

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

785017

ACC

10000/135/194

10000/135/194

SEA TRANSPORT, IAF
FEB. - AUG. 1945

1873

785017

11A

From: Air Forces Sub-Commission,
Allied Commission, ROME.

To: Stato Maggiore R. A.
III Reparto Servizi
Sezione Logistica.

Date: 31st August, 1945.

Ref: AFSC/354/7/Org.

10A

SHIPMENT OF M/T.

1. With reference to your letter 42686/L.5/A/46,9 Coll. dated 21st August, 1945, as stated in our letter under even reference dated 26th August, 1945, you should arrange shipment of these vehicles direct with Regia Marina. There is no longer any need to obtain permission from H.M.I.A.
2. We are however informed that space is not available in Allied ships.

R
B. C. DEQUIS,
Flight Lieutenant,
for Air Vice Marshal,
Air Officer Commanding.

3132

From :- Stato Maggiore R. Aeronautica
III° Reparto - Servizi. Sezione Logistica.

To :- Air Forces Sub Commission,
Allied Commission, Rome.

Date :- Rome, 21 st. August 1943.

Ref. :- 42686/L.8/A/4649 Coll.

TRANSFER OF MOTOR TRANSPORT.

Headquarters, Italian Air Force, Sardegna, has notified this Office that the vehicles listed below, have been repaired in civilian workshops and XXXXX, are now ready for transfer to the peninsula. --

VAN	SPA	39	CIF	B.A.	18722
"	"	"	"	"	12635
Motor cycle with fixed trailer					
	GUZZI	500		"	05237
"	"	"	"	"	05283
TRUCK FIAT	626/N.			"	19387
"	"	"		"	19351
PETROL BOWSER FIAT	633			"	30080
"	TRAILER	12/T.		"	44392
WATER SPRAYER.	CERRANO	47.C		"	3809

2. The above information is forwarded for the purpose of obtaining from the Addressee the permit for the transfer in question and, if at all possible, authority for making use of Allied Shipping.

1875

785017

TRANSFER OF MOTOR TRANSPORT.

Headquarters, Italian Air Force, Sardegna, has notified this Office that the vehicles listed below, have been repaired in civilian workshops and KKKX, are now ready for transfer to the peninsula. --

VAN	SEA	39	CLF	R.A.	18722
"	"	"	"	"	12635
Motor cycle with fixed trailer					
			GUZZI 500	"	05237
"	"	"	"	"	05283
TRUCK PIAT		625/M.		"	19387
"	"	"		"	19351
PETROL BOWSER PIAT		633		"	30080
"	"	TRAILER 12/T.		"	44392
WATER SPRAYER.		CERIANO 47.C		"	3809

2. The above information is forwarded for the purpose of obtaining from the Addressee the permit for the transfer in question and, if at all possible, authority for making use of Allied Shipping.

(SGD)

(ALDO REMENTINO)

for Il sotto capo di Stato Maggiore

(T. By Sgt. Cremona)
22/8



3731

STATO MAGGIORE R. AER. ICA
III° REPARTO - SERVIZI
Sezione Logistica

Roma li. 21/8/1945

→ ALL ' A.F.S.C. - A.C.

Prot. n° 4286 11.8.45 404968 (tramite Uff. di Collegamento -SEDE-)

OGGETTO : Trasferimento automezzi.-

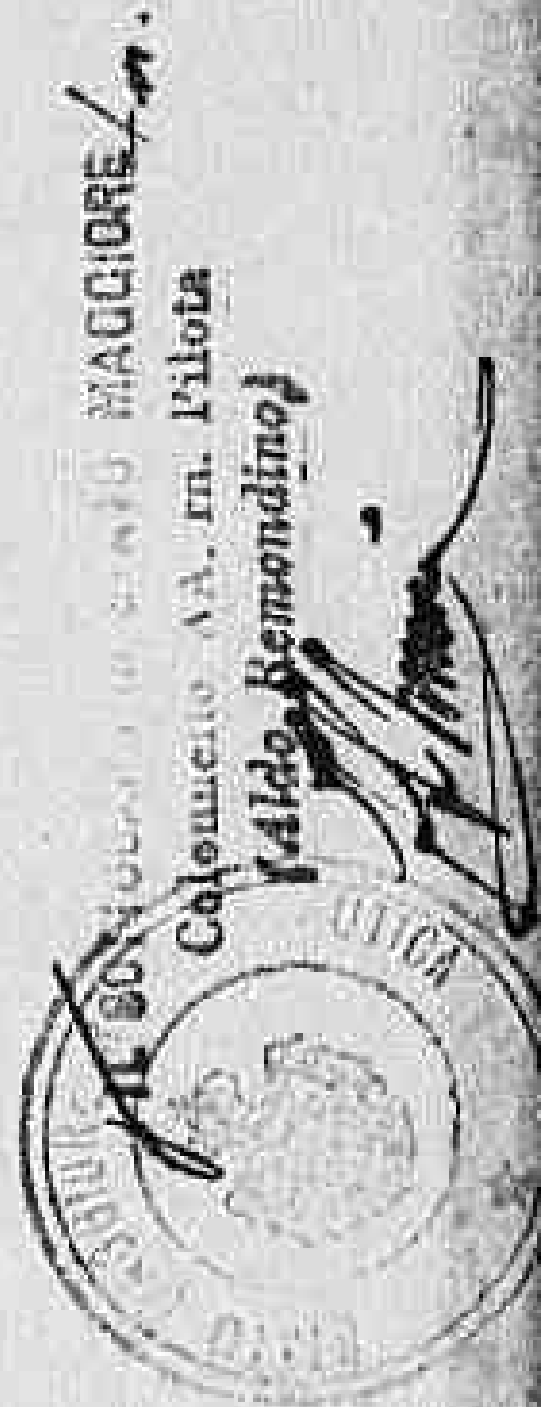
e, per conoscenza :

AL MINISTERO AERONAUTICA - Direzione Servizi - = R O M A =

Il Comando Aeronautica della Sardegna comunica che i sotto
elencati automezzi, riparati presso officine civili, sono disponibili
per essere trasferiti in Continente :

- Autocarretta SPA 39 CLF	R.A.	18722
- " " "	"	12635
- Motocarri Guzzi 500	"	05237
- " " "	"	05283
- Autocarro Fiat 626/N	"	19387
- " " "	"	19351
- Autoinnaffiatrice Ceirano 47/C	"	3809
- Autobotte per benzina Fiat 633	"	30080
- Rimorchio botte benzina 12/T	"	4439r.

Si interessa codesta Sottocommissione affinché voglia con-
cedere il nulla osta per il trasferimento, e qualora possibile, l'auto-
rizzazione ad imbarcare i predetti automezzi su navi alleate.=



OGGETTO : Trasferimento automezzi.-

e, per conoscenza :

AL MINISTERO AERONAUTICA - Direzione Servizi -

= R O M A =

Il Comando Aeronautica della Sardegna comunica che i sotto
elencati automezzi, riparati presso officine civili, sono disponibili
per essere trasferiti in Continente :

- Autocarretta SPA 30 CLF	R.A.	18722
- " " "	"	12635
- Motocarri Guzzi 500	"	05237
- " " "	"	05283
- Autocarro Fiat 626/N	"	19387
- " " "	"	19351
- Autoinnaffiatrice Ceirano 47/C	"	3809
- Autobotte per benzina Fiat 633	"	30080
- Rimorchio botte benzina 12/T	"	4439r.

Si interessa codesta Sottocommissione affinché voglia con-
cedere il nulla osta per il trasferimento, e qualora possibile, l'auto-
rizzazione ad imbarcare i predetti automezzi su navi alleate.=



3730

1878

785017

9A

From: Air Force Sub-Commission,
Allied Commission, Rome.
To: Italian Air Ministry.
Date: 28th August, 1945.
Ref: AFSC/351/7/Orig.

7A

ITALIAN AIR FORCE SHIPMENT OF A MOBILE WORKSHOP FROM SARDINIA
TO THE MAINLAND.

1. With further reference to your letter 55138/1911/4627 Coll.
dated 18th August, 1945.
2. Please note we are now informed verbally by M.M.I.A. that you
should make direct shipping arrangements with Regia Marina. Under these
circumstances the approval of the M.M.I.A. Liaison Officer, Sardinia is
not required.

CB

B. G. DENNIS,
Flight Lieutenant,
for Air Vice Marshal,
Air Officer Commanding.

Copy to: M.M.I.A.
" " M.M.I.A. Liaison Officer, Sardinia.

3729

FA

From: Air Forces Sub-Commission,
Allied Commission, RMH.
To: M.H.I.A.
Date: 23rd August, 1945
Ref: AFAC/352/7/C22.

ITALIAN AIR FORCE SUPPLY OF A HOSTILE WORKSHOP FROM SARDINIA
TO THE MAINLAND.

Enclosed is copy of a translated letter from the Italian Air Ministry
ref. 551394/1911/4627 Coll. dated 18/8/45.

It would be appreciated if the necessary permit could please be granted.

MA
R. C. DENNIS,
Flight Lieutenant,
for Air Vice Marshal,
Air Officer Commanding.

Copy to: I.A.M.

3728

7A(4)

FROM : I.A. MINISTRY

TO : A.F.S.O.

DATE : 18/8/45

REF. : 551384/1911/4827 3011

TRANSPORTATION TO THE CONTINENT OF A MOBILE WORKSHOP.

This Ministry urgently needs to transport from Sardinia to the Continent the mobile workshop R.A. 4517r-18r-19r which at present is located at the 175^a R.A. Depot in Cagliari.

We therefore ask your Sub Commission to authorise the M.F.I.A. for Sardinia to release a permit in order to transport the a/m workshop.

The R. Marina Stato Maggiore already informed by the undersigned about this matter has given orders to the Comando Marina Cagliari for the workshop to be embarked on the ship "Cherso".

IL DIRETTORE
COL. PUL. PELLACCI

T. by SGT ALBERTINI

620/8
354/7/03

see PA
9A

JW/FIL
21/8.

3127



SECRET
DIREZIONE DEI SERVIZI
Ufficio Trasporti

Prod. No. 554386 19/11/1986

4627 66

GABINETTO DI S. E. IL MINISTRO
della Marina

Resposta al p.^o V.

OGGETTO: Trasporto in Containente di una officina briccerro.

Questo Ministero ha necessità di trasportare con urgenza dalla Sardegna in continente l'officina tricarro R.A.4517r-18r-19r che attualmente trovasi presso il 176° Deposito R.A. in Cagliari.

Si prega pertanto voler autorizzare direttamente la M.M.I.A. per la Sardegna ad accordare l'imbarco della detta officina.

Si aggiunge che lo Stato Maggiore della R. Marina, appositamente interessato dalla Scrivente, ha già dato disposizioni al Comando Marina Cagliari perchè il trasporto di che trattasi abbia luogo prossimamente a mezzo della R. Nave "Cherso".

IL DIRETTORE
(Colonnello Pilota = E. PENNACCI)

done

6A

Subject : Shipping ex ITA

10 Aug 45

FROM : MMIA LO SARDINA SIGHTED ALBERT

091010 B

TO : MMIA

INFO : PENSOUTH FOR MMIA LO.

Y 585

UNCLASSIFIED

ONE (.) R N RIBBY TO DEPART CAGLIARI 9 AUGUST FOR TARANTO WITH

200 ITALIAN AIR FORCE (.)

TWO (.) R N SAGITTO TO DEPART CAGLIARI 9 AUGUST FOR NAPLES

WITH 200 ITALIAN REFUGEES (.)

THREE (.) REFERENCE OUR Y 584 OF 8 AUGUST DESTROYER YLIO DELAYED BY STORM
TO DEPART 9 AUGUST.*1st seen
Aug 14th**no action taken**FB*

The above details are passed to you for information :

Copy : AIR FORCE SUB-COMMISSION A.C.

S
DISPLACED PERSONS SUB-COMMISSION A.C.

T N SUB-COMMISSION A.C.

W.A.A. Evans

Capt. R.E.

W.A.A. EVANS

Movements Liaison Officer.

B25
14
3125

1884

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

785017

5A

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3160
6 August 1945.

B

From: Navy Sub-Commission, Hq. Allied Commission.
To: ~~Chief Commissioner, Hq. Allied Commission.~~
Subject: Entry of Shipping into Northern Italian ports.
Enclosure: (A) Copy of CINCPAC, A.F.H.Q., ltr. Med.45/00460/5
of 25 July 1945 and enclosure thereto.

1. Enclosure (A) is forwarded herewith for in-
formation.

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

Copy to:
Executive Commissioner, AC.
Civil Affairs Section, AC.
Economic Section, AC.
Transportation S/C, AC.
Industry S/C, AC.
Commerce S/C, AC.
Public Works & Utilities S/C, AC.
✓ M.M.I.A.
✓ Air Forces S/C, AC.

F866 7/6/45
354/2/007

3724

5B

Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters.
25th July 1945.

Med. 45/00460/5
THE SUPREME ALLIED COMMANDER SECRETARIAT

ENTRY OF SHIPPING INTO NORTHERN ITALIAN PORTS

The attached notes on the clearance of seagoing mines from harbours set out simply and briefly the problems with which the Navy is faced when deciding whether it is safe for ships to enter ports mined by the enemy.

2. It is thought that these notes may be of interest to Staff Sections concerned with the movements of personnel and stores by sea and will enable them to appreciate the difficulties, and also risks involved even when the Commander-in-Chief, Mediterranean has decided to declare a port open.

5. It is requested that you will arrange for copies to be distributed as requisite.

/s/ H. A. PACKER

REAR ADMIRAL
CHIEF OF STAFF

C
O
P
Y

3423

EWLL (R)

REPORT OF SHIPWRECK INTO NORTHERN ITALIAN PORTS

1. The Germans when abandoning the Northern Italian ports laid in the harbours and bayous extensive a large number of sea mines nearly all of the variety which lie on the bottom and are fired by the close passage of a ship but without actually being touched by the ship.
 2. These ground mines were fitted with a variety of sounding units including some of all the latest types available to the Germans. Sounding methods had already been devised for these latest type units but without this with the German units themselves, are usually not the best that can be provided, these will follow later.
 3. The Germans have always used a number of devices such as delay clocks and mechanisms which need a number of actions to be given to the firing unit before the mine is in fact fired. Since the collapse of Germany it has been discovered that they have also used devices which only make the mine alive at certain periods during each twenty four hours and "water-finders" which make the mine permanently inactive after a certain period of time.
 4. Prisoners of War have also stated that in some cases the mines were laid without primers or with the safety pins in. Naturally in these cases complete reliance cannot be placed on such a statement.
 5. The complexity of the latest ground mines as stated above make it in most cases impossible to say with absolute certainty that a harbour is clear of mines. The procedure carried out is to try every kind of sweep for a sufficient number of times and a sufficient period of time to cover all known delays and then if the mines have still not responded to try various other methods of disposing of them including locating and countermining.
 6. The problem has been made more difficult for us in the Northern Italian ports by knowing the number of mines laid and so the number of unresponsive mines and by the fact that with the end of the war in Europe risks that were justified in support of active operations must not now be taken when alternative methods of supply, however, inconvenient, can be utilized.
 7. The Northern harbours have been and are being opened when the risk from ground mines is considered sufficiently reduced to justify the entry of ships but it must be realised that for the next two years there remains the risk that a mine which has not been swept, say because of a bad electrical contact, may be disturbed by the wash of a ship and become dangerous.
- As examples of this two typical cases can be quoted:
- (a) At Algiers where the last German minelaying raid was carried out

2. These ground mines are fitted with a variety of activating units including some of all the latest types available to the Germans. Sweeping methods already been devised for these latest type units but without trouble with the German units themselves, are naturally not the best that can be expected, these will follow later.

3. The Germans have always used a number of devices such as delay clocks and mechanisms which need a number of activations to be given to the firing unit before the mine is in fact fired. Since the collapse of Germany it has been discovered that they have also used devices which make the mine alive at certain periods during each twenty four hours and "unwillingly" when makes the mine permanently inactive after a certain period of time.

4. Prisoners of War have also stated that in some cases the mines were laid without primers or with the safety pins in. Naturally in these cases complete reliance cannot be placed on such a statement.

5. The complexity of the latest ground mines as stated above make it in most cases impossible to say with absolute certainty that a harbour is clear of mines. The procedure carried out in to try every kind of sweep for a sufficient number of times and a sufficient period of time to cover all known delays and then if the mines have still not responded to try various other methods of disposing of them including locating and countermining.

6. The problem has been made more difficult for us in the Northern Italian ports by knowing the number of mines laid and so the number of unresponsive mines and by the fact that with the end of the war in Europe risks that were justified in support of active operations must not now be taken when alternative methods of supply, however, inconvenient, can be utilised.

7. The Northern harbours have been and are being opened when the risk from ground mines is considered sufficiently reduced to justify the entry of ships but it must be realised that for the next two years there remains the risk that a mine which has not been swept, say because of a bad electrical contact, may be disturbed by the wash of a ship and become dangerous.

As examples of this two typical cases can be quoted:

- (a) At Algiers where the last German minelaying raid was carried out in the summer of 1943, a mine was exploded by a ship in April 1945.
- (b) At Ancona a small oiler was sunk in May 1945 many months after the harbour had been considered clear of mines.

In both these cases sweeping had been continued for a considerable time after the last mine had been laid, and many ships must have passed over the danger spots.

8. The danger will be reduced as much as possible by the routine sweeping of harbours at intervals as long as sweepers can be made available but this cannot entirely ensure the safety of all our ships.

TOL.454

HEADQUARTERS ALLIED COMMISSION

GEG/lr

APO 394

Transportation Sub-Commission

SECRET

AC/531/8/Tn.3

11 May 1945

SUBJECT : Allocation of Italian Shipping to Coastwise Liner Sailings.

TO : See distribution.

1. The Mediterranean Shipping Authorities have agreed to establish a certain number of liner sailings for the carriage of civil cargoes coastwise as well as between the Islands and the Mainland of Italy.

2. Attached is a copy of a schedule showing the names of vessels allocated to these sailings together with ports and estimated dates of readiness of these vessels. This schedule is purely provisional and after trial voyages have been completed itineraries or voyage durations may prove to require adjustment. It is emphasised that information relative to the sailing dates or movement of vessels within the Mediterranean is still "secret", and information contained within this schedule is solely for your information and must not therefore be revealed to unauthorized persons.

3. All vessels allocated to these Coastwise Liner Sailings will be operated under the control of the "Comitato Gestione Navi" (Co-Ge-Ne), but remain subject to the overall supervision of the Mediterranean Shipping Authorities in a manner similar to that under which "LEBIZIA" and "LANGANO" are operating at present.

4. Cargoes for shipment on these services will continue to be bid for in the normal way based on current shipping instructions.

5. Shipping agencies nominated by Co-Ge-Ne to control these vessels are being permitted to accept cargo for shipment if space permits, only after all cargo against bids nominated by this Commission have been loaded.

For the Chief Commissioner :

M. J. SIEFF
M.J. SIEFF,
Colonel.

TO : See distribution.

1. The Mediterranean Shipping Authorities have agreed to establish a certain number of liner sailings for the carriage of civil cargoes coastwise as well as between the Islands and the Mainland of Italy.

2. Attached is a copy of a schedule showing the names of vessels allocated to these sailings together with ports and estimated dates of readiness of these vessels. This schedule is purely provisional and after trial voyages have been completed itineraries or voyage durations may prove to require adjustment. It is emphasised that information relative to the sailing dates or movement of vessels within the Mediterranean is still "secret", and information contained within this schedule is solely for your information and must not therefore be revealed to unauthorized persons.

3. All vessels allocated to these Coastwise Liner Sailings will be operated under the control of the "Comitato Gestione Navi" (Co-Ge-Na), but remain subject to the overall supervision of the Mediterranean Shipping Authorities in a manner similar to that under which "LIBIA" and "LINGA" are operating at present.

4. Cargoes for shipment on these services will continue to be bid for in the normal way based on current shipping instructions.

5. Shipping agencies nominated by Co-Ge-Na to control these vessels are being permitted to accept cargo for shipment if space permits, only after all cargo against bids nominated by this Commission have been loaded.

For the Chief Commissioner :

M.J. SIEFF,
Colonel.

Distribution :

Economic Section
Civil Affairs Section
Agriculture Sub-Commission
Air Force Sub-Commission
Army Sub-Commission
Commerce Sub-Commission
Communications Sub-Commission



Displaced Persons and Repatriation Sub-Commission
Education Sub-Commission
Finance Sub-Commission
Food Sub-Commission
Industry Sub-Commission
Navy Sub-Commission
Public Health Sub-Commission
Public Safety Sub-Commission
Shipping Sub-Commission
W.V.I. Rome
W.S.A. Rome
Transportation Sub-Commission - Road Branch
" " - Rail Branch
U.M.R.R.A.
All I.O. or A.M.C. Regions
Medbo Schooner Control
Go-Ge-Ne (for distribution to their agents) 30
Port and Warehouse Division
Movements Rome Sub-Area - Rail
Roads

Public Safety Sub-Commission
Shipping Sub-Commission
N.Y.T. Rome
V.S.A. Rome
Transportation Sub-Commission - Road Branch
" " - Rail Branch
U.N.R.R.A.
All A.C. or A.M. Regions
Nedba Schooner Control
Go-Ge-Me (for distribution to their agents) 30
Port and Warehouse Division
Movements Rome Sub-Area - Rail
Roads

SCHEDULE OF COASTWISE LINER SAILINGS

SERIAL	VESSEL	CARGO	TONNAGE	ITINERARY	EXPECTED DURATION OF ROUND VOYAGE
(a)	PERTUSOLA	SALT, PYRITES	2.200	CAGLIARI/CIVITAVECCHIA/ PORTIGLIONE/CAGLIARI	30
(b)	PELAGOSA	GENERAL	750	CAGLIARI/LEGHORN OR PIGMBINO PORTIGLIONE/CAGLIARI OR OLBIA	30
(c)	CAPO RELE	WINE & CITRUS PYRITES	400	CATANIA AND/OR SYRACUSE/ C.VECCHIA/PORTIGLIONE/SICILY	55
(d)	FANNY BRUNNER	WINE & CITRUS PYRITES	2.600	CATANIA AND/OR SYRACUSE/C.VECCHIA PORTIGLIONE/SICILY	51
(e)	ANDREA CONTARINI	GENERAL CARGO	1.600	GALLIPOLI/MESSINA OR REGGIO/NAPLES OR C.VECCHIA/PORTIGLIONE/CROTONE	24
(f)	CONSTANCE C.	GENERAL CARGO	1.000	ONE HEEL PORT/CIVITAVECCHIA/ ONE HEEL PORT	24
(g)	ULISSE	WINE & PYRITES	3.800	BRINDISI/C.VECCHIA/PORTIGLIONE/ BARLETTA	54
(h)	RINUCCI	WINE & PYRITES	1.400	RIPOSTO AND CATANIA/NAPLES LEGHORN OR PIGMBINO/PORTIGLIONE/ SICILY	43
(j)	ARSIA	WINE/STORES/GENERAL	1.080	MARSALA/TRAPANI/C.VECCHIA PORTIGLIONE/SICILY	30
(k)	ABBAZIA	GENERAL CARGO AND PERSONNEL	1.500	REGULAR SERVICE PALERMO/NAPLES/CAGLIARI AND RETURN	
(i)	CAMPIDOGGIO	GENERAL CARGO AND PERSONNEL	1.500	REGULAR SERVICE CAGLIARI/NAPLES/PALERMO AND RETURN	
(j)	LANGANO	LIVESTOCK	1.800	TRANSPORT CATTLE SARDINIA/C.VECCHIA 4 VOYAGES MONTHLY	

NOTES: Portiglione is optional Port of Loading dependent upon Pyrites require

/f3

SCHEDULE OF COASTWISE LINER SAILINGS

CARGO	TONNAGE	ITINERARY	EXPECTED DURATION OF ROUND VOYAGE	ESTIMATE DATE READY TO GO ON SERVICE
SALT, PYRITES	2.200	CAGLIARI/CIVITAVECCHIA/ PORTIGLIONE/CAGLIARI	30	NOW OPERATING
GENERAL	750	CAGLIARI/LEGNORNO OR POMBINO PORTIGLIONE/CAGLIARI OR OLBIA	30	NOW OPERATING
WINE & CITRUS PYRITES	400	CATANIA AND/OR SYRACUSE/ C.VECCHIA/PORTIGLIONE/SICILY	55	NOW OPERATING
R WINE & CITRUS PYRITES	2.600	CATANIA AND/OR SYRACUSE/C.VECCHIA PORTIGLIONE/SICILY	51	EARLY JUNE AT CIVITAVECCHIA
GENERAL CARGO	1.600	GALLIPOLI/MESSINA OR REGGIO/NAPLES OR C.VECCHIA/PORTIGLIONE/CROTONE	24	NOW OPERATING
GENERAL CARGO	1.000	ONE HEEL PORT/CIVITAVECCHIA/ ONE HEEL PORT	24	1 JUNE BRINDISI
WINE & PYRITES	3.800	BRINDISI/C.VECCHIA/PORTIGLIONE/ BARIETTA	54	17 MAY AT BRINDISI
WINE & PYRITES	1.400	RIPOSTO AND CATANIA/NAPLES LEGNORNO OR POMBINO/PORTIGLIONE/ SICILY	43	14 MAY AT PORTI- GLIONE
WINE/STORES/GENERAL	1.080	MARSAIA/TRAPANI/C.VECCHIA PORTIGLIONE/SICILY	30	13 MAY AT PORTI- GLIONE
GENERAL CARGO AND PERSONNEL	1.500	REGULAR SERVICE PALERMO/NAPLES/CAGLIARI AND RETURN		NOW OPERATING
GENERAL CARGO AND PERSONNEL	1.500	REGULAR SERVICE CAGLIARI/NAPLES/PALERMO AND RETURN		18 MAY AT NAPLES TO PROCEED CAGLIARI
LIVESTOCK	1.800	TRANSPORT CATTLE SARDINIA/C.VECCHIA 4 VOYAGES MONTHLY		ALREADY IN OPERATION

ES: Portiglione is optional Port of Loading dependent upon Pyrites requirements.

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

CSG/GS

S-E-C-R-E-T

Ref : AC/610/119/Tn 3

11 MAR 45

SUBJECT: Shipments into Sardinia

TO : Directors Agriculture S/C
Air Force S/C
Commerce S/C
Communications S/C
Food S/C
Industry S/C
Land Forces S/C
Navy S/C
Public Health S/C
Public Works and Utilities S/C

Chief UNRRA Italian Mission
Regional Commissioner, Southern Region
(for Regional Transportation Officer)
MEDBO Schooner Control Naples - (With copy of Ltr referred to)



Reference is made to this HQ letter AC/610/110/Tn 3 dated 23rd Feb.

1. In order to allow for a longer loading period in Sardinia, it has been decided to amend the itinerary of SS "ABBADIA", published in this HQ letter under reference, as follows:-

CAGLIARI	
Dep	12 Mar
Arr	21 Mar
Dep	27 Mar
Arr	5 April
Dep	11 April
Arr	20 April
Dep	26 April
Arr	5 May

TORRE ANNUNZIATA	
Arr	14 Mar
Dep	19 Mar
Arr	29 Mar
Dep	3 April
Arr	13 April
Dep	18 April
Arr	28 April
Dep	3 May

2. This new itinerary will now allow of additional cargo not exceeding 1500 tons space to be taken up with Sardinian exports.

TO : Directors Agriculture S/C
 Air Force S/C
 Commerce S/C
 Communications S/C
 Food S/C
 Industry S/C
 Land Forces S/C
 Navy S/C
 Public Health S/C
 Public Works and Utilities S/C



Chief UNRRA Italian Mission
 Regional Commissioner, Southern Region
 (for Regional Transportation Officer)
 MEDBO Schooner Control Naples - (With copy of Ltr referred to)

Reference is made to this HQ letter ..C/610/110/Tn 3 dated 23rd Feb.

1. In order to allow for a longer loading period in Sardinia, it has been decided to amend the itinerary of SS "ABBADIA", published in this HQ letter under reference, as follows:-

CAGLIARI	
Dep 12	Mar
Arr 21	Mar
Dep 27	Mar
Arr 5	April
Dep 11	April
Arr 20	April
Dep 26	April
Arr 5	May

TORRE ANNUNZIATA	
Arr 14	Mar
Dep 15	Mar
Arr 29	Mar
Dep 3	April
Arr 13	April
Dep 18	April
Arr 28	April
Dep 3	May

2. This new itinerary will now allow of additional cargo not exceeding 1500 tons space to be taken up with Sardinian exports.

By Command of Rear Admiral Stone:

Copy for information to:-
 Regional Commissioner Sardinia Region
 AFHQ - G-4 (Mov & Tn)
 G-5 (Economics & Supply Div)
 Shipping Sub Commission
 M.W.T.
 W.S.A.

for H. TAYLOR
 Director

3719

SECRET

HEADQUARTERS ALLIED COMMISSION

APC 394

Transportation Sub-Commission

AC/610/113/Tn.3

2 March 1945

SUBJECT : Shipments into Sardinia.

TO :	Directors, Agriculture	Sub-Commission
	Air Forces	"
	Commerce	"
	Communications	"
	Food	"
	Industry	"
	Land Forces	"
	Navy	"
	Public Health	"
	Public Works and Utilities	Sub-Comm.

Chief, U.N.R.R.A., Italian Mission
Regional Commissioner, Southern Region,
for Regional Transportation Officer

1. This headquarters letter No. AC/610/110/Tn.3 dated 23 February 1945 is now classified "SECRET".

2. The instructions contained in para 3 are therefore cancelled.

By Command of Rear Admiral STONE :

L. MERRITT H. TAYLOR
Director

Copy to : Regional Commissioner Sardinia Region
AFHQ G-4 (Mov & Tn)
G-5 (Economics and Supply Div.)

M.W.T.
W.S.A.

SUBJECT : Shipments into Sardinia.

TO : Directors, Agriculture Sub-Commission
Air Forces " "
Commerce " "
Communications " "
Food " "
Industry " "
Land Forces " "
Navy " "
Public Health " "
Public Works and Utilities Sub-Comm.
Chief, U.N.R.R.A., Italian Mission
Regional Commissioner, Southern Region,
for Regional Transportation Officer

1. This headquarters letter No. AC/610/110/Tn.3 dated 23 February 1945 is now classified "SECRET".

2. The instructions contained in para 3 are therefore cancelled.

By Command of Rear Admiral STONE :

MERRITT H. TAYLOR
Director

Copy to : Regional Commissioner Sardinia Region
AFHQ G-4 (Mov & Tr)
G-5 (Economics and Supply Div.)
M.W.T.
W.S.A.

4101

3/3

3712

HEADQUARTERS ALLIED COMMISSION

AMC/1r

APO 394

Transportation Sub-Commission

AC/510/110/Tn.3

23 February 1945

SUBJECT : Shipments into Sardinia.

TO :	Directors, Agriculture	Sub-Comm.
	Air Forces	"
	Commerce	"
	Communications	"
	Food	"
	Industry	"
	Land Forces	"
	Navy	"
	Public Health	"
	Public Works and Utilities	Sub-Comm.

Chief, U.M.R.E.A., Italian Mission
Regional Commissioner, Southern Region, for
Regional Transportation Officer.

1. A.C. Shipping Instruction No.3, dated 15 December '44, gives details of the Cagliari (Sardinia) to Torre Annunziata Ferry Service, now being carried out by the S.S. Abbazia. This vessel is making two round trips per month; future sailing dates are given below.

CAGLIARI

Dep.	25 Feb.
Arr.	7 March
Dep.	12 March
Arr.	22 March
Dep.	27 March
Arr.	6 April
Dep.	11 April
Arr.	21 April
Dep.	26 April
Arr.	6 May

TORRE ANNUNZIATA

Arr.	27 Feb.
Dep.	5 March
Arr.	14 March
Dep.	20 March
Arr.	29 March
Dep.	4 April
Arr.	13 April
Dep.	18 April
Arr.	28 April
Dep.	4 May

2. Her cargo capacity is at least 1000 tons, which is normally well taken up with Sardinian exports. On the other hand she has been returning to Sardinia nearly empty. In view of the fact that Sardinia is short of supplies of nearly all kinds, it is felt that a drive should be made to make full use of the S.S. Abbazia, and so prevent any further wastage of valuable shipping space.

3. As a contribution to this end the Tirrenia Navigation Co., who are operating the service, should be asked to put

Industry " " " " " "
 Land Forces " " " " " "
 Navy " " " " " "
 Public Health " " " " " "
 Public Works and Utilities Sub-Comm.

Chief, U.N.E.R.A., Italian Mission
 Regional Commissioner, Southern Region, for
 Regional Transportation Officer.

1. A.C. Shipping Instruction No.3, dated 15 December '44, gives details of the Cagliari (Sardinia) to Torre Annunziata Ferry Service, now being carried out by the S.S. Abbazia. This vessel is making two round trips per month; future sailing dates are given below.

CAGLIARI

Dep. 25 Feb.
 Arr. 7 March
 Dep. 12 March
 Arr. 22 March
 Dep. 27 March
 Arr. 6 April
 Dep. 11 April
 Arr. 21 April
 Dep. 26 April
 Arr. 6 May

TORRE ANNUNZIATA

Arr. 27 Feb.
 Dep. 5 March
 Arr. 14 March
 Dep. 20 March
 Arr. 29 March
 Dep. 4 April
 Arr. 13 April
 Dep. 19 April
 Arr. 28 April
 Dep. 4 May

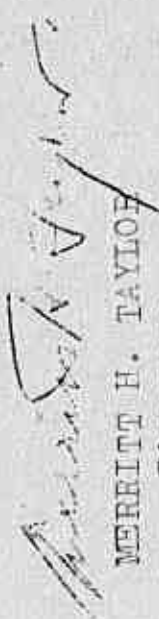
2. Her cargo capacity is at least 1000 tons, which is normally well taken up with Sardinian exports. On the other hand she has been returning to Sardinia nearly empty. In view of the fact that Sardinia is short of supplies of nearly all kinds, it is felt that a drive should be made to make full use of the S.S. Abbazia, and so prevent any further wastage of valuable shipping space.

3. As a contribution to this end the Tirrenia Navigation Co., who are operating the service, should be asked to put suitable notices in the local Press, advertising sailings and encouraging local forwarding agents to collect parcels for shipment. This should be taken up by the Regional Transportation Officer, Southern Region.



4. In conclusion, it is hoped that all concerned will cooperate to ensure that full advantage is taken of the ferry service, in order to make the best use of the shipping tonnage available and to help re-establish the trade between the Mainland and Sardinia.

By Command of Rear Admiral STONE :


MERRITT H. TAYLOR
Director

Copy for information to:

Regional Commissioner Sardinia Region

AFHQ. - G-4 (Mov & Trn)

G-5 (Economics and Supply Div.)

1901