piazza Garibaldi no. 29 - Tel. n. 12

BRINDISI - Agenzia Principale "Adriatica" S.A.N., anche per lo scalo di
Otranto - Telefoni n. 11012 - 1063.

GALLIPOLI - Cav. Rocco De Luca fu Filippo - Telef. n. 8

TARANTO - Carmelo Spagnuolo - Corso Vittorio Emanuele no. 17 Tel. 23-33

CALABRIA.

Rappresentanza : Fratelli Labate - Reggio Calabria.

Subagenti :

CROTONE - Giuseppe Ranieri

CATANZARO - Giuseppe Martelli

SOVERATO - Rocco Caminiti

GIOLA TAURO - Oreste Tarantino

PORTO S. VENERE - E. Em. Cantafio & Figli

PTITO CALABRIA - Gesualdo Scordamaglia.

5535

Subagenti:MANFREDONIA

- A. Galli & Figlio per tutta la zona Garganica (Visti, Peschici, Rodi) e Termoli - Tel. n. 8

BARILETTA

- Antonio Scorcio - Tel. n. 1014

MOLFETTA

- Rag. Felice Sciancalepore - Via Dante Alighieri No. 93.

BISCAGLIE

- Maria Modugno

TRANI

- Saverio Calo' Carducci - Via XV Aprile n. 22

MOLA DI BARI

- Rag. Vito Barbanente - Via Cristofaro Colombo no. 6.

MONOPOLI

- Gerolamo Santostasi & Figli - Piazza Garibaldi no. 29 - Tel. n. 12

BRINDISI

- Agenzia Principale "Adriatica" S.A.N., anche per lo scalo di Otranto - Telefoni n. 1012 - 1063.

GALLIPOLI

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GIOLA TAURO

- Oreste Tarantino

PORTO S. VENERE - E. Em. Cantafio & Figli

PTTO CALABRIA- Gesualdo Scordamaglia.

SICILIA

Rappresentanza : - "Tirrenia" S.A.N. PALERMO - Via Roma, 377.

Subagenti :

MESSINA

- "ITALIA" S.A.N. - Ufficio Sociale - Via Garibaldi.

CATANIA

- Ditta S. Nicotra Bertuccio - Via S. Tommaso, 5.

SIRACUSA

+ Ditta Concetto Midolo Bottaro - Via dei Mille, 26

AUGUSTA

- Russo & C.

CASTELLAMMARE
GOLFO

- Francesco Playa Galante - Piazza Marina, 40 telefono no. 2.

LICATA

- Ditta Enrico Peritore - Via Principe di Napoli tel. no. 3

MARSALA

- Giuseppe Figlioli e Giuseppe Casubolo

MARZAGNI

- Antonio Romeo fu Santoro

MAZARA VALLO

- Gaetano Vinci - Via Molo, 23 - tel. no. 12.

MILAZZO

- Trifiletti & C. - Via Luigi Rizzo n. 1 tel. n. 4

PORTO EMERDOLLE

- Ditta Vincenzo Brugio- Vicolo Marullo, 5 - tel. 3

RIPOSTO

- Giuseppe Leva fu Giovanni - Via Umberto I 2 tel. 84

SCIACCA

- Ludovico Marsala & F. Corso V. Emanuele, 65 tel. 59

TERMINI IMERSE

- Rag. Alfonso Indovina Scialabba - Via Umberto e Margherita, 67.

TRAPANI

- Ditta Paolo Salvo Greco.

SARDEGNA

Rappresentanza : Sigg. Goldstaub Giorgio e Timosci Giovanni
CAGLIARI - Viale Merello, no. 2

Subagenti:

OLBIA

- Sigg. Goldstaub Giorgio e Timosci Giovanni

PORTO TORRES

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LA MADDALENA

- " " " " " "

PALAU

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GOLFO ARANCI

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ARBATAX DI TORTOLI - Ditta Giulio ed Emilio De Pau

CARLOFORTE

- Sig. Gervasio Plaisant

SANT'ANTIOCO

- Iosto Biggio

ALGHERO

- Sig. Carlo Pignoni.

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