

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

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Sicily + SARDINIA

MAY - NOV. 1944

Political Section

W.S.

ESPM/15.71

20 November 1944

My dear Mr. Prime Minister:

In reply to your letter No. 17696/10479-35/8/3 dated 2 November 1944.

Some misunderstanding appears to have arisen over the matter of removing schooners from Sardinia. For some months now a number of schooners have been lying in Sardinian waters without there being any coastal traffic available for them to carry.

2 August 1944, at a Mediterranean Shipping Board meeting, it was suggested that all schooners which are reported to be idle in the island should be forced into a convoy and funneled back to the mainland for general service. Lieutenant General Matteini, Director General of the Mercantile Marine, and Dr. Sarnella, Director of the Comitato Gestione Navi, were present at the meeting and did not dissent in connection with the proposal.

17 August 1944, at a further Mediterranean Shipping Board meeting, it was decided to leave a pool of schooners to carry out the coastal trade of the island. The AC representative signalled to the Regional Commissioner for Sardinia requesting his opinion with respect to the number and type of schooners that would be required for the island trade. The AC Regional Commissioner recommended that all schooners under 36 tons, numbering 33, totalling 761 tons dead weight, and all sailing vessels, numbering 6 and totalling 432 tons dead weight, should be retained in Sardinian waters. This was agreed to by the Mediterranean Shipping Board, which further determined that trade between Sardinia and the mainland would be carried out with vessels whose allocation is controlled by AFHQ, G-4, Movements and Transportation. The bids are to be submitted through the Transportation Sub-Commission of AC.

During the winter months only the largest schooners are suitable for traffic between Sardinia, Sicily and the mainland.

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It was accordingly decided by the Mediterranean Shipping Board that all goods requiring shipment would be carried by the larger schooners or coasters, which are working in the shipping pool for Italy.

During October, 2400 tons of civil goods, including salt, pork, skin and hides, were shipped in this manner from Sardinia.

It will no doubt be appreciated that the needs of shipping space to and from Sardinia must be considered in conjunction with the over-all Italian needs. Every endeavor is being, and will be, made to utilize to the maximum such shipping space as can be made available for Sardinia.

Yours very truly,

ELLEY W. STONE
Commodore, USNR
Chief Commissioner

His Excellency Ivanoe Bonomi
The President of the Council of Ministers
Italian Government
Rome

2064

SHIPS BETWEEN SICILY AND
SARDINIA

You will recall that on March 16th (ref. my letter n.1341), I wrote to you at length on the very important and urgent question of the reestablishment of regular sea communications between our two major islands, namely Sicily and Sardinia, and the Italian continent. On that occasion I stressed the economic and political reasons that induced me to call the most earnest attention of the Allied authorities on the matter in view of finding a favourable solution.

Following that letter of mine, you verbally informed me, at the beginning of April, that you believed that the S.S. "Campidoglio" was already assigned on regular trips between Cagliari and Palermo and that in any case it would be necessary that the Italian Authorities should submit a second list of steamships, which in their view would also have the needed requirements; you added, at the time, that in order to give the Allied Authorities a complete picture of the situation it would be expedient that you furnish them with statistical data concerning the number of passengers and the bulk of merchandise that was handled in the past by the vessels plying between the Islands and the mainland.

I am therefore enclosing a number of data that to my mind prove conclusively the importance of a prompt resumption of the service. As to the vessels that ought to be turned over

NO, as with the
seem for purposes
with or later of
16 more
occasional
non-scheduled
"trung" was
what was
said

Harold Caccia, Esq.,
Vice President
Allied Control Commission
Naples

WBA
Phonics told on March 16
Get new Dir: Gen of Navy
Mainline into French with
medbo
direct
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HAC

R. MINISTERO
DEGLI
AFFARI ESTERI

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for the purpose, I reiterate that it would be necessary that M.E.D.B.O. return to the Italian Authorities the four ships I mentioned in my previous letter, namely, the "Donizetti", "Argentina", "Citta' di Alessandria" and the "Campidoglio" (according to information at hand the M.E.D.B.O. has not as yet given the "Campidoglio" a regular assignment); as I wrote to you all four of them possess the necessary requirements for the particular use they are needed for.

I count very much, my dear Caccia, on your collaboration in this matter for it is absolutely essential to us that regular connections with Sicily and Sardinia be resumed at the earliest date possible: it would be another big step towards ~~normalization~~ normalization of conditions throughout liberated Italy the propaganda value of which should not be overlooked.

Very truly yours

R. Fumani

2062

POTALI POWIT SNOESY CONNOB PALERMO VAM
 SOIS BNIO AJACCIO NOIC CAGLIARI.
 NOIC MADDALENA (R) DSTO ITALU MEMBO ITALY

From. C in C MED

- In order to provide necessary security in connection with the sailing of Italian Schooners the following procedure is to come into force in conjunction with my 251345 March.
2. An up to date crew list must be appended to the voyage permit which is not to be stamped unless the crew list has been approved by the local Field Security Police or Counter Intelligence Corps. Where no PSP or CIC exists the crew to be approved by the Capitano del Porto.
 3. If any objection is raised on security grounds by the Port Security Authorities the individual objected to is to be prevented from sailing.
 4. Passengers are to be noted on the crew list under the heading of Passengers and are subject to the same security restrictions as those in force for ship's crew.
 5. The onus of keeping the crew list up to date rests upon the Master of the vessel.
 6. A close liaison is to be maintained between NCSOs routing Officers, PSP and CIC so that no delay to craft is incurred through implementing these instructions. 251839 April.

POTALI POWIT SOIS BNIO AJACCIO SNOESY
 CONNOB PALERMO NOIC CAGLIARI NOIC MADDALENA
 VAM (R) DSTO ITALU MEMBO ITALY

From. C in C MED

Add to Par 4 of my 251839 April. Such passengers will only be carried for purposes directly concerned with the war effort or where essential to the economic necessities of the locality. 101045 B May.

Linea 1

TRAFFICO FRA NAPOLI E PALERMO E VICEVERSA

- Anno 1938 -

	<u>P a s s e g g e r i</u>				<u>Merci</u>	<u>Bestiame</u>
	<u>I</u>	<u>II</u>	<u>III</u>	<u>Totale</u>	<u>Tonn.</u>	<u>N.</u>
<u>LINEA I (giornaliera)</u>						
Napoli - Palermo	10.483	21.287	37.434	69.204	16.405	5740
Palermo - Napoli	9.535	18.928	40.956	69.419	9.934	484

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Linea 1

TRAFFICO TRA NAPOLI E PALERMO E VICEVERSA

- 1° Trimestre 1939 -

LINEA 1 (giornaliera)

	<u>P a s s e g g e r i</u>				<u>Merci</u>	<u>Bestiame</u>
	<u>I</u>	<u>II</u>	<u>III</u>	<u>Totale</u> ,	<u>Tonn.</u>	<u>N.</u>
NAPOLI = PALERMO	2110	4452	6273	12.835	3695	473
PALERMO = NAPOLI	1776	3144	8089	13.009	2318	111

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Linea 1

TRAFFICO TRA NAPOLI E PALERMO E VICEVERSA
 ~~~~~  
 - Dal 1° Gennaio al 9 Giugno 1940 -  
 (giornaliera)

|                  | P a s s e g g e r i |       |        |        | Merci  | Pestame |
|------------------|---------------------|-------|--------|--------|--------|---------|
|                  | I                   | II    | III    | Totale | Tonn.  | N.      |
| <u>LINEA I</u>   |                     |       |        |        |        |         |
| NAPOLI = PALERMO | 3.476               | 4.573 | 10.654 | 18.703 | 10.807 | -       |
| PALERMO = NAPOLI | 1.692               | 2.876 | 7.772  | 12.340 | 3.588  | 668     |

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Linea 5

TRAFFICI TRA NAPOLI E CAGLIARI E VICEVERSA  
 ~~~~~  
 - Anno 1938 -

	P a s s e g g e r i			Merci	Bestiame
I	II	III	Totale	Tonn.	N.
<u>LINEA 5</u> (settimanale)					
Napoli - Cagliari	124	457	2.692	3.273	11.836
Cagliari - Napoli	141	477	2.234	2.852	4.417 139

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Linea 5

TRAFFICO TRA NAPOLI E CAGLIARI E VICEVERSA

- I° Trimestre 1939 -

	P a s s e g g e r i				Merci	Bestiame
	I	II	III	Totale	Tonn.	N.
LINEA 5 (settimanale)						
NAPOLI = CAGLIARI	28	110	398	536	2789	-
CAGLIARI = NAPOLI	21	100	488	609	519	105

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Linea 5

TRAFFICO TRA NAPOLI E CAGLIARI E VICEVERSA
 ~~~~~  
 dal 1° gennaio al 9 Giugno 1940 ( Settimanale )

|                   | P a s s e g g e r i |     |      |        | Merci | Bestiame |
|-------------------|---------------------|-----|------|--------|-------|----------|
|                   | I                   | II  | III  | Totale | Tonn. | N.       |
| LINEA 5           |                     |     |      |        |       |          |
| NAPOLI = CAGLIARI | 48                  | 140 | 1111 | 1299   | 6623  | 10       |
| CAGLIARI = NAPOLI | 65                  | 180 | 1704 | 1949   | 1486  | 825      |

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TRAFFICI TRA SARDEGNA E SICILIA E VICEVERSA  
 ~~~~~  
 - Anno 1938 - (quattordicinale) ~~~~~

	P a s s e g g e r i				Merci	Bestiame	
	I	II	III	Totale	Tonn.	N.	
CAGLIARI = MARSALA	-	-	-	-	11	-	{ Linea 6
MARSALA = CAGLIARI			46	46	323	4	
CAGLIARI = MARSALA	-	-	-	-	-	-	{ Linea 7
MARSALA = CAGLIARI			5	5	359	-	
CAGLIARI = TRAPANI	14	92	444	550	19	495	{ Linea 6
TRAPANI = CAGLIARI	19	143	768	930	58	342	
CAGLIARI = TRAPANI	12	104	388	504	11	401	{ Linea 7
TRAPANI = CAGLIARI	33	176	827	1036	107	161	
CAGLIARI = PALERMO	16	92	371	479	1038	1062	{ Linea 6
PALERMO = CAGLIARI	7	41	620	668	479	267	
CAGLIARI = PALERMO	26	97	357	480	935	-	{ Linea 7
PALERMO = CAGLIARI	7	41	706	754	622	-	

2054

Linea 6 e 7

TRAFFICI FRA LA SARDEGNA E SICILIA E VICEVERSA
 ~~~~~  
 - 1° Trimestre 1939 - (quattordicinale)

|                    | P a s s e g g e r i |    |     |        | Merci<br>Tonn. | Bestiame<br>N. |           |
|--------------------|---------------------|----|-----|--------|----------------|----------------|-----------|
|                    | I                   | II | III | Totale |                |                |           |
| CAGLIARI = MARSALA | -                   | -  | -   | -      | -              | -              | { Linea 6 |
| MARSALA = CAGLIARI | -                   | -  | 4   | 4      | 77             | -              |           |
| CAGLIARI = TRAPANI | 3                   | 25 | 83  | 111    | 3              | 28             | { Linea 6 |
| TRAPANI = CAGLIARI | 5                   | 26 | 116 | 147    | 17             | 66             |           |
| CAGLIARI = PALERMO | 2                   | 13 | 45  | 60     | 363            | 33             | { Linea 6 |
| PALERMO = CAGLIARI | -                   | 3  | 104 | 107    | 162            | 36             |           |
| CAGLIARI = TRAPANI | 5                   | 13 | 96  | 114    | 1              | -              | { Linea 7 |
| TRAPANI = CAGLIARI | 14                  | 44 | 123 | 181    | 21             | 54             |           |
| CAGLIARI = PALERMO | 6                   | 13 | 48  | 67     | 404            | -              | { Linea 7 |
| PALERMO = CAGLIARI | -                   | 1  | 139 | 140    | 179            | 47             |           |
| CAGLIARI = MARSALA | -                   | -  | -   | -      | -              | -              | { Linea 7 |
| MARSALA = CAGLIARI | -                   | -  | 6   | 6      | 96             | -              |           |

TRAFFICO TRA SARDEGNA E SICILIA E VICEVERSA  
 Dal 1° Gennaio al 9 Giugno 1940 (quattordicinale)

|                  | P a s s e g g e r i |    |     |        | Merci<br>Tonn. | Bestiame<br>N. |
|------------------|---------------------|----|-----|--------|----------------|----------------|
|                  | I                   | II | III | Totale |                |                |
| CAGLIARI=MARSALA | 7                   | 13 | 106 | 126    | 25             | 50 ( Linea 6   |
| MARSALA=CAGLIARI | 5                   | 14 | 69  | 88     | 105            | 19 )           |
| CAGLIARI=MARSALA | -                   | -  | -   | -      | 1              | - ( Linea 7    |
| MARSALA=CAGLIARI | -                   | 1  | 5   | 6      | 245            | - )            |
| CAGLIARI=TRAPANI | -                   | 2  | 35  | 37     | -              | 20 ( Linea 6   |
| TRAPANI=CAGLIARI | 5                   | 9  | 26  | 40     | 23             | 2 )            |
| CAGLIARI=TRAPANI | 11                  | 77 | 338 | 426    | 49             | 261 ( Linea 7  |
| TRAPANI=CAGLIARI | 13                  | 67 | 573 | 633    | 56             | 31 )           |
| CAGLIARI=PALERMO | 13                  | 43 | 229 | 285    | 137            | 661 ( Linea 6  |
| PALERMO=CAGLIARI | 4                   | 18 | 312 | 334    | 283            | 16 )           |
| CAGLIARI=PALERMO | 7                   | 25 | 223 | 255    | 147            | 730 ( Linea 7  |
| PALERMO=CAGLIARI | 1                   | 8  | 250 | 259    | 487            | 31 )           |

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Linea 15

TRAFFICO TRA CAGLIARI E TUNISI E VICEVERSA  
~~~~~  
(settimanale) - Anno 1938 -

LINEA 15

CAGLIARI = TUNISI
TUNISI = CAGLIARI

<u>P a s s e g g e r i</u>				<u>Merci</u>	<u>Bestiame</u>
<u>I</u>	<u>II</u>	<u>III</u>	<u>Totale</u>	<u>Tonn.</u>	<u>N.</u>

10	46	272	328	5	-
45	149	514	708	542	-

LINEA 15

TRAFFICO TRA CAGLIARI E TUNISI E VICEVERSA

~~~~~  
 - I° Trimestre 1939 -

|                               | P a s s e g g e r i |    |     |        | Merci | Bestiame |
|-------------------------------|---------------------|----|-----|--------|-------|----------|
|                               | I                   | II | III | Totale | Tonn. | N.       |
| <u>LINEA 15</u> (settimanale) |                     |    |     |        |       |          |
| CAGLIARI = TUNISI             | -                   | -  | 32  | 32     | -     | -        |
| TUNISI = CAGLIARI             | 1                   | 8  | 287 | 296    | 2     | -        |

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2059

TRAFFICO FRA NAPOLI E TUNISI E VICEVERSA

Omesso lo scalo di TUNISI

2049

# N A P O L I = S I C I L I A

(Traffici fra Napoli e Sicilia e viceversa eseguiti con le  
linee 21 - 22 - 24 - anno 1938 - Linea quattordicinaale)

|                     | P a s s e g g e r i |    |     |        | Merci |            |
|---------------------|---------------------|----|-----|--------|-------|------------|
|                     | I                   | II | III | Totale | Tonn. |            |
| - Napoli - Catania  | 19                  | 7  | 41  | 67     | 371   | (Linea 21) |
| " "                 | 3                   | -  | 17  | 20     | 47    | (Linea 24) |
| Catania - Napoli    | 36                  | 9  | 44  | 89     | 97    | (Linea 21) |
| " "                 | 5                   | 9  | 23  | 37     | 13    | (Linea 24) |
| - Napoli - Siracusa | 40                  | 26 | 163 | 229    | 129   | (Linea 21) |
| " "                 | 45                  | 40 | 107 | 192    | 111   | (Linea 22) |
| " "                 | 14                  | 5  | 58  | 77     | 57    | (Linea 24) |
| Siracusa - Napoli   | 40                  | 28 | 61  | 129    | 54    | (Linea 21) |
| " "                 | 19                  | 25 | 46  | 90     | 102   | (Linea 22) |
| " "                 | 17                  | 11 | 27  | 55     | 20    | (Linea 24) |
| - Napoli - Messina  | 38                  | 14 | 53  | 105    | 119   | (Linea 22) |
| " "                 | 11                  | 3  | 9   | 23     | 28    | (Linea 24) |
| Messina - Napoli    | 29                  | 34 | 35  | 98     | 98    | (Linea 22) |
| " "                 | 6                   | 5  | 16  | 27     | 4     | (Linea 24) |

Linee 21 - 22 - 24

## N A P O L I = S I C I L I A

Traffici fra Napoli e Sicilia e viceversa eseguiti con le linee 21 - 22 e 24 - I° Trimestre 1939 - linea quattordicina

|                   | P a s s e n g e r i |    |     |        | Merci | Bestiame |            |
|-------------------|---------------------|----|-----|--------|-------|----------|------------|
|                   | I                   | II | III | Totale | Tonn. | N.       |            |
| NAPOLI = MESSINA  | -                   | -  | 8   | 8      | 27    | -        | (Linea 22) |
| " "               | -                   | I  | 1   | 2      | 9     | 24       | (Linea 24) |
| MESSINA = NAPOLI  | 4                   | -  | 1   | 5      | -     | -        | (Linea 22) |
| " "               | -                   | -  | 2   | 2      | -     | -        | (Linea 24) |
| NAPOLI = CATANIA  | 2                   | -  | 10  | 12     | 186   | -        | (Linea 21) |
| " "               | 2                   | 1  | 3   | 6      | 7     | -        | (Linea 24) |
| CATANIA = NAPOLI  | 9                   | 1  | 11  | 21     | 47    | -        | (Linea 21) |
| " "               | 3                   | -  | 1   | 4      | 1     | -        | (Linea 24) |
| NAPOLI = SIRACUSA | 3                   | 5  | 6   | 14     | 34    | -        | (Linea 21) |
| " "               | 14                  | 5  | 27  | 46     | 34    | -        | (Linea 22) |
| SIRACUSA = NAPOLI | 1                   | 2  | 7   | 10     | 21    | -        | (Linea 21) |
| " "               | 3                   | 3  | 12  | 18     | 34    | -        | (Linea 22) |
| NAPOLI = SIRACUSA | 4                   | -  | 9   | 13     | 6     | -        | (Linea 24) |
| SIRACUSA = NAPOLI | 4                   | 2  | 13  | 19     | 4     | -        | (Linea 24) |

## N A P O L I - S I C I L I A

Traffici fra Napoli e Sicilia e viceversa eseguiti con le linee :  
21 - 22 - 24 dal 1° Gennaio al 9 Giugno 1940. (quattordicinale)

|                   | P a s s e g g e r i |    |     | Totale | Merci<br>Tonn. | Bestiame<br>N. |            |
|-------------------|---------------------|----|-----|--------|----------------|----------------|------------|
|                   | I                   | II | III |        |                |                |            |
| NAPOLI = CATANIA  | -                   | -  | -   | -      | -              | -              | (Linea 21) |
| " "               | -                   | -  | 7   | 7      | 17             | -              | (Linea 24) |
| CATANIA = NAPOLI  | 2                   | -  | 3   | 5      | -              | -              | (Linea 21) |
| " "               | -                   | -  | 3   | 3      | 21             | -              | (Linea 24) |
| NAPOLI = SIRACUSA | 3                   | 4  | 20  | 27     | 362            | -              | (Linea 21) |
| " "               | -                   | 1  | 27  | 28     | 99             | -              | (Linea 22) |
| " "               | -                   | -  | 3   | 3      | 28             | -              | (Linea 24) |
| SIRACUSA * NAPOLI | 4                   | 1  | 16  | 21     | 71             | -              | (Linea 21) |
| " "               | 6                   | 8  | 30  | 44     | 131            | -              | (Linea 22) |
| " "               | 3                   | 5  | 5   | 13     | 1              | -              | (Linea 24) |
| NAPOLI = MESSINA  | -                   | -  | 21  | 21     | 11             | -              | (Linea 24) |
| MESSINA * NAPOLI  | -                   | -  | 6   | 6      | -              | -              | (Linea 24) |

Linea 32TRAFFICO TRA NAPOLI E PALERMO .. VICEVERSA  
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- Anno 1938 -

|                        | P a s s e g g e r i |    |     |        | Merci | Bestiame |
|------------------------|---------------------|----|-----|--------|-------|----------|
|                        | I                   | II | III | Totale | Tonn. | N.       |
| LINEA 32 (settimanale) |                     |    |     |        |       |          |
| Napoli - Palermo       | 5                   | -  | 4   | 9      | 93    |          |
| Palermo - Napoli       | 12                  | -  | 17  | 29     | 173   |          |

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Linea 32

## TRAFFICO FRA NAPOLI E PALERMO E VICEVERSA

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 I° Trimestre 1939

	P a s s e g g e r i				Merci	Bestiame
	I	II	III	Totale	Tonn.	N.
LINEA 32 (settimanale)						
NAPOLI = PALERMO	-	-	1	1	3	-
PALERMO = NAPOLI	1	-	-	1	5	-

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TRAFFICO TRA NAPOLI E PALERMO E VICEVERSA

- dal 1° Gennaio al 9 Giugno 1940 -

15.

2043

R. MINISTERO
DEGLI
AFFARI ESTERI

1) Vol. 15/11/44 - 15/11/44
by affiliation - Medda do what
15/11/44

2) Channel 15/11/44
15/11/44

Salerno, 16 March, 1944.

Dear Caccia,

There is a matter which greatly concerns us all from an economic and, still more, from a political point of view and on which I wish to call your attention.

I wonder also if you would be so good as to mention it to Minister Mac Millan.

As you know our two major islands, Sicily and Sardinia, are at the present connected with the continent by irregular and sketchy air communications, absolutely inadequate to maintain whatsoever normal communications with the rest of Italy. Since the armistice their isolation is therefore to all practical effects absolutely complete. I understand that the matter has been submitted by our Undersecretary of the Merchant Navy, Admiral Barone, to Mr. Graham, Chairman of the M.E.D.B.C. but, up to the present, the only result achieved has been in the form of vague assurances that, I fear, shall probably lead to no concrete results.

But how is it possible that over five million Italians should be, and probably should remain, for a long time to come, totally cut off from the rest of the country? Is it possible that for months and months every form of contact and trade should be brought to a standstill? Trade and interchange which, moreover,

Harold Caccia, Esq.,
Vice President
Political Section - A.C.C.
Naples.

Princeda per Ital 2042

Antenna 15/11/44
S. M. de 15/11/44
Shannon 15/11/44
Krough 15/11/44
Campbell 15/11/44
X.

R. MINISTERO
DEGLI
AFFARI ESTERI

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would also be helpful to the Allied cause alleviating as it could the problem of food supplies which at the moment presents so many difficulties? Moreover, and I wish to stress this point, the question has a political angle that the Royal Government cannot overlook. The isolation of the two Islands contributes to sever them spiritually from the mainland, it causes them to ignore the very existence of an Italian Government and what the latter is doing ^{its best} to attain under the present serious and difficult circumstances; it shuts them off completely from the political and economic life of the rest of the Country, impairing the general war and reconstruction efforts.

The practical problem is the one of re-establishing a minimum of sea communications, such as any Government under whatsoever circumstances must need have at their disposal, where such an important section of their population are concerned.

Should the matter be exclusively dealt with by the military I am very much afraid that nothing conclusive would be accomplished. A little push from other sectors, and above all from political ones, is absolutely necessary.

In short the matter stands as follows: for Sicily and Sardinia we need four ships of small or medium tonnage (so that loading and unloading operations could be carried out in small harbours in order not to interfere with military operations); the ships ought to have ^{the} sufficient speed and necessary equipment to carry both goods and passengers. The following vessels, ~~which~~ ²⁰⁴¹ have been turned over to the M.E.D.G.O., answer to such requirements:

./.

R. MINISTERO
DEGLI
AFFARI ESTERI

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M/V "Citta' di Alessandria", M/V "Donizzetti", S/S "Argentina",
S/S "Campidoglio".

As you are aware, we recently obtained the release of the Italian ships that were in Spanish harbours. It would now be necessary that the four ships I mentioned, which are absolutely essential to us, should be put at our disposal, in place of those restored by Spain. I repeat the matter is serious and urgent. Anything you will be able to do along these lines, with your usual spirit of intelligent understanding, would be deeply appreciated by the Italian public opinion as a whole and would very much contribute in improving our present conditions.

Thanks, dear Caccia, and believe me

Yours very sincerely,

R. Russell

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