

ACC 10000/148/232

324 /TN/1

GENERAL MOVEMENTS - SHIPPING

July 1944 - Sept. 1946

Ext. 470

HEADQUARTERS ALLIED COMMISSION
APO 794
Transportation and Shipping Branch

AHS/fm

AG/524/Tn.1

23 Sept. 46

Subject : Cable Ovali 0110/23-9.

To : Ministry of Transport
Italian Government
Rome.

1. For your information.
2. Herewith cable from Prefetto Speciale Siracusa.

A. H. STREET
Lt. Colonel
Director.

1 - Incl. As above.

05103

2215483

8/2275

APR 2312308

ROUTINE

PERHABE SITE MFGDS AND BPTPN 7859
HQ USATIME CAIRO INFO MFOUSA HQ ALLIED COMMISSION NORE WSA NAPLES

UNCLASSIFIED

Reference your radio C L M 73069 dated 19 April. No transportation available for lift of 40 Italian service units from Casablanca to Italy. Will advise if such transportation becomes available. Suggest you cable Agwar for diversion to Casablanca of Italian bound vessel.

AG DIRT

INFO ACTION: BCON SEC 4

INFO: CHIEF COMMISSIONER

FILE 2

FLOAT



23 APR 1946

4313

324

Ext.482

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Branch

WPS/fm

AC/324/Tn.1

23 April 1946

SUBJECT : Shipping Information.

TO : "Q" Movements-Liaison
Ministry of Communication Bldg.
Rome.

1. There is attached signal Mov/S/645 of 20 April, from Mov. Naples furnishing shipping information.
2. It is requested that you advise all Movements Offices that the Allied Commission no longer requires this information.

WALTER P. SCOGGINS
Lt. Colonel, QMC.
Director.

1-Encl.
Signal

FILE
4912

Q (Movements) Liaison Office
ROME

Subject : Arrival of Italian P.O.s
at Taranto.

506/182/12

10 April 46.

To : Ministry of Marine
Direzione Generale della
Marina Mercantile, Rome.

Copy to : IMMA, Ports & Shipping Div. Rome
/H.Q. Allied Commission, Tr. & Shipping /
Sub-Commission, Via Veneto, Rome.

1. Please note that G.H.Q., C.M.F. have reported that it is proposed to disembark 4,300 Italian prisoners of war at Taranto due to arrive in that port on or about 26 April in ss 'Mauretania'.
2. It is understood that no difficulties are anticipated and that ample lighters etc. are available to ensure satisfactory disembarkation.
3. Further information will be advised to you in order that the interested Italian authorities may be informed.

M.P. Laranan
M.P. LARANAN, Major R.E.

for

A.Q.M.G.(M)

MP1/mb

4311

324

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: ~~XXXX~~
Date/Time of Origin: 142043Z

Message Centre No: H/704
Date Time Rec'd: MAR 15 1400
Precedence: ROUTINE

FROM: UGBE AFHQ ALCOM ROME

TO : AFHQ INFO: AFHQ PBS ALCOM WAR

UNCLASSIFIED:

CARGO PAPERS ON THE BENJAMIN GRIERSON FROM NAPLES AND THE EDWIN MERDITH FROM
LEHORN WERE LATE IN ARRIVING. REQUEST YOU CHECK REASON DELAY AND EXPEDITE
FUTURE PAPERS SINCE LATE ARRIVAL CAUSES DELAY IN DISCHARGE AND TURNAROUND OF
VESSEL END SPTAA 10B FROM COMGENNYE

ACTION

AC DIST

ACTION: TFW " 2"

INFO: CHIEF COMMISSIONER

E CON 2

FILE 2

FLAT



4919

324

Ext.482.

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Branch

WPS/vr

AG/324/Tn.1

9 April 1946.

Subject : Request for Shipping.

To : Ministry of Marine
Italian Government
Rome.

I am attaching letter from Giov.Perlazzo-Natoli,
dated 3 April 1946, requesting shipping for 150 tons to
New York, for whatever action you desire to take.

WALTER P. SCOGGINS
Lt. Colonel, QMC.
Director.

1- Encl.
Ltr.

4909

HEADQUARTERS ALLIED COMMISSION
APO 394
COMMERCE(FOREIGN TRADE) SUB-COMMISSION

JGC/NI/mo

2 April 1946

PHOSPHATE ROCK SHIPPING SCHEDULE

Bids are submitted by SICEA (Agents of Italian Government for obtainement and distribution of Phosphate Rock), through Ministry of Industry and Commerce to Ministry of Marine.

<u>Date Bid Submitted</u>	<u>Month of Shipment</u>	<u>Tonnage(phosphate) asked for</u>	<u>Tonnage Allocated</u>
5. Jan. '46	February	25,000 tons (m ³ 16,700)	13,000 tons
2 February	March	58,850 tons (m ³ 39,000)	58,850 tons
1 March	April	50,000 tons (m ³ 35,000)	35,000 tons(1)
1 April	May	50,000 tons (m ³ 35,000)	

(1) Letter dated 20 March 1946, Prot.No.601, 590 from Ministry of Industry and Commerce

File

Transportation Br.

COMBINED CHIEFS OF STAFF

COMBINED CIVIL AFFAIRS COMMITTEE

COM Airgram 129, 7 March 1946, Washington, D.C.

From: CCAC for CLAC

To: AC, repeated PHGEO

As of March 1, attached is reported status of all vessels assigned to December, January and February State-REA Italian Shipping Program.

All coal boats cancelled from February program are being reassigned to UNRRA.

J. R. WILSON
Group Captain

F. F. MITER
Colonel, GSC

Combined Secretariat

15 cys AC with enclosures
6 cys PHGEO
2 cys Cabinet Secretariat

Econ Sec Distr

ACTION: *TN.* *Dr.*

INFO: UNRAA (3)

*(Bureau of A+D
Mr. Krooks
Mr. Checchi)*

LT ARENSBERG

A/VP

ASAA

*4307
324*

SHIPPING PROGRAM
COVERING AIR AND CABLES TO ITALY (TB Boats)

is sheet supersedes
all previous lists.

X Indicates data sent to Italy										Date Feb. 28/46	
Boat No.	Name	Cargo	Weight	Invoice	B/L	Manifest Cargo	Recap	Weight Certif	Port	Reported	Previous
										Sailing Date	COM Cable to AC
216	Cape Igvak	General	See COM	Air	114	115					363
217	General Rouge	"	" "	"	114						"
218	John W. Davis	"	" "	"	117	119				1-12	
219	Wm. A. Dobson	"	" "	"	116	121				1-2	
220	Cancelled										
221	Sam Houston	"	" "	"	117					1-4	
222	Christopher Gale	"	" "	"	111	114					363
223	Sidney Edgerton	"	" "	"	117	123				1-16	
224	Jos. G. Benitez	"	" "	"	117	123					373
225	A. Mitchell Palmer	"	" "	"	117	123				1-17	
226-227	Cancelled										
228	Frank A. Evers	Coke and Petroleum	Cash purchase								363
229-230	Cancelled										
231	Adoniran Judson	Cotton	800		X	X			Chili	Due in Genoa 1/28	
232	John T. McMillan	Cotton	1000		X	X			"	Due in Genoa 2-5	
234	Wm. G. Fargo	Blister Copper	8297		X	X			"	Due in Genoa 1-8	
235	Jas. A. Wilder	Nitrates							"	Due in Naples 2-4	
236	Cancelled										
237	Luther S. Kelly	Wheat	8213		X	X	X				374
238	Joel Palmer	"	8322								"
239	Francis E. Willard	"	8403								381
240	Geo. P. McKay	"	8305		X	X	X				"
241	Ferdinand A. Silcox	"	Port of loading changed to,						Balt.	Loading 3-1	

Boat		DECEMBER	Invoice	B/L	Manif	Cargo	Recap	Weight	Certif	Port	Reported Sailing Date	Previous COM Cable to AC
No	Name	Cargo	Weight									
242	Furnifold Simmons	Wheat	8759		X	X	X					381
243	Benjamin H. Brewster	Coal	8185		X	X						363
244	Oliver Wendell Holmes	Coal	8206		X	X						363
245	Cancelled											
246	Andrew Pickens	Coal	8053	X	X	X	X	X				381
247	Abiel Foster	"	8442	X	X	X	X	X				363
248	Grant Wood	"	8411	X	X	X	X					"
249	Changed to 352											
250	Jas. W. Johnston	Coal	8202	X	X	X	X					363
251	Changed to 353											
252	Tarlton Brown	Coke	1498		X	X						381
252	Tarlton Brown	Coal	4456	X	X	X	X					363
253	Alex E. Brown	Coal	8105	X	X	X	X					363
254	Changed to 354											
255	Changed to 355											
256	Cancelled											
257	Wm. Bradford	Coal	8222	X	X	X	X	X				381
258	Isaac S. Hopkins	"	8138		X	X	X	X				363
259	Robert Toombs	"	8022		X	X	X	X				381
260	Changed to 365											
261	Robert S. Bean	Coal	8320		X		X	X				337
262	Michael J. Stone	"	8025		X	X	X	X				347
263	Changed to 366											
264	Jesse Metcalf	Coal	7958		X	X	X	X				381
265	Eugene Field	"	7986		X	X	X	X			12-31	
266	Edwin T. Meredith	"	8022		X	X	X	X				381

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Boat No.	Name	Cargo	Weight	Invoice	B/L	Manifest	Cargo Rec'd	Weight Certif.	Port	Reported Sailing Date	Previous Cable to AC
267	John Ross	Coal	8112		X	X	X	X			381
268	Woodrow Wilson	"	8250		X	X	X	X			351
269	Floyd Bennet	"	8196		X	X	X	X			381
270	Richmond P. Hobson	"	8295		X	X	X	X			363
271	Robert Y. Hayne	"	7983		X	X	X	X		12-31	
272	Richard Randall	"	8411		X	X	X	X			363
273	Anne Bradstreet	"	7994		X	X	X	X			"
274	Formerly 206 Nathan Hele	"	8098		X	X	X	X			381
275	Howard P. Ricketts	"	8405		X	X	X	X			" "
276	C. Francis Jenkins	"	8041		X	X	X	X			361
277	Changed to 363										
278	Changed to 367										
279	Changed to 368										
280	W.B. Rodgers	Coal	8615	X	X	X	X	X			381
281	Raymond Clapper	"	8057	X	X	X	X				
282	Jesse Applegate	"	8794	X	X	X	X	X			363
283	Wm. Brewster	"	8232	X	X	X	X	X			"
284	Francis Coronadeu	"	8720		X	X	X	X			"
285	Elwood Mead	"	8370	X	X	X	X	X			"
286	John G. Todd	"	8730	X	X	X	X	X			"
287	Martin Johnson	"	8260	X	X	X	X	X			381
288	Changed to 384										
289	Wm. R. Davis	Coal	8247	X	X	X	X	X			337
290	Jas. G. Bennett	"	8047	X	X	X	X	X			363

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Boat No.	Name	Cargo	Weight	Invoice	B/L	Manifest	Cargo	Recap	Weight	Certif	Port	Date	Reported Sailing	Previous COM Cable to AC
291	Henry Dodge	Coal	8355	X	X	X	X	X	X					363
292	Wm. Frouse	"	8096	X	X	X	X	X	X					"
293	Geo. B. Porter	"	8117	X	X	X	X	X	X					"
294	Wm. M. Stewart	"	8212	X	X	X	X	X	X					363
295	Wm. L. Watson	"	8465	X	X	X	X	X	X			1-11		
296	Daniel Griffin	Wheat	6348		X	X	X							363
297	Levi Woodbury	"	6670		X	X	X	X	X			12-28		
298	Asa Grey	"	6500		X	X	X							374
299	John Hopkins	"	6562		X	X								363
300	Geo. B. McClellan	"	6589		X	X								"
301	Cancelled													
302	Chas. Baycock	Wheat	6402		X	X								374
303	Cancelled													
304	Billy Mitchell	Wheat	7500											374
305-307	Cancelled													
308	John Colter	Wheat	8325		X	X								374
309	John Bidwell	"	8061		X	X			X					395
310	Leslie W. Snow	"	8174									Firm 2-25		
311	Joseph Storey	"	8170									Loading		
312	Edwin Livingston	"	8150		X	X			X					363
313	Joyce Kilmer	"	7385		X	X			X					374
314	Geo. L. Baker	UNRRA wheat												
315	Lincoln Steffens	Barred	5729*		X	X		X				*Previously reported as 5279		363
316	Cape Hatteras	"	5869		X	X		X						363

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Boat No.	Name	Cargo	Weight	Invoice	B/L	Manifest	Cargo Recap.	Weight Certif.	Port	Reported Sailing Date	Previous COM Cable to AC
317	Alf Lindeberg	Bagged wheat	5669		X	X	X				361
318	Cleveland Forbes	Wheat	8114		X	X	X				381
319	Ezra Cornell	"	6750		X	X	X				363
320	Luis Arguello	"	7810		X	X	X				"
321	Wm. Tilghman	"	7901		X	X	X				363
322	Samuel Johnson	"	6737		X	X	X				374
323	Philander C. Knox	"	7794		X	X	X				"
324	Joe C.S. Blackburn	"	8036		X	X	X				"
325	John Hathorn	"	6919		X	X	X	X			363
326	Marv M. Dodge	"	7570		X	X	X	X			"
327	Thos. Pollock	"	8065		X	X	X	X			374
328	Julia P. Shaw	"	8140		X	X	X	X			381
329	Felipe Deneve	"	6900		2	X					363
330	Geo. Hanley	"	6702		X	X					"
331	Wm. D. Mosely	"	8892		X	X					"
332	Thos. Sumter	"	6857		2	X					"

4902

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SHIPPING PROGRAM

COVERING APERS AND CARGOES TO ITALY (TB Boats)

This sheet
supersedes all previous
lists
Date Feb. 28, 1946X Indicates data sent to Italy January

Boat No.	Name	Cargo	Weight	Invoice	B/L	Manifest	Cargo Recap	Weight Certif	Port	Report ed- Sailing Date	Previ. COM Cable to AC
		General		See	COM	Air	122			1-19	395
333	Rufus W. Peckham	Flour.		See	COM	Air	123, 124			1-31	"
334	Purdue Victory	Flour, Pig Iron & Billets			X	X	X			2-10	"
335	Laura Keene	Flour	8000		X	X				2-7	"
336	Attleboro Victory	Flour; Rubber Pig Iron	3870		X	X				2-8	"
337	Eliana G. Otis	Flour and Pig Iron		See	COM	Air	124, 125			2-10	"
338	Jefferson City	General		See	COM	Air	---			2-7	
339	Wm. B. Board	Bales Cotton Amm. Nitrate		See	COM	Air	125			2-7	
340	Wm. Ford Nichols	General			X	X	X			2-6	
341	Rutgers Victory	Bales Cotton Turpentine			X	X	X	X		Strike-bound	
342	Steven Besely	Flour Evap. milk									
343	Martha E. Mack	Coal	8136		X	X				1-6	381
344	Henry W. Waterson	"	8111		X	X				1-17	"
345	Anson Burlingame	"	8228		X	X				1-25	359
346	Changed to 420										
347	David Lusin	Coal	8253		X	X				2-8	
348	Mingo Beam	"	8646		X	X				2-1	4301
349	Harry Percy	"	8276		X	X	X			1-12	351

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Boat No.	Name	Cargo	Weight	Invoice	P/L	Manifest	Cargo Recap	Weight Certifi	Port	Report and Sailing Date	Previous COM Cable to AG
350	Atlanta City	Coal	6938		X	X	X			1-14	381
351	Nelson Dingley	"	8467		X	X	X	X		1-25	"
352	Gideon Wells	"	6769	X	X	X	X	X		1-5	"
353	John Marshall	"	8047	X	X	X	X	X		1-9	"
354	John E. Ward	"	7962	X	X	X	X	X		1-4	389
355	Wm. J. Bryan	"	7839		X	X	X			1-4	381
356	Changed to 438										
357	John R. McGuire	Coal	7951		X	X	X			1-23	381
358	John E. Carlyl	Coal	8413		X	X	X	X		1-23	"
359	Wm. M. Rayburn	"	8102		X	X	X	X		1-26	"
360	Horace Williams	"	8287		X	X	X			1-30	389, 390
361	Dudley M. Hughes	"	8296		X	X	X	X		2-1	389
362	Willard. R. Belview	Coal	8070		X	X	X	X		1-14	381
363	Red Stone Seam	Coke	1102		X	X	X	X		1-15	"
364	Benj. H. Bristow	Coal	8041		X	X	X	X		1-24	"
365	John Chandler	"	8343							1-18	"
366	Thos. Condon	"	7953		X	X	X	X		1-11	"
367	Banner Seam	"	9419		X	X	X	X		1-18	"
368	La Salle Seam	"	9258		X	X	X	X		1-9	387, 389
369	Brander Matthews	"	8143		X	X	X	X		1-25	381

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Boat No.	Name	Cargo	Weight	Invoice	2/L	Manifest	Cargo Recap	Weight	Certifi	Port	Reported Sailing Date	Previous COM Cable to AC
370	Jas. McHenry	Coal	8500		X	X	X	X	X		1-23	381
371	John Hanson	"	7631		X				X		1-24	389
372	Elihu Root	"	8294		X	X	X	X	X		2-2	389
373	Stephen Furdek	"	8356		X	X	X	X	X		1-23	381
374	Finely Peter Dunn	"	8147		X	X	X	X	X		1-28	"
375	Edward W. Scripps	"	8129								1-17	"
376	Samuel Blatchford	"	7404	X	X	X	X	X	X		1-22	"
377	Johan Prints	"	8256		X	X	X	X	X		1-28	"
378	Andrew Carnegie	"	8229		X	X	X	X	X		1-23	"
379	Chas. Comtant	"	8307		X	X	X	X	X		2-2	389
380	Changed to TB-455											
381	Lyman Stewart	Coal	8177	X	X	X	X	X	X		1-22	381
382	Cancelled											
383	Cancelled											
384	Carter Braxton	Coal	8075	X	X	X	X	X	X		1-18	381
385	Henry M. Rice	"	8412	X	X	X	X	X	X		1-18	"
386	Chas. Sumner	"	8245	X	X	X			X		1-13	"
387	Edw. S. Nettleton	"	8073	X	X	X			X		1-16	"
388	Clamorgan Seam	"	9406		X	X			X		1-20	"
389	Chilton Seam	"	9273		X	X	X				1-23	"
390	Changed to TB-445											
391	Pittsburgh Seam	Coal	9556		X	X	X	X	X		1-24	381
392	I. N. Van Nys	"	8069		X	X			X		2-3	389
393	K. A. J. McKenzie	"	7751		X	X	X				2-4	

[illegible]

[illegible]

MAR.192355Z

H/939
MAR.201645
PRIORITY

UGBE KXNM

PENBASE INFO: AFHQ PENSOUTH ALCOM ROME 13 CORPS FOR AMG VENICE ITAL
AMG UDINE ITALY = CG MTOUSA

4895

UNCLASSIFIED.

W D Moselet N Y 373 SLD 18 March to Venice and Trieste. Status Wsa.
Expected arrival draft 23 FT 10 in FWD 25 FT 2 in AFT 24 FT 6 in Mean.
Loa 441 FT 6 in Beam 57 FT. Ships Gear Capable of handling all cargo.
Dunnage 60000 board feet. Total loaded 6075 WT 8934. Foll MKD song,
Ord 9 WT 13 MT. QM Class 3 as follow 4055 DRMS oil 835 WT 1111 MT,
3889 BXS Grease 110 WT 178 MT, 43 PKGS Brake fluid 4 WT 6 MT, 1620
DRMS metal cutting lubricants 32 WT 40 MT, 1620 DRMS oil cutting
soluble 32 WT 40 MT, 112 DRMS lubricant 6 WT 7 MT, 331 BGS paraffin
33 WT 39 MT. Tog QM Class 1 subs non perish 883 WT 1323 MT tail
markings as foll A A 62, A A 55 and A A 49. Foll MKD Hocv, Ord 38 WT
44 MT. QM class 3 as foll 10923 DRMS Oil 1953 WT 2606 MT, 8034 BXS
Grease 243 WT 412 MT, 50 DRMS Oil cutting soluble 11 WT 15 MT, 52 DRMS
Petrolutum 2 WT 4 MT. Tog QM Class 1 subs non perish 1882 WT 3096
MT Tail markings as foll A A 55, A A 62, 49 and Z 70. End.
SPTAA m to 21517 Congennype .

AC DIST
INFO ACTION TPTN 2
INFO CHIEF COMMISSIONER
ECON 2
INDY & UTIL (Fuel) 2
FILE 2
FLOAT

HEADQUARTERS
21 MAR 1940

IC

329

WAR SHIPPING ADMINISTRATION
OFFICE OF REGIONAL DIRECTOR FOR WESTERN MED
APO 512

FORWARD SHIPPING REPORT
12 MARCH 1946

MEMORANDUM TO ALL CONCERNED.

The following vessels are in passage from United States ports to their Mediterranean destinations:

SHIP NO.	SHIP NAME	SAILLED U.S.	DESTINATION ETA - GIB
NY	ABEL PARKER FISHER 3/3 (Account UNRRA) (7770 tons general, 10541 sacks mail) (Draft: fwd. 25-02 aft. 26-09)	SPLIT 3/17	4894
NY	ALCONQUIN 3/5 (Passengers) (Draft: fwd. 16-06 aft. 18-06)	NAPLES 3/15	✓
GA	ANDREW FURUSETH 3/2 (Army account) (8165 tons flour) (Draft: fwd. 25-05 aft. 29-09)	TRIESTE 3/21	
PH	ARLIE CLARK 3/2 (Account Portugal) (7965 tons coal 505 tons coke) (Draft: fwd. 25-03 aft. 26-01)	LISBON 3/16	
PH	BENJAMIN CHEW 3/2 (Account UNRRA) (7985 tons coal) (Draft: fwd. 26-03 aft. 28-01)	GENOA 3/16	
PH	BENJAMIN K. BILMSTER 3/4 (Account French) (7927 tons general) (Draft: fwd. 26-02 aft. 26-02)	LARSILLAS 3/18	
PH	BILLY SUNDAY 3/6 (Account UNRRA) (7931 tons coal) (Draft: fwd. 26-05 aft. 27-11)	GENOA 3/20	
HOUSTON	BUTCH GAINETT 3/2 (Account UNRRA) (7260 tons bulk 134 bagged wheat) (Draft: fwd. 25-05 aft. 26-04)	GENOA 3/21	
BA	CUSHING DELS 3/6 (Account UNRRA) (6259 tons coal) (Draft: fwd. 25-07 aft. 26-02)	GENOA 3/20	
VANCOUVER	DELAZON SMITH 3/5 (Account French) (8405 tons bulk wheat) (Lykes Bros. discharging agent)	GENOA 4/10	
BA	EARL LAYMAN 3/2 (Account UNRRA) (8353 tons coal) (Draft: fwd. 26-00 aft. 28-00)	GENOA 3/16	
GA	EARL JOHN 2/28 (Account UNRRA) (1382 machine oil 2154 dairy feed 106 milk 1622 flour 1107 bagged sulphur 21 canned	TRIESTE/SPLIT 3/17	

NY (Draft: fwd. 25-02 aft. 28-09)
ALCONCULIN 3/5 NAPLES 3/15
(Passengers)(Draft: fwd. 18-06 aft. 18-06)

GA ANDREW FURUSETH 3/2 TRISTE 3/21
(Army account)(8165 tons flour)(Draft: fwd. 25-05 aft. 29-09)

PH ARLIN CLARK 3/2 LISBON 3/16
(Account Portugal)(7965 tons coal 505 tons coke)
(Draft: fwd. 25-03 aft. 26-01)

PH BENJAMIN CHEN 3/2 GENOA 3/16
(Account UNRRA)(7985 tons coal)(Draft: fwd. 26-03 aft. 28-01)

PH BENJAMIN E. BRUMSTER 3/4 LARSENILLIS 3/18
(Account French)(7927 tons general)(Draft: fwd. 26-02 aft. 28-02)

PH BILLY SUNDAY 3/6 GENOA 3/20
(Account UNRRA)(7931 tons coal)(Draft: fwd. 26-05 aft. 27-11)

HOUSTON BUTTON G. LINTT 3/2 GENOA 3/21
(Account UNRRA)(7260 tons bulk 134 bagged wheat)
(Draft: fwd. 25-05 aft. 29-04)

BA CUSHING DELS 3/6 GENOA 3/20
(Account UNRRA)(8259 tons coal)(Draft: fwd. 25-07 aft. 28-02)

VANCOUVER DELAZON SMITH 3/5 MONTREAL 4/10
(Account French)(8405 tons bulk wheat)(Lykes Bros. discharging agent)

BA EARL LALLAN 3/2 GENOA 3/16
(Account UNRRA)(8353 tons coal)(Draft: fwd. 26-00 aft. 28-00)

GA CAFE JOHN 2/28 TRISTE/SPLIT 3/17
(Account UNRRA)(1382 machine oil 2154 dairy feed 406 milk, 1622 flour, 1107 bagged sulphur 21 canned goods total 6692 of which 310 to Split)

GA GILLES CONRAD 2/28 LARSENILLIS 3/17
(Account French)(8727 tons bulk sulphur)(Draft: fwd. 25-11 aft. 29-07)

BA EDWARD A. COLLINS 2/19 ORAN 3/5
(Account French)(8877 tons bulk wheat)(Draft: fwd. 26-01 aft. 28-02)

PH

ELIAS BOUDINOT 2/26
(Account UNRRA) (7726 tons coal) (Draft: fwd. 26-05
aft. 26-11)

NY

ELANTHA 3/3
(Account Commercial) (4692 tons general) (Casablanca
2149 tons algiers 294 Tunis 409 also 12 tons mail)
(Draft: fwd. 25-06 aft. 27-00)

CA

FAC LUHLINBERG 3/3
(Account UNRRA) (7982 tons bulk wheat) (Draft: fwd. 26-02
aft. 28-04)

4893

NY

FERDINAND CORPUS 2/3
(Account UNRRA) (2800 tons bulk wheat 2619 tons general
of which 3 tons on each, includes 15302 sacks mail)
(Draft: fwd. 22-06 aft. 26-02)

CA

THOMAS R. SPICKETON 2/13
(Account French) (8209 tons bituminous coal) (Draft: fwd. 27-00
aft. 28-06)

CA

FRANKLIN H. KING 2/27
(Account UNRRA) (8223 tons bulk wheat) (Draft: DED
27-09)

PH

GEORGE E. BADGER 3/6
(Account French) (8042 tons bagged wheat) (Draft: fwd. 27-02
aft. 27-09)

PA

GEORGE MIDDLEMAS 3/2
(Account French) (8037 tons calcined coke) (Draft: fwd. 27-00
aft. 28-03)

Pa

HENRY DODGE 2/23
(Account French) (8123 tons petroleum coke) (Draft: fwd. 26-00
aft. 29-06)

CH

HENRY D. FLOREAU 2/20
(Account UNRRA) (8431 tons coal) (Draft: fwd. 26-06
aft. 28-06)

NO

HORACE H. LURTON 2/28
(Account UNRRA) (7915 bulk 201 bagged wheat) (Draft: fwd. 26-11
aft. 28-07)

GA

NOELARD L. COFFIN 3/4
(Account Commercial) (1794 bagged oats for Patras
3000 bagged oats, 2507 bagged sulphur for Liraens
total 7701) (Draft: fwd. 26-02 aft. 27-06)

GA

J. LAURENCE THOMPSON 2/24
(Account UNRRA) (3003 bulk wheat 1700 bagged sulphur
2175 flour, 794 dairy food, 224 rice total 6194 tons)
(Draft: fwd. 25-07 aft. 28-11)

VANCOUVER

JAMES R. KELLY 3/2
(Account French) (8254 tons bulk wheat) (Draft: fwd. 26-11
aft. 28-07)

VANCOUVER JAMES R. KELLY 3/2

2/8

CA FRANK L. STOCKTON 2/13 HARRISVILLE 3/4
(Account French) (8209 tons bituminous coal) (Draft:
fwd. 27-03 aft. 28-06)

GA BRADLEY H. KING 2/27 HARTUS 3/18 ✓
(Account UMRRA) (8223 tons bulk wheat) (Draft: DED
27-09)

PH GEORGE E. BADGER 3/6 CASSABLANCA 3/30
(Account French) (8042 tons bagged wheat) (Draft:
fwd. 27-03 aft. 27-09)

PA GEORGE MIDDLEAS 3/2 HARRISVILLE 3/20
(Account French) (8037 tons calcined coke) (Draft:
fwd. 27-00 aft. 28-03)

PA HENRY DODGE 2/23 HARRISVILLE 3/14
(Account French) (8123 tons petroleum coke) (Draft:
fwd. 25-00 aft. 29-06)

CH HENRY D. T. CHAU 2/20 GEMO 3/6
(Account UMRRA) (8431 tons coal) (Draft: fwd.
26-06 aft. 28-06)

NO HORACE H. LURTON 2/28 U. COAST ITALY 3/18
(Account UMRRA) (7915 bulk 201 bagged wheat) (Draft:
fwd. 26-11 aft. 28-07)

GA HOWARD L. COFFIN 3/4 FLATUS/OUTRUS 3/23
(Account Commercial) (1794 bagged oats for Petras
3000 bagged oats, 2907 bagged sulphur for Iraeus
total 7701) (Draft: fwd. 26-02 aft. 27-06)

GA J. LAURICE THOMPSON 2/24 PERLUS 3/15
(Account UMRRA) (3303 bulk wheat 1700 bagged sulphur
2173 flour, 794 dairy food, 224 rice total 8194 tons)
(Draft: fwd. 25-07 aft. 28-11)

VANCOUVER JAMES A. KELLY 3/2 NORTH AFRICA 4/10
(Account French) (8254 tons bulk wheat) (Lynes discharge)

VANCOUVER JAMES A. DELANO 2/8 CASSABLANCA 3/12
(Account French) (8000 tons bulk wheat) (Lynes discharge)

LONGBEACH JEREMIAH M. HUSCK 3/2 U. COAST ITALY
(Account UMRRA) (8479 tons coal) (L.A. Pres. Lines)

CH JESSE AFFLECK 3/4 EM CO 3/18
(Account UMRRA) (8224 tons coal) (Draft: fwd. 26-00
aft. 29-02)

NY JOEL CHANDLER HARRIS 3/3 GENO. 3/17
(Account Italian)(6266 tons coal)(Draft: fwd.
23-11 aft. 27-03)

GA JOHN B. BATHURST 3/2 W. COAST ITALY 3/21
(Account UNRRA)(8411 tons bulk wheat)(Draft: fwd.
27-02 aft. 23-04)

HOUSTON JOHN ISAACSON 2/11 VALICE 3/2 4892
(Account UNRRA)(7795 tons bulk 321 bagged wheat)
(Draft: fwd. 26-08 aft. 28-01)

NO JOHN B. LEHMANN 2/17 GENO. 3/7
(Account French)(7695 tons general)(Draft: fwd.
24-11 aft. 28-11)

VANCOUVER JOHN MCLOUGHLIN 2/3 ORAN 3/5
(Account French)(8654 tons bulk cats)(Lykes)

PT JOHN STALLER 2/24 ORAN/VALICES 3/15
(Account French)(Oran 4114 Menours 4573 tons ly and all
h.b.v. coal)(Draft: fwd. 26-08 aft. 28-10)

SAN FRANCISCO JOSEPH P. DOLLIVER 2/16 PIRAEUS 3/16
(Account UNRRA)(6133 tons foodstuffs)

PH JOSEPH L. LEE 2/22 SAILLUS 3/8
(Account French)(3300 tons coal)(Draft: fwd. 25-11
aft. 26-03)

GA JOSEPH SMILLING 2/28 SPIIT 3/19
(Account UNRRA)(6190 tons bulk wheat)(Draft: fwd.
26-05 aft. 29-01)

NO JUAN PABLO DUARTE 3/5 SALONIKA/PIRAEUS 3/23
(Account Commercial)(4656 bagged cats for Salonika,
3211 tons bagged sulphur and 52 general for Piraeus
total 7919 tons)(Draft: fwd. 25-04 aft. 29-00)

VANCOUVER JUDITH A. EARLY 2/13 GENO. 3/22 ✓
(Account French)(8612 tons bulk wheat)

PORTLAND JULIETTE LOM 3/1 NAFIS 3/15
(Account UNRRA)(4910 general (Mail 4140 civilian
panels)(Draft: fwd. 17-10 aft. 24-03)

HR KNUTE ROCKNE 2/26 GENO. 3/12
(Account UNRRA)(7919 tons coal)(Draft: fwd. 26-02
aft. 28-06)

HR LAURENT C. RITCHEL 2/26 THILSON/VALICE 3/12
(5200 tons for Czech and 2300 tons for Yugoslavia)

PH LESLIE L. SILV 2/24 NAFIS 3/11
(Account Italian)(8170 tons bulk wheat)(Draft: fwd.
25-05 aft. 27-11)

PH LOUIS STODOLNER 3/1 NAFIS 3/20 ✓

1405

Declassified E.O. 12356 Section 3.3/NND No. 785021

VANCOUVER JOHN MCLOUGHLIN 2/5 ORAN 3/5
(Account French)(8654 tons bulk cats)(Lykes)

PE JOHN STUBBLE 2/24 ORAN/MALCOURS 3/15
(Account French)(Oran 4114 Menours 4573 tons ly and alk
h.b.v. coal)(Draft: fwd. 26-08 aft. 26-10)

SAN FRANCISCO JONATHAN P. DOLLIVER 2/16 PIRAEUS 3/16
(Account URRa)(8133 tons foodstuffs)

PH JOSEPH L. LEMK 2/22 ...SULLIS 3/8
(Account French)(3300 tons coal)(Draft: fwd. 25-11
aft. 26-03)

GA JOSEPH SMILLING 2/28 SPIIT 3/19
(Account URRa)(8190 tons bulk wheat)(Draft: fwd.
26-05 aft. 29-01)

NO JUAN PABLO DUARTE 3/5 SALONIKA/PIRAEUS 3/23
(Account Commercial)(4656 bagged oats for Salonika,
3211 tons bagged sulphur and 52 General for Piraeus
total 7919 tons)(Draft: fwd. 25-04 aft. 29-00)

VANCOUVER JUDITH A. HAREY 2/13 CAN 3/22 ✓
(Account French)(8612 tons bulk wheat)

PORTLAND JULIETTE LOM 3/1 MARLB 3/15
(Account URRa)(4910 General (Mail 4140 civilian
parcels)(Draft: fwd. 17-10 aft. 24-05)

HR KUNUTE ROCHINE 2/26 CANO 3/12
(Account URRa)(7919 tons coal)(Draft: fwd. 26-02
aft. 28-08)

HR LAURENT G. RITCHIE 2/26 THILSUL/VINICE 3/12
(5200 tons for Czech and 2300 tons for Yugoslavia)

PH LESLIE R. SHAY 2/24 MARLB 3/11 ✓
(Account Italian)(8170 tons bulk wheat)(Draft: fwd.
25-05 aft. 27-11)

PA LOUIS ... BEN GEMMER 3/1 MARLB 3/20 ✓
(Account URRa)(8170 tons bulk wheat)(Draft: fwd.
26-10 aft. 28-04)

TEXAS CITY LARRY BLOMBERG 2/26 MARSBILLS 3/17
(Account French)(8053 tons bulk wheat)(Draft: fwd.
27-01 aft. 28-05)

LOS ANGELES RICHARD C. STEY 2/25 THILSUL 3/26
(Account URRa)(8133 tons foodstuff)

LONG BEACH MORGAN ROBERTSON 3/4 GENOA 4/4
(account UNRA) (8744 tons coal) (a.m. Pres. discharge)

CRISTOBAL MATHIAS S. DAVIS 3/3 W. COAST ITALY 3/26
(account UNRA) (7357 tons coal) (a.m. Pres. discharge agents) (Draft: fwd. 28-06 aft. 29-00)

NY
MILCAR VICTORY 2/28 ALL-AMERICA 3/11
(account Commercial) (Alexandria 1145 Haifa 790 Beirut 134 Istanbul 979 total 7048 tons) (Draft: fwd. 26-06 aft. 25-04)

4891

PH
PATRICK B. MALLIN 3/3 OLAN 3/17
(account French) (7879 tons bulk wheat) (Draft: fwd. 24-03 aft. 29-03)

CA
PIERRE SOLLE 3/4 W. COAST ITALY 3/23
(account UNRA) (7648 tons bulk wheat) (Draft: fwd. 27-02 aft. 28-05)

BA
PHILIP P. BAREOUR 2/27 GENOA 3/13
(account UNRA) (8247 tons coal) (Draft: fwd. 26-10 aft. 27-02)

LONG BEACH RALPH ALDO MARSON 2/26 W. COAST ITALY 3/28
(account UNRA) (8200 tons coal) (American President discharge agents)

PH
RILEY C. BOONE 2/21 GENOA 3/7
(account UNRA) (8174 tons bulk wheat) (Draft: fwd. 26-01 aft. 27-07)

BO
RICHARD BASSETT 3/2 LEBON 3/16
(account Portugal) (8269 tons bulk wheat, includes 236 sacks rail) (Draft: fwd. 24-10 aft. 29-03)

PE
RICHARD YATES 2/19 BEAUC 3/8
(account UNRA) (8615 tons ly b.h.v. coal) (Draft: fwd. 26-07 aft. 29-00)

BA
RICHARD P. ROBSON 2/27 GENOA 3/13
(account UNRA) (8213 tons coal) (Draft: fwd. 25-09 aft. 28-09)

BA
ROBERT FLOUNDER 2/28 SOUTH PACIFIC 3/19
(account French) (6950 tons bulk sulphur 1125 tons rubber)

CA
S. HILL YOUNG 2/27 S. PACIFIC 3/18
(account French) (8265 tons bulk sulphur) (Draft: fwd. 27-00 aft. 28-06)

NO
SALMON P. OLSEN 3/2 W. COAST ITALY 3/20
(account UNRA) (7916 tons bulk wheat 304 bagged wheat) (Draft: fwd. 26-04 aft. 29-03)

fwd. 24-03 aft. 29-08)
 CA. FILLER, SCULL 3/4 W. COAST ITALY 3/23
 (Account UNRRA) (7648 tons bulk wheat) (Draft: fwd.
 27-02 aft. 28-05)
 BA. PHILIP F. BARFOUR 2/27 GENOA 3/13
 (Account UNRRA) (8247 tons coal) (Draft: fwd. 26-10
 aft. 27-02)
 LONG BEACH RALPH ALDO HOBSON 2/26 W. COAST ITALY 3/28
 (Account UNRRA) (8200 tons coal) (American President
 discharge agents)
 PH. REESON BOONE 2/21 GENOA 3/7
 (Account UNRRA) (8174 tons bulk wheat) (Draft: fwd.
 26-01 aft. 27-07)
 BO. RICHARD BASSETT 3/2 LISBON 3/16
 (Account Portugal) (8269 tons bulk wheat, includes
 236 sacks mail) (Draft: fwd. 24-10 aft. 29-03)
 PE. RICHARD VATLS 2/19 BAHIA 3/8
 (Account UNRRA) (8615 tons by b.h.v. coal) (Draft:
 fwd. 26-07 aft. 29-00)
 BA. NICHOLAS P. HOBSON 2/27 GENOA 3/13
 (Account UNRRA) (8213 tons coal) (Draft: fwd. 25-09
 aft. 28-09)
 BA. ROBERT FECHNER 2/28 SOUTH FRANCE 3/19
 (Account French) (6950 tons bulk sulphur 1125 tons
 rubber)
 CA. S. HILL YOUNG 2/27 S. FRANCE 3/18
 (Account French) (8255 tons bulk sulphur) (Draft:
 fwd. 27-00 aft. 28-06)
 NO. SALMON P. CHASE 3/2 W. COAST ITALY 3/20
 (Account UNRRA) (7916 tons bulk wheat 324 bagged
 wheat) (Draft: fwd. 26-04 aft. 29-03)
 CA. SALVADOR BEAU 2/16 GENOA 3/7
 (Account French) (7536 tons bulk oats) (Draft: fwd.
 26-02 aft. 27-02)
 PH. TERRY L. STEPHENSON 3/1 GENOA 3/15
 (Account UNRRA) (7868 tons coal) (Draft: fwd. 25-11
 aft. 23-05)
 HOUSTON THOMAS W. FLEMING 2/21 GENOA 3/12
 (Account UNRRA) (7647 tons bulk 265 bagged wheat)
 (Draft: fwd. 26-09 aft. 26-10)

PH WILLIAM R. DAVIE 3/3 GINOA 3/17
(account URRP) (7910 tons coal) (Draft: fwd.
26-00 aft. 28-01)

BA WILLIAM JOHNSON 3/3 ONDI 3/19
(account URRP) (8072 tons coal) (Draft: fwd. 26-01
aft. 29-01) 4390

NO WILLIAM LANE 2/26 S. FRIED 3/18
(account URRP) (8360 tons coal) (Draft: fwd. 24-07
aft. 30-05)

GA WILLIAM F. McCARTHER 2/24 NAPLES 3/15
(account URRP) (8257 tons bulk wheat) (Draft: fwd.
27-03 aft. 28-02)

PE WILLIAM WHEELER 3/7 MARSEILLE 3/24
(account French) (8882 tons coal tar pitch) (Draft:
fwd. 26-03 aft. 28-03)

CHRISTOPHER WILSON O. HOMER 3/3 CAN 3/23
(French account) (8625 tons bulk wheat) (Draft:
fwd. 26-00 aft. 28-00)

PH ZACHARY TAYLOR 3/1 GINOA 3/15
(URRP account) (7968 tons coal) (Draft: fwd.
35-00 aft. 28-04)

NOTE: All ETA are for arrivals at Gibraltar or Casablanca as the case may be. All vessels are to be considered liberties unless otherwise specified in abbreviated form following the name of the vessel. Vessels bound for Alexandria or Suez will not be included on this form for the present. All drafts are sailing drafts unless otherwise specified.

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4289

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 M & TN (B) at AFHQ
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 Leghorn for Captain McGuire; Penbase APO 782
 Leghorn for Captain Wellman, Penbase APO 782
 U.S. Army Penbase
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 M & TN Land Forces Greece
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OFFICE OF REGIONAL DIRECTOR
WESTERN MEDITERRANEAN

Carl M. Wheeler
 Administrative Assistant
 Naples, Italy
 Tel. 11836

Q. NOV L O 1053

091200

4003

NOV 13 0400

NOV/ELC/522 (.) FOLLOWING AC/INTRA EXCHANGES OF CHARGES CARRYING 8500 TONS
 PROPOSED FOR THINKS (.) NOTIFY ALL CONCERNED AND SIGNAL IF ALL VESSELS CAN
 BE ACCEPTED (.) ONE (.) ITALIAN CARGOES (.) FUEL CHANGELER FOR USA VIA 9/3
 PORT DEBENTEN S. AFRICA 18/3 SAMUECH G. AFRICA 25/3 (.) TWO (.) JERONLAY
 CARGOES (.) JAMES LARSEN USA 18/3 ALBERTA BARRIOT USA 22/3

GOVT TO : TM (BR) NLAC (by hand)
 URSAL SHIPPING DIV
 AC/INTRA COML DIV
 TM & SHIPPING BR, AC

NOV 13 1963

MOV/MLG/522 (.) FOLLOWING AC/UNRA SHIPMENTS OF CARGOES CARRYING 8500 TONS
PROPOSED FOR THE LINE (.) NOTIFY ALL COUNTRIES AND SIGNAL IF ALL VESSELS CAN
BE ACCEPTED (.) ONE (.) ITALIAN CARGOES (.) PAUL CHANDLER AT USA ETA 9/3
PORT BLANKEN S. AFRICA 18/3 KAMBERG S. AFRICA 25/3 (.) TWO (.) JUDGMENT
CARGOES (.) JAMES KARRS USA 18/3 KILBIA DOMESTIC USA 20/3

COPY TO : TM (MG) BLAC (by hand)
UNRA SHIPPING DIV
AC/UNRA COML DIV
TM & SHIPPING BR, AC

[Signature]
M.P. LARSEN
Major R. E.

TELETYPE

324/1123

Tel: 482

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Branch

WPS/fl

AC/324/24/Tn.1.

8 March 46

4887

Subject : Formation of Italian Shipping Board.

To : M.W.T. (Naples) attention Mr. Williams
W.S.A. (Naples)
C O G E N A, Via dei Gestari 3, (Rome)
for Mr. Warena.

Herewith, for your information, pending the setting up of the proposed Italian Shipping Board, copy of a signal received from the War Office, London.

WALTER P. SCOGGINS
Lt. Colonel QMC
Director.

1 4 1 4

Date: time Rec'd: Mar 041000

FROM : THE WAR OFFICE
TO : ALCON HOME TROOPERS RPTD AFHQ BAS WASHINGTON

1008

UNCLASSIFIED.

PAT 218.

1. Following receipt of your CLEAR TAP 175 SLA immediately informed MWT that they wished to sponsor Italian Governments bid for additional tonnage lift phosphate ROCK during 1946.

2. SLA has now been informed by MWT that Italian Government did not put in firm bid for movement of phosphates in time to secure allocation of UNA tonnage during February AMB that with the termination of una activities on 2nd March there will no longer be a pool to which the Italians can apply for extra tonnage.

3. Proposals have however been made for the settling up in the near future on an Italian shipping board composed of employment of vessels as long as there is a shortage of tonnage for meeting the requirements of the Italian UNRRA and Italian Government programmes.

4. MWT. Suggest that as and when the board is set up the Italian Government should take through the board to ensure that their own tonnage amount of which is to be increased during the next few months is used to lift phosphates. If chartering of additional tonnage one the marked proved necessary this would also be done with the boards authority.

5. Please repeat to MWT and WSA representatives
NAPLES.

Col Buchanan

The formation of Italian Shipping Board will take place shortly. Meanwhile a letter is being sent to Trin. Br. setting out the proposals for this Board. Until the draft proposals are agreed by London & Washington, MWT/WSA will continue to exercise Sarnes's control over Italian shipping.

It is suggested that a copy of this signal, if not already sent, should be forwarded to MWT Naples (attn Mr Williams) & WSA Naples, plus possibly Co-gen-a (for Mr Marana). The action on this matter will rest with Shipping Board, when formed, and Mr Williams & Co-gen-a in the interim.

B. Buchanan

M.W.I (Naples) attach - Mr. Williams

W.S.A (Naples)

COGENA, Via dei Cestari 3, for the Maremma.

Annex, for your information, pending the
~~from~~ setting up of the proposed Italian Shipping
 Branch, copy of a signed receipt from the
 War Office, London.

W. Scogni de-CA

Director

Transportation & Shipping Branch.

1944
 10000
 3000

Q (Mov) Liaison Office

48

A.Q.M G (M) *(Signature)*

RAIL

DAQHG (M)

Staff Capt. Q (M) 1

" " " " 2

SHIPPING

D AQMG (M)

Staff Capt Q (M)

Chief Clerk

Civilian Clerks

- 1
- 2
- 3
- 4
- 5
- 6

7 MAR 1946

4884

124

4/3/46

APPROVED BY :
Capt. H. H. H. H. H.
Capt. H. H. H. H. H.

✓
✓

Please use routing & Work Sheet for comments.
For your appropriate action - can you please repeat to
Miles as required per 5. 3d.

1419
INCOMING MESSAGE

Originator's Reference: CA16

Date/Time of Origin: MAR 021015 Z

Message Centre no: H/115

Date/Time Rec'd: MAR 041000

Precedence: ROUTINE

FROM: THE WAR OFFICE

TO: ALCOM ROME TROOPERS RPTD AFHQ BAS WASHINGTON

Econ Sec Distr

ACTION: TRANS. BA.

INFO: COMMERCE (FT)

UNCLASSIFIED.

PAT 218.

1. following receipt of your CLEAR TAP 175 SLA immediately informed MWT that they wished to sponsor Italian Governments bid for additional tonnage lift phosphate ROCK during 1946.

2. SLA has now been informed by MWT that Italian Government did not put in firm bid for movement of phosphates in time to secure allocation of UML tonnage during February AMB that with the termination of umas activities on 2nd March there will no longer be a pool to which the Italians can apply for extra tonnage.

3. Proposals have however been made for the setting up in the near future on an Italian shipping board composed of employment of vessel as long as there is a shortage of tonnage for meeting the requirements of the Italian UNRRA and Italian Government programmes.

4. MWT. Suggest that as and when the board is set up the Italian Government should take through the board to ensure that their own tonnage amount of which is to be increased during the next few months is used to lift phosphates. If chartering of additional tonnage one the marked proved necessary this would also be done with the boards authority.

5. Please repeat to MWT and USA representatives NAPLES.

AC DIST

INFO: CHIEF COMMISSIONER

EXEC COMM 2

CC BR EMB

CA US FMR

ACTION DIRECTION ECON SEC 18)

(CSO (6)

(SUPPLY GROUP

(PROGRAM BR.

1. following receipt of your CLEAR TAP 175 SLA immediately informed MWT that they wished to sponsor Italian Governments bid for additional tonnage lift phosphate ROCK during 1946.

2.. SLA has now been informed by MWT that Italian Government did not put in firm bid for movement of phosphates in time to secure allocation of UMA tonnage during February AMB that with the termination of umas activities on 2nd March there will no longer be a pool to which the Italians can apply for extra tonnage.

3. Proposals have however been made for the setting up in the near future on an Italian shipping board composed of employment of vessel as long as there is a shortage of tonnage for meeting the requirements of the Italian UNRRA and Italian Government programmes.

4. MWT. Suggest that as and when the board is set up the Italian Government should take through the board to ensure that their own tonnage amount of which is to be increased during the next few months is used to lift phosphates. If chartering of additional tonnage one the marked proved necessary this would also be done with the boards authority.

5. Please repeat to MWT and WSA representatives NAPLES.

AC DIST

INFO: CHIEF COMMISSIONER
EXEC COMM 2
CO BR EMB
CA US EMB
FILE

ACTION DIRECTION ECON SEC 18)
(CSO (6)
(SUPPLY GROUP
(PROGRAM BR.
(REQUISITION BR(10))

ADVANCE COPIES TO COMMERCE SC
FOOD & AGRIC SC 2
IND UTIL S3 2
COAL DIV 1
TN SC 2
FINANCE

ACTION

4 MAR 1946

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference:

Date/Time of Origin: SEPT 8/09/0B

Message Centre No: F/6990

Date Time Rec'd: SEPT 8/1800B

Precedence: ROUTINE

FROM ROME

TO : HQ ALCOM ROME

UNCLASSIFIED.

Italian confederation of shipowners founded today sends sincerest greetings to ALLIED COMMISSION relying upon helpful cooperation for reconstruction Italian shipping.

President ANGELO COSTA

DIST

ACTION : INSC (2)

INFO : CHIEF COMMISSIONER
ACOM SEC (2)
FILE (2)
FLOAT

HEADQUARTERS
10-SEP-1945

324/22

PORTS OF CIVITAVECCHIA AND PIOMBO.
Col Buchanan

TO : MOV RAIL, A.C.
MOV ROAD, A.C.
Maj. Larentan

SHIPS DISCHARGE INC-

CIVITAVECCHIA

[illegible]

PIOMBINO

[illegible]

SHIPS DUE

CIVILTÀ VECCOHA

[illegible]

Declassified E.O. 12356 Section 3.3/NND No. 785 021

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PIOMBINO

[illegible]

SHIPS DUE

CIVITAVECCHIA

[illegible]

324/21

30034

GENOA

Ships discharging

R.W. McNEELEY	Coal	5399	tons
M. JACOBY	Wheat Bulk	2255	"
W.F. WILMER	"	4797	"
J.C. HARRIS	Gen. Sups	429	"
RINUCCI (1)	Pyrites	1500	" Now disch.

SAVONA

Ship discharging

MISENO	Pyrites	1400	tons
FORT MIAMI	Coal	917	"

GENOA/SAVONA

Ships due

RINUCCI (2)	Pyrites	1500	tons
ITU	"	1500	"
MARVIA	"	4000	"
CAPO MELE	"	2000	"
ETERA	"	1200	"
MISENO	"	7000	"
OMEGA	"	770	"
PELAGOSA	"	1500	"
LANGANG	Salt	8357	"
PHIL C. KNOX	Wheat Bulk	1600	"
ANDREA CONTEARINI	Pyrites	2817	" (Not definite)
JAS MOORE	Gen Sups	1000	"
SANTA CHIARA	Wine		"

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel: 220

RU/h1

SUBJECT: Progress Report on Mission to
Washington, D.C. - SHIPPING.

324/20/1019

25 Aug. 1945

TO : Colonel Walton, Economic Section

1. In running thru the copy of Mr. Cleveland's progress report re URA, it occurs to me that the estimates of available shipping are probably now outdated, due to the termination of the Pacific war. This should have a total effect so far as the Italian situation is concerned in making more trans-Atlantic shipping space available and easing the coastwise shipping situation in Italy.

2. His report indicates by September it should be possible to secure 200,000 tons of coal a month for Italy from German sources. With relationship to coal for Italy, recent press releases estimated possible shipment from U.S. sources of approximately 350,000 tons per month. Until such time as Italy is considered eligible for membership in URA, I feel that AC should keep close contact with the Mediterranean Region of URA. This Region should be informed that AC should be the source of recommendation re Italian shipments. In this connection, in accordance with Colonel Denmore's request, either the Deputy Director or myself will attend each weekly meeting of MEDCO, and will continue to do so until MEDCO fades from the picture.

FRANK URSAN, Jr.
Director.

324/20

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

4878
HSC/3150
8 August 1945.

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.P.H.Q., ltr. Med.48/00460/5
of 26 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.

324/19

Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters.
25th July 1945. 4877

Med. 45/00480/5

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.

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

/s/ H. A. PACKER

REAR ADMIRAL
CHIEF OF STAFF.

COPY

ENCL (A)

HEAVY OF SHIPPING INTO PORTS AND HARBOURS

1. The Germans when entering the Northern Italian ports laid in the harbours and harbours entrances a large number of sea mines thereby 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 actuating units including some of all the latest types available to the Germans. Sweeping methods had already been devised for these latest type mines but without trials with the German units themselves, are naturally 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 actuations 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 "retarders" which 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 time 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 in the summer of 1943, a mine was exploded by a ship in April 1945.

the ship.

2. These ground mines were fitted with a variety of activating units including some of all the latest types available to the Germans. Sweeping methods had already been devised for these latent type units but without trials with the German units themselves, are naturally 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 activations to be given to the firing unit before the mine is to be 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 "retardation" which makes the mine permanently inactive after a certain period of time.

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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.

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

Tel: 267

IDD/sc

4876

Ref: ES/6.00

9 August 1945

SUBJECT: AC Representation at ESSECO Weekly Meetings

TO : G-5, AFHQ

1. The Executive Commissioner of AC has requested that your office be informed as to who will represent AC at the next two or three weekly meetings of ESSECO.

2. Such representations will be either the Director, Mr. Frank Upman (A), or Col. P. D. G. Buchanan, Transportation Sub-Commission (B), and Maj. Lawrence.

FOR THE ACTING VICE PRESIDENT:

L.D.
L. D. DELECKER
Colonel, PA
Chief Staff Officer

Copy to:

Mr. Con.
Supply Div.
Ind. S/G

Trans. S/G - Mr Upman

324/18

RAS/awn

ALLIED FORCE HEADQUARTERS
APO 512

AG 400.22/219 TPN-O

6 August 1945

SUBJECT: Control of United States Shipping (Other Than Tankers)

TO: All Concerned

4875

1. Vessels arriving from outside the Mediterranean loaded with United States military cargo for MTOUSA account will be subject to control by the Chief of Transportation, this headquarters, until discharged. Such vessels, after discharge, revert to control of War Shipping Administration and the destinations of these vessels will be furnished by War Shipping Administration to the Shipping Diversion Room, this headquarters.

2. War Shipping Administration vessels carrying civil supplies, including coal, heretofore ordered to port by the Chief of Transportation, this headquarters, will hereafter be controlled by War Shipping Administration in coordination with the Shipping Diversion Room, this headquarters. When such vessels have been discharged, War Shipping Administration will provide the Shipping Diversion Room, this headquarters, with destinations.

3. War Shipping Administration vessels destined to Southern France, North Africa, the Balkans, Midcast or beyond, normally will be permitted to continue to their initial destinations provided they hold requisite routing instructions to destination. Ships without requisite routing instructions will be handled by War Shipping Administration in direct coordination with Shipping Diversion Room, this headquarters. Upon completion of discharge, such vessels will be furnished destinations by War Shipping Administration through channels of the area involved.

4. Vessels required by MTOUSA for redeployment will be provided by War Shipping Administration in agreement with the Chief of Transportation, this headquarters.

5. Vessels partly loaded for MTOUSA military account will be regarded as complete military ships and will be subject to control by the Chief of Transportation, this headquarters as indicated in paragraph 1, above.

6. Vessels to be loaded or discharged will not be routed to United States military ports without coordination with the Chief of Transportation, this headquarters.

BY COMMAND OF FIELD MARSHAL ALEXANDER:

Edward R. Stucart
EDWARD R. STUCART
Colonel, AGO
Asst Adjutant General

DISTRIBUTION:

3 - TPN(A)	2 - Pet Sec
2 - CM	2 - G-5
3 - G-4	2 - AG Records
3 - WSA	

OUTGOING TELEGRAM

FROM: Italian Ministry of Foreign Affairs
TO: Italian Embassy, Madrid

No. 493- July 27: Our 06. Ministry of Navy informs that it is not at present possible to make use of our ships for transport of the boxes of food and garments for refugees. We are therefore taking the matter up with the A.C.C. to make use of Allied maritime means.

ZOPPI

Approved for dispatch by Navy Subcommittee;
July 29, 1944

Tel: 478303.

TRANSPORTATION SUB-COMMISSION.

CSC/gmh

MOVEMENTS DIVISION.

~~RESTRICTED~~

Ref : AC/94/1/Tn3.

9 June 45.

SUBJECT : Disposal of Enemy Equipment in ITALY.

TO : Deputy Director.

Transportation S/C. (2)

43712

1. AFHQ ordered a meeting to take place at H.Q. 15 Army Group at 1430 hours on 4 June 45. I attended the meeting and rendered a verbal report to Director Tn. S/C during the evening. I also telephoned details of items affecting Tn. S/C to Roads Division, A.C.

2. The object of the meeting was to discuss AFHQ Directive AG.386.3/163 ICG-0 dated 22 April 45 regarding disposal of captured Enemy Equipment in ITALY.

3. The Chair was taken by Brig. Thurburn C(AE), AFHQ. Lt. Col. Shuttle and other officers of Q(AE), AFHQ were there together with representatives of G-3, G-4 and G-5. The following were also represented :-

H.Q. 15 Army Group.
H.Q. 5 Army.
H.Q. 8 Army.
H.Q. 1 District.
H.Q. 2 District.
Allied Commission.

4.

AGENDA.

- (i) Policy and methods of collection into Main Dumps.
- (ii) Treatment of Ammunition.
- (iii) Policy on material now in hands of Partisans.
- (iv) Receiving and Registration of Captured Transport.
- (v) Finished material in war factories.
- (vi) Availability of captured supplies for maintenance of POW.
- (vii) Units and Personnel required when Districts take over from Armies for, - Staff, Guards and Labour.
- (viii) Arrangements for transfer of responsibilities from Armies to Districts.
- (ix) Reports on all serviceable materials to AFHQ.
- (x) Captured civilian material.
- (xi) Other matters arising out of Directive.

5. At Appendix "A" is given a summary in brief of decisions

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H.Q. 15 Army Group.
H.Q. 5 Army.
H.Q. 8 Army.
H.Q. 1 District.
H.Q. 2 District.
Allied Commission.

4. AGENDA.

- (i) Policy and methods of collection into Main Dumps.
- (ii) Treatment of Ammunition.
- (iii) Policy on material now in hands of Partisans.
- (iv) Receiving and Registration of Captured Transport.
- (v) Finished material in war factories.
- (vi) Availability of captured supplies for maintenance of POW.
- (vii) Units and Personnel required when Districts take over from Armies for, - Staff, Guards and Labour.
- (viii) Arrangements for transfer of responsibilities from Armies to Districts.
- (ix) Reports on all serviceable materials to AFHQ.
- (x) Captured civilian material.
- (xi) Other matters arising out of Directive.

5. At Appendix "A" is given a summary in brief of decisions reached. At Appendix "B" is a report on matters discussed which are of particular interest to Transportation Sub-Commission.

Copy to: Rail Div.
Roads Div.
Mov Div(Rail Branch).

W. L. Gardner
C. STAIT-GARDNER.
Major.
Roads Branch.

9 June 1945

APPENDIX "A"

4873

DISPOSAL OF ENEMY EQUIPMENT IN ITALY.

1. Policy and methods of collection.

(a) Brig. Thuryburn stated that although the total number of POW held by 5 and 8 Armies is approximately the same, 5 Army hold 90% of all captured Equipment. Arrangements must be made to ensure that 8 Army will be able to meet its maintenance commitments. After some discussion it was decided that the best method of equalising the equipment available would be for each Army to prepare a statement showing minimum maintenance requirements for prisoners held for a period of 6 months. This statement would be sent to AFHQ together with a statement showing quantities of items of equipment held. Everything in excess of 6 months requirements would be frozen by AFHQ and distributed where most needed.

(b) Brig. Thuryburn said that considerable progress had already been made by 5 Army in the collection into main dumps of equipment; 8 Army representative had no details as to progress made but will send details to 15 Army Gp.

(c) Brig. Gen. Tate (15 Army Gp) directed that the closest contact be maintained with Mov. & Tn. of localities concerned in the selection of sites to be used for dumps. Should be at suitable railway loading points.

2. Treatment of ammunition.

(a) Many injuries have resulted to both military and civilian personnel.

(b) AC-AMG should issue warnings through MMIA re dangers.

(c) Maj. Gen. Heideman (Comd. 1 District) recommends that Amn. Coys should be formed composed of Germans. Their function would be to collect, destroy or render harmless German ammunition, mines and explosives.

(d) ALCOM to continue dealing direct with MMIA on requirements for explosives.

436

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(d) ALCOM to continue dealing direct with NMIA on requirements for explosives.

(e) Recovered brass will be handed in through Allied Army Service channels.

(f) Ammunition may be dumped in the sea subject to limitations imposed by C. in C. Med.

(g) Information required as to whether or not amn. may be dumped in rivers and lakes. If so, what are regulations?

File 1736

4872

3. Materials in hands of Partisans.

(a) Maj. Gen. Heideman said difficulty is being experienced in persuading Partisans to hand over more than a percentage of their equipment. (incl. M.T.) Material held by them is mostly concealed in the mountains.

(b) 2 District have had the same experience but hope to overcome this by Good will rather than by any other means. Some success has resulted in connection with production of M.T. previously concealed.

4. Receiving and registration of Enemy M.T.

(a) Maj. Gen. Heideman stated he had two large M.T. dumps, one of which already contains over 4,000 captured vehicles of assorted types. They are in the process of sorting and repairing the vehicles. The majority are not runners, those that are runners are not in sufficiently good condition to be put into service. He has constituted some German M.T. Repair Coys which are working well.

(b) For further details of matters connected with M.T. see Appendix "B".

5. Finished materials in War factories.

It was stated that ALCOM is continuing a survey of factories. It is known that one factory is still producing Army Huts ordered by the Germans. Further information required. Arms may not be manufactured.

6. Availability of captured supplies for maintenance of POW.

(a) See Para. 1 (a) above.

(b) A large dump of M.T. Spares has been found near Bolzano. Now undergoing examination and being sorted.

(c) After redistribution of large quantities of equipment now held by 5 Army it is not anticipated that difficulties will be encountered in maintaining POW. Some items are in very short supplies, one item is paper. hope to overcome this by good will rather than by any

1438
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(d) Clothing & barrack stores have been found in large quantities. (In S. AUSTRIA)

7. Units and Personnel required when Districts take over from Armies for Staff, Guards and Labour.

1 District will eventually take over from 8th Army.

PAW

1871

As Armies hand over to Districts additional personnel will be required to handle work now being carried out by Formation tps. Some will have to be technicians. Envisaged that Movements L.O.s would be very helpful in eliminating unnecessary handling and movement of stores (later on). Guards and Labour could probably be found by absorbing Partisans now being discharged and for whom employment is sought. Demands for additional District personnel to be made to AFHQ in good time.

8. Transfer of Responsibilities from Armies to Districts.

Covered by 7 above.

9. Reports on serviceable material to AFHQ.

(a) Owing to the fact that vast quantities of material have already been transferred from one dump to another and from Armies to Districts and that records of such transfers have not always been kept, it is necessary to obtain information of quantities held. To do this Armies and Districts will be asked to state quantities of all equipment held on a date to be announced by Q (AE). Thereafter a report will be rendered to reach AFHQ by 28th of each month by all concerned indicating quantities held.

(b) 5 Army may continue meeting the demands of 1 District.

(c) 1 District to send rep. to S. AUSTRIA to examine the large quantities of clothing and barracks stores which have been found there.

(d) 5 Army has made offers of large quantities of Engr. equipment to 2 District.

(e) All supplies of Railway construction materials to be made over to MRS and NOT to be put into General Equipment Dumps.

(f) Brig. Gen. Tate directed that MRS should place L.O.s with Engrs. at 5 and 8 Armies to ensure

and for whom employment is sought. Demands for District personnel to be made to AFHQ in good time.

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(e) All supplies of Railway construction materials to be made over to MRS and NOT to be put into General Equipment Dumps.

(f) Brig. Gen. Tate directed that MRS should place L.O.s with Engrs. at 5 and 8 Armies to ensure that Railway supplies are not used for other purposes except by mutual agreement.

(g) Agreed with MRS rep. that railway wagons found filled with railway repair equipment should be sent to ISR dumps at VERONA and BOLZANO where equipment will remain under guard of ISR.

1870

10. Captured civilian material.

(a) Under what terms will Allied Commission hand back materials to civilians? (Italian)

(b) Complaints have been received concerning the manner in which Italian Civilians have sometimes been treated in this respect. Some have stated that certain materials were purchased by them from the Germans. The Allies took over such materials and when the Italians have claimed them, have sometimes been told that they must pay for them, resulting in double payment for the same article.

(c) Timber will probably figure largely in claims made by civilians.

11. Other matters arising out of the Directive.

(a) Weapons cannot be handed back to Italians without AFHQ authority.

(b) Materials of French and Russian origin will be segregated and kept in separate dumps.

(c) POW now in camps in 1 District MUST be moved out before the rains begin.

(d) When details of all equipment now held are available and the competent Authority has decided how much will be exported for use in the other theatres, how will be made available to AC and what will be destroyed, it will be necessary to create destruction Coys. These should be formed with German Personnel.

(e) It is not intended to move any equipment out of AUSTRIA.

(f) Much equipment will be transferred from N. Central ITALY to N.E. ITALY.

(g) 5 Army H.Q. is now at GARDONE (F.3376) on West Coast of Lake GARDA.

1442

treated in this respect. Some have stated that certain materials were purchased by them from the Germans. The Allies took over such materials and when the Italians have claimed them, have sometimes been told that they must pay for them, resulting in double payment for the same article.

(c) Timber will probably figure largely in claims made by civilians.

11. Other matters arising out of the Directive.

(a) Weapons cannot be handed back to Italians without AFHQ authority.

(b) Materials of French and Russian origin will be segregated and kept in separate dumps.

(c) POW now in camps in 1 District MUST be moved out before the rains begin.

(d) When details of all equipment now held are available and the competent Authority has decided how much will be exported for use in the other theatres, how will be made available to AC and what will be destroyed, it will be necessary to create destruction Coys. These should be formed with German Personnel.

(e) It is not intended to move any equipment out of AUSTRIA.

(f) Much equipment will be transferred from N. Central ITALY to N.E. ITALY.

(g) 5 Army H.Q. is now at GARDONE (F.3376) on West Coast of Lake GARDA.

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9 June 45.

DISPOSAL OF ENEMY EQUIPMENT IN ITALY
(Matters affecting Tn S/C)

1. M.R.S. Rep Stated that over 1800 railway wagons of the total captured in the North of Italy, have been found to contain Railway construction and repair stores. These wagons will be sent direct to ISK dumps at VERONA and BOLZANO where they will be under guard of ISR.
2. Maj.Gen. Heideman (Comd. 1 District) stated that he had two large dumps of captured M.T. Some of the vehicles are Italian requisitioned vehicles. Others are Italian manufactured vehicles made under orders of the German army. The majority of vehicles captured are in very bad shape and even the runners cannot be put into service without some overhauling. Germans have been formed into MT repair Coys. and are working well. It is anticipated that some Italian civilian cars will be made available to Allied Commission towards the end of the month. Some trucks should be available three to four weeks after that. Until vehicles have been further examined Maj.Gen. Heideman is unwilling to commit himself as to possible numbers. For further information on this subject AC-AMG should keep in touch with 1 District.
3. Armies may use captured enemy vehicles for the maintenance of POW but MUST report vehicles held in excess of W.E. to A.F.H.Q. Units holding German vehicles in excess of W/E for a specific task must surrender such vehicles at the conclusion of the task.
4. Many German vehicles are already being used to meet AMG demands.
5. During Phase 1 A-C must not expect to have any captured trucks handed over for use in that part of ITALY, not under the jurisdiction of 15 Army Gp. 1 District is quite willing to hand over to A-C 2-300 trucks now if A-C is prepared to tow them away.
6. Asked if German drivers were required with German vehicles handed over to A-C, I said 'NO'.

1444

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4. Many German vehicles are already being used to meet AMG demands.
5. During Phase I A-C must not expect to have any captured trucks handed over for use in that part of ITALY, not under the jurisdiction of 15 Army Gp. V District is quite willing to hand over to A-C 2-300 trucks now if A-C is prepared to tow them away.
6. Asked if German drivers were required with German vehicles handed over to A-C, I said 'NO'.
7. Asked if A-C is prepared to accept vehicles on the basis that A-C would be responsible for their maintenance, I replied 'YES' I asked about the position regarding spares and was informed that at this stage no answer could be given. Although a large quantity of MT spares had been found near BOLZANO, it is too early to say what kind of spares they are.

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8. Army vehicles made in ITALIAN Factories were of two categories :-

- (a) Those made for the Italian Army, - These have "R.E." stamped on the chassis, on the motor and on the dash board, (also sometimes on the dials of the dash board instruments). These vehicles MUST be handed over to MMIA for disposal. These vehicles were manufactured under orders of the ITALIAN Ministry of War and are the ONLY army vehicles which are acceptable to MMIA and, incidentally, the only vehicles which may be handed over to MMIA.
- (b) Those made in ITALIAN Factories for the German Army. - Such vehicles may be exactly the same as types made for the Italian Ministry of War but do not have the "R.E." distinguishing letters. These vehicles will, AT THE FIRST OPPORTUNITY, be handed over to Allied Commission.
- (c) Neither of the above classes of vehicles, spares or tyres may be held by Army Units against deficiencies in W/E. Neither will they be held by German Units.

9. A.F.H.Q. is frequently receiving demands for ~~WT~~ from units, areas etc. A.F.H.Q. will only consider demands submitted by Armies and A.C.

10. Vehicles handed over to A-C will be : ITALIAN, priority 1, and GERMAN, priority 2.

11. Asked how A-C proposed employing vehicles handed over, I replied that it is intended to form them into Civilian Truck pools operated by civilians.

12. In connection with Maj.Gen. Heideman's remarks re the difficulty encountered in persuading Partisans to hand over equipment, the experience of 2 District is worth noting. Finding the same difficulty, they announced that all owners of vehicles should register them with HQ. 2 District. In this way the POL requirements could be estimated. The response was very satisfactory and, after registration, vehicles were sent away with a red disc on the wind screen. Although the vehicles are still in the hands of the "owners" they are being used instead of being

(b) Those made in ITALIAN Factories for the German Army. - Such vehicles may be exactly the same as types made for the Italian Ministry of War but do not have the 'R.E.' distinguishing letters. These vehicles will, AT THE FIRST OPPORTUNITY, be handed over to Allied Commission.

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HEADQUARTERS, ALLIED COMM. IOL

APO 394

Transportation Sub-Commission

AC/501/54/Tn.3

10 June 1945

AMM:G/lr

A.O. SHIPPING INSTRUCTION NO.13Cagliari/Naples/Palermo Ferry Service1. GENERAL

This Instruction cancels and supersedes A.O. 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. "ABBZIA" 300 passengers 1500 tons cargo
S.S. "CAMPIDOGGIO" 300 passengers 3000 tons cargo

4. PERSONNEL ACCOMODATION

S.S. "ABBZIA" 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 FARESCagliari/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.
" 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	

Cancellation thereof in

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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 PARTS

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.
" 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. 5.839	per ton	
2nd "	4.514	" "	
3rd "	3.406	" "	
4th "	2.343	" "	

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324/TM

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. CAMPIDOGLIO

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 :

2nd
3rd
4th

4.095
3.033
1.924

"
"
"

"
"
"

These figures are subject to 4% tax.

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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 :

M.B. THOMAS
Colonel
Deputy Director

AMMCC/12

10 June 1945 386

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

AC/501/54/Tn.3

AC Shipping Instruction No. 13

Servizio Cagliari/Napoli/Palermo

1. OSSERVAZIONI GENERALI

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

2. SERVIZIO

I piroscafi ARBAZIA e CAMPIDOGLIO fanno servizio sotto il controllo del COGENA 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. "ARBAZIA"	300 Passeggeri	1500 tonn. merci
" " "CAMPIDOGLIO"	300 "	3000 "

4. SPAZIO RISERVATO AI PASSEGGERI

Psfo "ARBAZIA"	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 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
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 :

L. 200 a persona

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posti in coperta	L. 1.000 "
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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

6. TARIFFE PER IL CARICO DI MERCI

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

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 COGENA. 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. CAMPIDOGGIO</u>	
Part. 9	giugno mezzogiorno Palermo	Part. 10	giugno alba Cagliari
Arr. 10	" 8 a.m. Napoli	Arr. 11	" mezzodi Napoli
Part. 17	" alba Napoli	Part. 17	" mezzodi Napoli
Arr. 10	" mezzogiorno Cagliari	Arr. 18	" 8 a.m. Palermo
Part. 24	" alba Cagliari	Part. 24	" mezzodi Palermo
Arr. 25	" mezzogiorno Napoli		

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 " "

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Arr. 10	" 8 s.m.	Napoli
Part. 17	" alba	Napoli
Arr. 10	" mezzogiorno	Cagliari
Part. 24	" alba	Cagliari
Arr. 25	" mezzogiorno	Napoli

Psfo. CAMPIDOGGIO

Part. 10	giugno alba	Cagliari
Arr. 11	" mezzodi	Napoli
Part. 17	" mezzodi	Napoli
Arr. 18	" 8 a.m.	Palermo
Part. 24	" mezzodi	Palermo

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Toscana Region (6)
 Emilia Region (6)
 Piemonte Region (6)
 Liguria Region (6)
 Lombardia Region (6)
 Venezia Region (6)
 Senior Tn. 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)
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 W.M.D. and Italian P.W. Sub-Comm. (2)
 Navy Sub-Comm. (2)
 M.M.I.A. (2)
 M.W.F. (2)
 W.S.A. (2)

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 Piemonte Region (6)
 Liguria Region (6)
 Lombardia Region (6)
 Venezia Region (6)
 Senior Tn. Officer Naples (4)
 " " " Bari (4)
 " " " Palermo (4)
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 " " " 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)
 COGEMA Naples (4)
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 " " " Sicilia (10)

HEADQUARTERS ALLIED COMMISSION
APO 364
TRANSPORTATION SUB-COMMISSION

4362
EJS/h1

Ref: 318

655/221/TP 3

SUBJECT: Movement of Pyrites by R.R.

1 May 1945

TO: 1. Industry Sub-Commission

1. Further to my letter 655/220/TP 3, dated 30 April '45.
2. Information has now been received from the Acting Vice President, Economic Section, that the Minister assures him that he will take prompt action in seeing that pyrites move by sea, where sea movement is practicable.
3. Apparently the Minister intends that the full program shall be carried out and all available shipping utilized. Will you therefore clear the position with Montecatini on whose behalf you make these bids?
4. Your letter 40/3615/INN, subject: Movement of Pyrites by Railroad, was received on 30 April, but in view of the subsequent information given to you in the opening paragraphs of this letter, we now think that you should enter into the matter once again as an active and interested party.
5. Would you please confirm the position with this Sub-Commission at the earliest possible moment?

for the Directors

M.J. MEYER, Colonel

Distribution:

Economic Section
Port & Warehouse Division
Shipowner Control, Attn: Mr. Brooks, Naples.

324/NI

(13)

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel: 318

MJS/MI

4602

652/4/44-1

SUBJECT: Movement of Pyrites by Sea

30 April 45

TO : Industry Sub-Commission

1. Reference your letter AC/55/95/IND, dated 26 April '45, received by this Sub-Commission on 29th of April.
2. Please refer to this Sub-Commission's letter 655/217/TK 3, dated 24 April '45, to Economic Section, copy to Industry Sub-Commission and Port & Warehouse Division.
3. We wish to reiterate that the rail wagon position does not permit, nor is it likely to permit, the movement of pyrites by rail from the Barlinko mines to those areas where it can be most economically shipped by sea. By economically, it is not intended to refer to freight rates, but to available supply of transportation capacity for AC/civil cargoes.
4. As bidders on behalf of Montecatini, will you please pass this information on to them? It is useless to continually request that this movement be carried out by rail. This position was made clear at a meeting held following the Staff Conference on 26th of April at which the Acting Vice President of Economic Section, the Deputy Vice President (Brig. General McNulty), Deputy Director of Industry Sub-Commission, representatives of the Transportation Sub-Commission were present. It is noted, that despite this meeting, a copy of your letter, referred to in para. 1 above, was sent to the Montecatini Company.
5. Reference para. 4 of your letter, this Sub-Commission is perfectly well aware of the maximum draft at which ships can load under the plant at Portigliori, and have all arrangements in hand for loading by barge where necessary. Arrangements will be made with the shipping authorities to cancel shipping on this run, if you so request it, but at the same time, you should be aware that there will not be a compensating lift by rail made available.
6. This matter has now been discussed verbally and in writing by interested parties on so many occasions, that it is felt that further correspondence is useless, unless it is passed on the promise that no rail capacity will be made available for pyrites which can be moved by sea.

Distribution:
Economic Section (1)
Port & Warehouse Division
Schooner Control, Att: Mr. Brooks, Naples

M.J. GIFF, Colonel,
Chief, Movements Division

324/MI

(12)

4862

摘要

3 May 1945

No: Utilization of Fishponds

Since our conversation the other day, I have made some examination regarding full utilization of schooners. I have had some thirty-six cases examined where the cargoes, originally scheduled for the schooners were not available at the ports, when the schooner arrived. In these particular cases, I find that alternative cargoes were made available, cargoes which had been authorized against the shipping program.

Yours very truly,

copy to: Port & Warehouses Division

22

329/TN/

(c)

W. Howard
W. J. J.
HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
(Movements Division)

Spence
Sub-Staff
JJS/vb

4861
W. J. J.

Tel. Ext. 318

22nd March, 1945.

AC/12/5/Tn.6.

SUBJECT: Shipping Freight Rates.

TO : Economic Section
(Attn. Mr. Antolini)

1. Reference Industry Sub-Commission's letter No. AC/5616/IND, dated 20th March, 1945.

2. It is agreed that the rate is high, but the following points should be borne in mind:-

- (a) The present rates are agreed rates between the Italian authorities, A.C., and the Shipping authorities.
- (b) The freight rates, which were agreed, were made on the basis of covering (i) cost of transport; (ii) the owner receiving 5 per cent for depreciation of vessel; (iii) the owner receiving 5 per cent against capital cost.
- (c) This basis is the basis of all United Nations shipping freight rates, and instructions have been received from the combined Shipping Adjustment Board that Italian shippers are not to receive any special concessions.

3. It is believed that freight rates, unless specifically subsidised by individual National Governments, are on a similar level throughout the United Nations.

4. To keep prices down to the ultimate user or consumer, where freight rates are so high, it would appear that Government subsidy is necessary at one stage or another. In the meantime, the following factors should reduce the rates for pyrites in the near future:-

- (a) The reopening of the port of Portofino. This port commences operation on April 1st. This fact has been

Shipping Sub
324/NI

(10)

- 2 -

known to Industry Sub-Commission for a considerable period of time. Every effort was made by this Sub-Commission to obtain permission from AFHQ to open this port earlier, but after continual requests a decision was given at the C-in-C Mediterranean's level that this port could not be re-opened before that date. As this port is supplied by an overhead rope railway from the mine, cost of rail transport to the port of loading will be eliminated.

- (b) Freight rates are being further revised at present, and it is possible that the rates on certain types of commodities, which are high in relation to the amount carried and the measurement tonnage of the commodity, will be lowered, while the rates on certain other commodities better able to stand higher freight charges will be raised.

5. Reference para 5 of Industry Sub-Commission's letter, this is not understood, because, assuming that sulphur was available in the quantities required, existing shipping freight rates would be equally applicable to the movement of sulphur.

6. In the meantime, Industry Sub-Commission are urged to take every step to see that no delay occurs to the present shipping allocated for the lifting of pyrites by sea because there is a large programme of movement by sea for this commodity, all of which will be jeopardised if shipping is now wasted.

MERRITT H. TAYLOR,
Director,
Transportation Sub-Commission.

Copy to:

Economic Section (Attn. Price Office).
Administration Division Tn. S/C., Accounts Section.
(Attn. Capt. Wyatt).
Agriculture Sub-Commission.
Shipping Sub-Commission. (with copy of Industry S/C's AC/5616/IND
" " " " " " of 20/3/45.
M.W.T.
W.S.A.

COPY

Ref. AC/5616/Ind

20th March, 1945-2839

SUBJECT: Exorbitant Shipping Freight Rates.

TO : Economic Section
(Attn. Mr. A.G. Antolini)

FROM : Industry Sub-Commission.

1. A critical situation has been brought to the attention of this office in that SS Portusola at Piombino which is due to sail for Gardinia on March 20 may be held up on account of a refusal on the part of Montecatini to pre-pay, as COGEMA requests, the freight on 1,950 tons destined for Cagliari, because of the exorbitant freight asked of no less than Lire 1,924 per metric ton.

2. We would point out that Montecatini are selling their pyrites at:

	Lire 1,350 per met. ton
to which add	" 1,524 " " "
plus miscellaneous costs	" 726 " " "
	" 4,000

giving a landed cost of approximately lire 4,000 per ton of pyrites, as compared with an average pre-war cost of lire 60 per ton, or an increase of nearly 7,000%.

3. It is pointed out that whereas the price of pyrites has risen 9.3 times, freights have risen from 75 to 96 times the pre-war levels.

4. Apart from the obvious dire effect, on Italy's economy, of this wild inflationary price surge taking place under the aegis of an Italian Governmental body, i.e. COGEMA, this rate completely disrupts the economic basis for our extensive movement of pyrites, amounting to 10,000 tons per month and over, since pyrites now has become, on its sulphur content basis, equivalent to a price of lire 8,700 per ton for sulphur, which is actually 52% higher than the officially approved price of lire 5,700 per ton, for the latter.

5. If the additional charges from port to factory be included, and losses taken into consideration, something like lire 4,000 per ton will now be saved by going back to the use of sulphur everywhere.

6. Montecatini of course now find themselves in a desperate plight and are making a plea for an equitable or at least logical

- 2 -

freight. They point out that they are already incurring heavy abnormal cost burdens through being refused permission to operate their perfectly sound loading terminal at Portigliani, and that if COGENA is to insist on its present freight rate structure, naturally the cost of super phosphate and ammonium sulphate will have to be drastically revised upwards.

7. The justice of Montecatini's case seems irrefutable and it is hereby urged that a protest on behalf of this important part of Italy economic structure be lodged at the highest levels.

(Sgd.) W.J. MASKREY, Lt. Col.

for W.S. VAUGHAN,
Director,
Industry Sub-Commission.

Copy to:-

Economic Section (Attn. Price Office).
War Shipping Administration.
Transportation Sub-Commission.
Agriculture Sub-Commission.
File 5599.

SECRET

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

SECRET

324

Tel: 318

WJH/ml

AG/TN/319.1-1

+857

5 Jan. '45

SUBJECT: Rome Area Port Development

TO : Director, Transportation Sub-Commission

ACTION

1. A meeting was held at AFHQ under the Chairman of MEMBO, to discuss the development of ports and inland waterways in the Rome Area.

2. I considered that AD and Italian resources were such that in the initial stage only one large port could be developed. It was agreed to develop Civitavecchia as this port has the largest potentialities. It was also agreed that experiments should be made at the earliest opportunity in opening up the Fiumicino-Tiber Canal to Rome.

3. CIVITAVECCHIA:

- a) To help in the development of Civitavecchia, AFHQ will allocate 1000 tons of Minca barges in good condition and two out of the tugs and five of the cranes at present allocated for Genoa. In addition, AFHQ will collect such craft as are considered suitable for the Civitavecchia-Fiumicino and Civitavecchia-Rome run in Civitavecchia. These craft comprise the Punta d'Aosta and Punta d'Amica, the German barges Koenigsberg and Malente; these craft are in various stages of salvage and repair and the two German barges are under the control of C-in-C Med. MEMBO will request the Navy to make these available for this traffic and also take steps to speed up the repair of the Punta ships.
- b) Finally, the shipping authorities will make available such gear, as cannot be found from AC or Italian sources, which were listed by the Port Control Committee, Civitavecchia as necessary for the development of the port to a capacity of 3000 tons discharge daily.

IMMEDIATE

SECRET

- 2 -

ACTION

- c) It will be necessary for Transportation Sub-Commission to take the following action:

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- | | | |
|------|---|-----------------------------|
| i) | Insure that adequate labor is available at Civitavecchia to cope with the anticipated program | Port, Shipment & Mvmt. Div. |
| ii) | Immediate investigation of AC and Italian resources to see what can be provided from such sources, what gear must be requested from AFHQ. | Port, Shipment & Mvmt. Div. |
| iii) | Provision of tug crews (these can be provided thru COMNAV) and lightermen | Port, Shipment & Mvmt. Div. |
| iv) | Development of Civitavecchia rail facilities to insure that lighter berths are adequately rail served and general rail marshalling facilities are adequate. | Nav. Rail & Rail Div. |
| v) | Immediate allocation to Civitavecchia of second shunting engine. | Nav. Rail & Rail Div. |

- d) It is estimated that the lighters will become available at Civitavecchia approximately the 23rd of January. Action should be taken to accomplish as much as possible of the points raised in para. c (i) thru (v) above.

4. FUMINCINO:

- a) It was decided to experiment with the discharge of craft of a collier lying off Fumicino. To carry out the experiments it was agreed that the craft enroute to Civitavecchia should be used. They will become available at Fumicino on approximately 12th of January.
- b) No final decision will be taken regarding this experiment until AC confirms:
- i) That they can produce sufficient shore labor adequate to handle the lighters (shore labor will be required for trimming the lighters and clearing the craft, as the grab will not be suit-

SECRET

- 3 -

ACTIVE

able for fully discharging craft). Port, Shipment & Warehouse Div.

- ii) That a system will be set up at Civitavecchia thru the Italian Navy by which gate earnings can be passed to ships working off shore.

4835

Nov Shipp with Navy S/C

- iii) Tug crews and lighter men can be provided.

Port, Shipment & Warehouse Div.

- iv) Railway to Fiumicino from Rome is in operative condition.

Nov Rail Div.

- v) Arrangements should be made for night work.

Port, Shipment & Warehouse Div.

5. FUMICINO-TIBER-ROME CANAL

- a) In addition to the experiments already in hand for bringing coal from Gaeta to Fumicino and to Rome, if schooners of suitable draft can be made available, it was agreed that as soon as the river craft referred to in para 3 (a) above, are available, or any other suitable craft come to hand, the supply of Rome by water should commence.

- b) AFHQ have available in Naples a suction dredger, drawing 1.50 inches. AG is to confirm this dredger is necessary to make request for it from AFHQ.

Port, Shipment & Warehouse Div.

6. Action addresses will be requested to report progress made at meeting to be held in office of Movements Coordinator, Room 8, on Monday, January 8 at 14:30 hours.

copy to: Mov-Shipping Section
Mov-Rail Section
Mov-Roads Section
Ports & Shipping Division
Planning Staff Division

M. J. SIEFF,
Lt. Col. RA,
Movements Coordinator, Tn. S/C

324

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

4302
SECRET

A.C. SHIPPING MEMORANDUM NO. 1

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

Convoys from extra Mediterranean sources are loaded in accordance with the forecasts of requirements made by AFHQ and CE MICHSEA, 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 Tn) 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

(1) Shipments of requirements for movement by sea of existing resources.

(2) Internal Rail Movement.

(3) 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 G3 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:

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(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 Th) 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 of Civilian Supplies that may be accepted in each port or group of ports during the month in question.

SHORT TERM PROCEDURE

3. Estimated tonnage acceptance from all sources

(a) At least 37 days before each 10 days Maintenance Period G5 AFHQ submit to G (Moint) 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 UNRRA at least 41 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 tonnage in addition to (i) expected to arrive but not yet notified as having been set up.

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

(iii) Any additional tonnage 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 Statements

(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 64 (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 S.C. Sub-Commissions, Regional HQs or State Monopolies (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

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 as having 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 2c))
- (iii) Any additional tonnage that will be bid for intra-Mediterranean movement under para 4 (a).
- (c) 35 days before each 10 days Maintenance Period a Meeting is held at AFHQ to consider bids made under Para 3 (H) 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 84 (Nov and Th) who will place them with G4 (Nov and Th) 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 Monopolies (see AC 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.
 - (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 Transportation 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 'B' 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. Taylor
/s/ MERRITT H. TAYLOR
Director.

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

LONG TERM MAINTENANCE PROCEDUREDATE CHART

MONTH	ESTIMATES TO REACH IN S/S (110 DAYS IN ADVANCE)	A.C. 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.	

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 AC. (41 days in advance)	SHORT TERM TONNAGE ESTIMATES TO REACH APMQ (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 TN.S/C (26 days in advance)
(a)	(b)	(c)	(d)	(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.

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

SHORT TERM MAINTENANCE PROCEDUREDATE CHART

TO S/C s in	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 TH.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)
	(c)	(d)	(e)	(f)	(g)
	19 Jan.	21 Jan.	26 Jan.	30 Jan.	2 Feb.
	29 Jan.	31 Jan.	5 Feb.	9 Feb.	12 Feb.
	8 Feb.	10 Feb.	15 Feb.	19 Feb.	22 Feb.
	18 Feb.	20 Feb.	25 Feb.	1 Mar.	4 Mar.
	28 Feb.	2 Mar.	7 Mar.	11 Mar.	14 Mar.
	10 Mar.	12 Mar.	17 Mar.	21 Mar.	24 Mar.
	20 Mar.	22 Mar.	27 Mar.	31 Mar.	3 Apr.
	30 Mar.	1 Apr.	6 Apr.	10 Apr.	13 Apr.
	9 Apr.	11 Apr.	16 Apr.	20 Apr.	23 Apr.
	19 Apr.	21 Apr.	26 Apr.	30 Apr.	3 May
	29 Apr.	1 May	6 May	10 May	13 May
	9 May	11 May	16 May	20 May	23 May
	19 May	21 May	26 May	30 May	2 Jun.
	29 May	31 May	5 Jun.	9 Jun.	12 Jun.
	8 Jun.	10 Jun.	15 Jun.	19 Jun.	22 Jun.

DISTRIBUTION:

..HQ G4 (Mov and Tr)
2 (Maint)
G5

15 Army Group

AC. HQ.

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
Rural Supply Officer
Supply Officer
Transportation Officer
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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... (2)
Salt (Monopoli della Stato)
Tobacco (Monopoli della Stato)
Matches (Monopoli della Stato)
Liaison Shipping Sub-Commission ...C.
Transportation Sub-Commission
Rail Division
Roads Division

AC. Regional Headquarters:-

Sicilia Region 3 copies
Sardinia "

Treasury Division
 Fisheries Division
 Crop Production
 Citrus Fruit
 Education Sub-Commission
 Finance Sub-Commission
 Food Sub-Commission
 Home Supply Officer
 Supply Officer
 Transportation Officer
 Industry Sub-Commission
 Building Materials Division
 " " " " "
 Chemicals
 Textiles
 Mining
 Hemp
 Coal
 Commerce Sub-Commission
 Labor 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. (2)
 Salt (Municipalities dello Stato)
 Tobacco (Municipalities dello Stato)
 Matches (Municipalities dello Stato)
 Italian Shipping Sub-Commission
 Transportation Sub-Commission
 Rail Division
 Roads Division

AC. Regional Headquarters:-

Region	Copies
Sicilia	3
Southern	"
Marche-Bruzzi	"
Lazio-Umbria	"
Toscana	"
Emilia	"
Carabinieri	"
Liguria	"
Piemonte	"
Lombardia	"
Venezia	"

324

ATTN: /AL

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation Sub-Commission

4851

15 December '44.

A.C. SHIPPING MEMORANDUM No. 3.

1. A regular Ferry Service from Cagliari (Sardinia) to Naples is to be initiated, starting on 28 December 1944 from Cagliari.
2. The SS/ABBZIA 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. 3 Jan.
 Depart 13 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.

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Arrive 3 Jan.
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Arrive 29 Jan.

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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 Prefettura, who will forward them to the Authorities in Cagliari and Naples respectively.

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

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 Priorities 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.
1283 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

1480

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.

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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

M. S. Taylor
MERRITT H. TAYLOR
Director

9 A. No person under priority No. 3 shall be sold a ticket unless in possession of a "Movement of Civilians" pass issued by AFG or the Questori. This applies also to Italian Service personnel on leave.

Amico/fa

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

4350

15 December 1944

MEMORANDUM PARLITINO 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 5 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 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 cuccotte 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 per personale a dei funzionari del servizio Alleato.

Precedenza numero due : riservato per personale del servizio Italiano.

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.

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

Partenza 28 Dicembre
Arrivo 6 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 della gente in un corridoio, essendo i posti cabina solamente trenta. Queste persone dovranno provvedere alla loro biancheria da letto e a portare e berda 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 varichi sono i seguenti:

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

Precedenza numero due : riservato per personale del servizio Italiano.

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

6. La precedenza numero uno sarà assegnata dal Commissario Regionale per la Sardegna e del Commissario Regionale della Regione Sud. Le richieste dovranno essere fatte o all'uno o all'altro dei due Commissari Regionali. Le precedenza numero due e 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 precedenza 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, il personale e i funzionari del servizio Allenti, 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 e 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 unicamente 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 con la Prefettura di Napoli e con l'Alto Commissario per la Sardegna, per assicurare il regolare svolgimento dei servizi, e di tenersi in stretto collegamento con 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. 2026	per tonnellata per un carico di 3a classe
L. 1253	per tonnellata per un carico di 4a classe

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

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

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.

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
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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

Ernest H. Taylor
ERNEST H. TAYLOR
Director

ACTMOC/Pd

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

SECRET

Tale : 478701

19 January 1945 4849

Our ref.: AC/37/70/Tn 3

Subject : Sardinia/Mainland Ferry

To : See Distribution

Herewith future sailing programme for the Sardinia/
Mainland ferry, at present being run by the S.S. "Abbezia".

CACLIARI

Arr. 5 Feb
Dep. 10 Feb
Arr. 20 Feb
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

TORRE ANNUNZIATA

Dep. 3 Feb
Arr. 12 Feb
Dep. 18 Feb
Arr. 27 Feb
Dep. 6 March
Arr. 14 March
Dep. 20 March
Arr. 29 March
Dep. 4 April
Arr. 13 April
Dep. 19 April
Arr. 28 April

Subject to alteration without notice.

For the Chief Commissioner:

KERRITT H. TAYLOR
DIRECTOR

DISTRIBUTION:-

AC.HQ.

Chief of Staff
 Economic Section
 Agriculture Sub-Commission
 Air Forces Sub-Commission
 Education Sub-Commission
 Finance Sub-Commission
 Food Sub-Commission:-
 Rome Supply Officer
 Supply Officer
 Transportation Officer
 Industry Sub-Commission
 Commerce Sub-Commission
 Labour Sub-Commission
 Land Forces Sub-Commission
 Navy Sub-Commission
 Public Health Sub-Commission
 Public Works & Utilities Sub-Commission
 Communication Sub-Commission
 Displaced persons and Rehabilitation Sub-Commission
 Legal Sub-Commission
 Monuments fine arts & Archives Sub-Commission
 U.N.R.R.A.
 Shipping Sub-Commission ()

Transportation Sub-Commission:-

Movement (Roads)
 Movement (Rail)
 Ports & Warehousing Division
 16 Army Group
 E.P.D. .O. (?)
 Schooner Control Board (2)
 ROVELT
 ROVELT
 G-4 (Mov & Tr) AFHC
 G-5 AFHC

AC.Regional Headquarters:-

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

ATMOC/td

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation Sub-Commission

2 January 1945 48'8

A.C. SHIPPING MEMORANDUM No. 3

Amendment No. 1, dated 1 Jan. 1945

Para 1: after "from Cagliari" add: "under control of the Comitato Italiano Sestione Navy".

2. Delete para 3.

3. Substitute new para 9 as follows:-
 "The actual operation of the service will be managed by the "TIRRENI" Navigation Company and their agents, under the control of CO-GE-NA. The "TIRRENI" Navigation Company will attend to all matters of documentation, issuance of passenger tickets and bills of lading, also collection of all freights, passage monies, etc., and account therefore to CO-GE-NA."

MERRITT H. TAYLOR
 DIRECTOR

MINISTRI
AC. HQ

Chief of Staff
Economic Section
Agriculture Sub-Comm.
Forestry Division
Fisheries Division
Crop Production
Citrus Fruit
Education Sub-Comm.
Finance Sub-Comm.
Food Sub-Comm.
Rome Supply Officer
Supply Officer
Transportation Officer
Industry Sub-Comm.
Building Materials Division
Chemicals
Textiles
Mining
Hemp
Coal

Commerce Sub-Comm.
Labour Sub-Comm.
Public Health Sub-Comm.
Public Works & Utilities Sub-Comm.
Communications Sub-Comm.
Displaced persons and Repatriation Sub-Comm.
Legal Sub-Comm.
Monuments fine arts & Archives Sub-Comm.
U.N.P.R.A.
Salt (Monopolio dello Stato)
Tobacco (Monopolio dello Stato)
Matches (Monopolio dello Stato)
Liaison Shipping Sub-Comm. A.C.
Transportation Sub-Comm.

Rail Division
Roads Division
Shipping Sub-Comm.
A.C. Regional Headquarters:-

Region
Sicilia
Southern
Abruzzi-Marche
Lazio-Umbria
Toscana
Emilia
Sardegna
Union of Chambers of Commerce:-
Confederazioni delle Camere di Commercio:-
Toscana

Prefetture:-

Arezzo
Firenze
Grosseto
Livorno
Lucca
Massa
Pisa
Pistoia
Prato
Ravenna
Reggio Calabria
Rimini
Rome
Salerno
Sassari
Savona
Syracuse
Terni
Torino
Trapani
Varese
Verona
Vicenza
Viterbo
L'Aquila
Campobasso
Chieti
Pesaro
Teramo
Vallino
Benevento
Napoli
Salerno
Bari
Brindisi
Foggia
Gorizia
Lecce
Liguria
Monza
Cortina
Cosenza
Reggio Calabria
Agrigento
Salaparuta
Catania
Syracuse
Messina
Palermo
Ragusa
Siracusa
Trapani

Transportation Officer

Industry Sub-Comm.
 Building Materials Division
 Chemicals
 Textiles
 Mining
 Hemp
 Coal

Commerce Sub-Comm.
 Labour Sub-Comm.
 Public Health Sub-Comm.
 Public Works & Utilities Sub-Comm.
 Communications Sub-Comm.
 Displaced persons and Repatriation Sub-Comm.
 Legal Sub-Comm.
 Monuments fine arts & Archives Sub-Comm.
 U.S.R.R.A.
 Salt (Monopolio dello Stato)
 Tobacco (Monopolio dello Stato)
 Matches (Monopolio dello Stato)
 Liaison Shipping Sub-Comm. A.C.
 Transportation Sub-Comm.
 Rail Division
 Roads Division
 Shipping Sub-Comm.

A.C. Regional Headquarters:-

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

Unione of Chambers of Commerce:-

Confederazioni della Camera di Commercio:-

Region
Toscana
Abruzzi-Marche
Lazio-Umbria
Southern
Sicilia
Sardegna

Comandante di Porto:-

Napoli
 Cagliari

Corradia
 Napoli
 Grosinone
 Littoria
 Rieti
 Roma
 Viterbo
 L'Aquila
 Campobasso
 Chieti
 Pescara
 Teramo
 Avezzano
 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
 15 Army Group
 F.E.D.B.C. (3)
 Schooner Control Board (2)
 AHC 0-5 (2)
 NOV. Naples
 NOVIT
 B-4 (Nov & Tr)
 P.B.S. South

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

A.C. MEMORANDUM DI SPEDIZIONE NO. 2.

Procedura per il movimento di merci via mare.

1. Movimento di merci per destinazioni diverse che per il territorio Italiano:

Tutte le richieste debbono essere fatte dalla Commerce Sub-Commission, Foreign Trade Division che chiederà al Ministry of War Transport di trattare simili movimenti.

2. Movimento di merci per il territorio Italiano.

1. Tutte le richieste saranno trattate dalla Transportation Sub-Commission, Shipments, Ports & Warehousing Division, che disporrà per l'imbarco e si motovelieri dipendenti dal CODINA, o su navi fornite da G-4 (Mov. & Tr.) AFHQ.

II. Il modulo di richiesta S.B.2, che è l'unico ufficiale per richiesta di trasporto via mare, è stato largamente distribuito e può essere ottenuto dalle seguenti fonti:

- Tutte le Sub-Commission
- A.C. Regional Headquarters
- Zone Supply Officers
- Unioni delle Camere di Commercio
- Camere di Commercio
- Sede centrale del CO-GE-NA
- Agenzia del CO-GE-NA
- Monopoli di Stato

Dettagliate informazioni possono essere ottenute dalle seguenti Banche (Ufficio merci):

PALERMO:	Banco di Sicilia,	Banco Commerciale Italiano,
CATANIA:	"	Credito Italiano,
MESSINA:	"	"
SIRACUSA:	"	"
AGRIGENTO:	Banco di Sicilia	"

1. Movimento di merci per destinazioni diverse che per il territorio italiano:

Tutte le richieste debbono essere fatte dalla Commerce Sub-Commission, Foreign Trade Division che chiederà al Ministry of War Transport di trattare simili movimenti.

2. Movimento di merci per il territorio italiano.

1. tutte le richieste saranno trattate dalla Transportation Sub-Commission, Shipments, Ports & Warehousing Division che disporrà per l'imbarco o su motovelieri dipendenti dal COMNAV, o su navi fornite da G-4 (Mov. & In.) AFHQ.

II. il modulo di richiesta S.S.C. che è l'unico ufficiale per richiesta di trasporto via mare, è stato largamente distribuito e può essere ottenuto dalle seguenti fonti:

Tutte le Sub-Commission
A.C. Regional Headquarters
Zone Supply Officers
Unioni delle Camere di Commercio
Camere di Commercio
Sede centrale del CO-GE-NA
Agenzia del CO-GE-NA
Monopoli di Stato

Dettagliate informazioni possono essere ottenute dalle seguenti Banche (Ufficio merci):

PALESTINA:	Banco di Sicilia, Banca Commerciale Italiana, Credito Italiano.
CATANIA:	" " "
MESSINA:	" " "
SIRACUSA:	" " "
AGRIGENTO:	Banco di Sicilia
TRAPANI:	" " "
MARSALA:	" " "
TERMINI IMERSESE:	" " "
LICATA:	" " "
NAPOLI:	Tutte le banche con sede citata più il Banco di Napoli.
SALERNO:	" " "

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

REGGIO CALABRIA:	"	"	"
COSENZA:	"	"	"
TARANTO:	"	"	"
BARI:	"	"	"
LECCE:	"	"	"
FOGGIA:	"	"	"
PESCARA:	"	"	"
ROMA: Banco di Sicilia, Banco di Napoli, Banca Commerciale Italiana, Credito Italiano, Banco di Santo Spirito.	"	"	"
GIUVINAPOLIA:	"	"	"

III. Il modulo di cui sopra dovrà essere compilato in triplice copia del Mittente a dovrà essere sempre presentato per il tramite della competente Camera di Commercio all'I.C. Regional Head-quarters della Regione della quale proviene l'esportazione.

IV. In nessun caso le richieste debbono essere presentate direttamente al CO-GE-WA e alla Transportation Sub-Commission, a meno che non si tratti di richieste provenienti da I.C. Sub-Commission o dai Monopoli di Stato, nel qual caso esse dovranno essere presentate direttamente alla Transportation Sub-Commission, sempreché questo avvenga col pieno consenso dell'I.C. Regional Commissioner della Regione della quale parte l'esportazione.

V. Le richieste per movimenti fino a 300 tonnellate saranno generalmente vagliate dalla Transportation Sub-Commission ed inviate al CO-GE-WA perché venga predisposto lo spazio a bordo e l'imbarco. Tutte le altre richieste saranno sottoposte all'approvazione del G-4 (Mov. & Tr.) AFHQ, alle Riunioni del Comitato, Presidenza Movimenti (F.O.M.) che vengono tenute ogni 10 giorni.

Se le richieste vengono approvate dalle suddette riunioni, la G-4 (Mov. & Tr.) AFHQ disporrà per l'imbarco informazione la Transportation Sub-Commission che a sua volta informerà i richiedenti.

VI. Si fa presente che di norma lo spazio a bordo non può essere posto a disposizione immediatamente, sia che si tratti di navi gestite dal CO-GE-WA, sia che si tratti di navi dell'AFHQ. Nel primo caso bisognerà attendere il proprio turno, mentre, nel secondo caso, nella riunione del F.O.M. che vengono tenute ogni 10 giorni, vengono prese in esame, con un mese di anticipo, le richieste per la corrispondente decade. Si farà ogni sforzo per esaminare immediatamente richieste urgenti, per fornire

- VIII. Sul modulo di richiesta devono essere fornite le seguenti indicazioni:
- 4816
- Numero progressivo della richiesta e data.
- Porto d'imbarco.
- Nome e indirizzo del mittente.
- Descrizione e peso di ogni merce e descrizione dell'imballaggio.
- Data alla quale possono essere iniziate le operazioni di imbarco.
- Quantità che può essere caricata ogni giorno.
- Tonnellaggio totale della merce.
- Volume totale occupato dalla merce (in metri cubi).
- Nome e indirizzo del destinatario.
- Porto di sbarco.
- Dettagliati motivi per i quali si richiede il trasporto.
- Il mittente deve inoltre dichiarare:
- Che è stato già provveduto per il trasporto della merce al porto e per la manovellanza per il carico a bordo.
- Che sono state prese le necessarie disposizioni per far sollecito servizio.
- Che egli è in possesso di regolare permesso di esportazione il nome della persona e ditta che pagherà il nolo.
- Quando si richiede abbia luogo il trasporto.
- IX. Per maggiore chiarezza si allega copia del modulo S.3.2.
- X. Sull'Appendice "A" si troveranno i periodi decedali di cui al punto (VI) insieme con le corrispondenti date entro le quali le richieste dovranno pervenire alla Transportation Sub-Commission.
- Detta richiesta vanno comprese in due categorie:
- a) Richieste per la zona di Roma e per le zone a sud di questa, poste sotto il controllo dell'ATHQ.
- b) Richieste per la zona a nord di Roma, poste sotto il controllo dell'A.A.I.

Detta Appendice è distribuita solamente a:-
 Tutto la Sub-Commission
 A.C. Regional Headquarters
 Zone Supply Officer

Tonnellaggio totale della merce
 Volume totale occupato dalla merce (in metri cubi)
 Nome e indirizzo del destinatario
 Porto di sbarco
 Dettagliati motivi per i quali si richiede il trasporto

Il mittente deve inoltre dichiarare:

Che è stato già provveduto per il trasporto della merce al porto e per la manovrabilità per il varico a bordo.

Che sono state prese le necessarie disposizioni per un sollecito scarico.

Che egli è in possesso di regolare permesso di esportazione

Il nome della persona o ditta che pagherà il nolo.

Quando si richiede abbia luogo il trasporto.

IX. Per maggiore chiarezza si allega copia del modulo S.3.2.

X. Sull'Appendice "2" si troveranno i periodi decedali di cui al punto (VI) insieme con le corrispondenti date entro le quali le richieste dovranno pervenire alla Transportation Sub-Commission.

Dette richieste vanno comprese in due categorie:

- a) Richieste per la zona di Roma e per la zona a sud di questa, poste sotto il controllo dell'ATHQ.
- b) richieste per la zona a nord di Roma, poste sotto il controllo dell'A.A.I.

Detta appendice è distribuita solamente a:-

Tutte le Sub-Commission
 A.C. Regional Headquarters
 Zone Supply Officer
 Unioni delle Camere di Commercio
 Camere di Commercio
 Sede Centrale del CO-CE-NA
 Agenzie del CO-CE-NA
 Monopoli di Stato

Per Ordine del Commodore Stone

D.S. ADAMS

Colonel, C.E.

Director, Tr.Sub.Com.

A P P E N D I C E "A".

Le richieste per movimento di merci via mare dovranno pervenire alla Transportation Sub-Commission entro le seguenti date:-

4845

<u>Periodo decadale</u>	<u>Richieste per la zona di Roma e per le zone a Sud di questa, comprese le isole.</u>	<u>Richieste per le zone a Nord di Roma.</u>
6 - 15 Genn.	8 Dicembre 1944	4 Dicembre 1944
16 - 25 Genn.	18 " "	14 " "
26 Genn. - 4 Febb.	28 " "	24 " "
5 - 14 Febb.	7 Gennaio 1945	3 Gennaio 1945
15 - 24 Febb.	17 " "	13 " "
25 Febb. - 6 Marzo	27 " "	23 " "
7 - 16 Marzo	6 Febbraio " "	2 Febbraio " "
17 - 26 Marzo	16 " "	12 " "
27 Marzo - 5 Aprile	26 " "	22 " "
6 - 15 Aprile	8 Marzo	4 Marzo " "
26 Aprile - 5 Maggio	28 " "	24 " "
6 - 15 Maggio	7 Aprile " "	3 Aprile " "
16 - 25 Maggio	17 " "	13 " "
26 Maggio - 4 Giugno	27 " "	23 " "
5 - 14 Giugno	7 Maggio " "	3 Maggio " "
15 - 24 Giugno	17 " "	13 " "
25 Giugno - 4 Luglio	27 " "	23 " "
5 - 14 Luglio	6 Giugno " "	2 Giugno " "
15 - 24 Luglio	16 " "	12 " "

E indispensabile che vengano presentate richieste specifiche corredate di tutti i dettagli, e che le merci da trasportare siano già pronte per l'imbarco.

430

A. C. SHIPPING MEMORANDUM No. 2.

Proceeds for movement of goods by sea.

I. MOVEMENT OF GOODS TO DESTINATION OTHER THAN FRANK TERRITORY **3.1**

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.

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

- (ii) Bid Form SS-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.C. Regional Headquarters
 Zone Supply Officers
 Unions of Chamber of Commerce
 Chambers of Commerce
 CO-CE-NA Head Office
 CO-CE-NA Agencies
 State Agencies

Full instruction may be obtained from the following Bureau (Gooda Septe:-

PALERMO: - Banco di Sicilia, Banca Commerciale Italiana, -

Create Textiles

11

1000

AGRICOLA Nº 14: *Agriolo di Sicilia*

STOCK MARKET

TRA FANT: "I

March Movements.

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

Full instruction may be obtained from the following Parls (Good Septe-:

PAJURMO: - Danco di Sicilia, Banca Commerciale Italiana, -

$$0.412 \pm 0.004$$

Category	Count	Percentage	Percentage of Total
Category 1	10	10.0%	10.0%
Category 2	20	20.0%	20.0%
Category 3	30	30.0%	30.0%
Category 4	40	40.0%	40.0%
Category 5	50	50.0%	50.0%
Category 6	60	60.0%	60.0%
Category 7	70	70.0%	70.0%
Category 8	80	80.0%	80.0%
Category 9	90	90.0%	90.0%
Category 10	100	100.0%	100.0%

AGENCY: NRC;..

FORO EUROPEO:

TRAINING

1000

02420011

THE OUTLOOK

WATSON:-
All above 3,400 and 3,500 ft. W. POLI.

SALIMMO; --

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

REGGIO CALABRIA:-	"	"	"
COSENZA:-	"	"	"
TARANTO:-	"	"	"
LARI:-	"	"	"
LECCE:-	"	"	"
ROGGIA:-	"	"	"
PESCARA:-	"	"	"

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

(iii) 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.

(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 emphasized 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 F.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, soap, M & V and the like.

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

CIVITAVECCHIA:

- (iii) This Form will be completed in Trilateralite 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 C-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, C-4 (Mov. & Tr.) will set up shipping and advise Transportation Sub-Commission, who will in turn advise the bidders.
- (vi) It is emphasized 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, soap, M & V and the like.
- (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.

48:29

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 ton 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 ARHQ 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-GE-NA Head Office
CO-GE-NA Agencies
State Municipalities

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 Dtd 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 ADHQ 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
- Union of Chamber of Commerce
- Chambers of Commerce
- CO-GE-NA Head Office
- CO-GE-NA Agencies
- State Monopolies

By Command of Commodore Stone

D.S. Adams

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

DISTRIBUTIONUnions of Chambers of Commerce:-

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

Chambers of Commerce:-

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

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, Credito Italiano	"	"	"
Salerno: "	"	"	"
Catanzaro: Banco di Napoli, Banca Commerciale Italiana, Credito Italiano	"	"	"
Reggio Calabria: "	"	"	"
Cosenza: "	"	"	"
Taranto: "	"	"	"
Bari: "	"	"	"

Arezzo	Roma	Paterna
Firenze	Rieti	Potenza
Grosseto	Viterbo	Catanzaro
Livorno	I'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	Canicari
Prosinone	Taranto	Muro
Livorno	Lecco	Cassari

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, 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, Credito Italiano	"	"
Civitavecchia: "	"	"

COGNATE

Napoli	Messina	Golfo Aranci
Bari	Catania	Arbata di Tortoli
Manfredonia	Siracusa	Carloforte
Barletta	Augusta	Sant'Antioco
Melfetta	Castellammare Golfo	Algero
Bisceglie	Identi	Pozzello
Trani	Marsala	Castellammare di Stabia
Mola di Bari	Mercanduni	Termoli
Monopoli	Marone Vallo	Vasto
Brindisi	Milazzo	Ortona
Gallipoli	Porto Empedocle	Pescara
Taranto	Riposto	Giulianova
Reggio Calabria	Solacca	Civitanova
Crotone	Termini Imerese	Ancona
Catanzaro	Trapani	Vianengo
Soverato	Capri	Livorno
Cicilia Tauro	Olbia	Civitavecchia
Porto C. Venere	Porto Torres	Anzio
Pizzo Calabro	La Maddalena	Roma
Palermo	Palau	

AO. Regional Headquarters:-

Sicilia Region	(2)	Plus 2 Supply Officer	(2)
Southern Region	(2)	" 6	(6)
Marche-Abruzzi Region	(2)	" 8	(8)
Lazio-Umbria Region	(2)	" 8	(8)
Toscana Region	(2)	" 9	(9)
Emilia Region	(2)	" 8	(8)
Sardegna Region	(2)		

AO. HQ.

Economic Section	Commerce Sub-Commission
Agriculture Sub-Commission	Materials Division
Forestry Division	Matches & Tobacco Division
Fisheries Division	Foreign Trade
Crop Production	Petroleum
Citrus Fruit	Imports Paper
	Textiles, Shoes

Education Sub-Commission
Finance Sub-Commission
Food Sub-Commission
Home Supply Officer
Supply Officer
Transportation Officer

Carabinieri	Riposto	Giulianova
Taranto	Solofra	Bitonto
Reggio Calabria	Taranto	Andria
Crotone	Trapani	Vicenza
Catanzaro	Carliana	Livorno
Soverato	Orbia	Civitavecchia
Cicilia Tauro	Porto Torres	Anzio
Porto S. Venere	La Maddalena	Roma
Pizzo Calabro		
Palermo		

AC. Regional Headquarters:

Sicilia Region	(2)	Plus 2 Supply Officer	(2)
Southern Region	(2)	" 6	(6)
Marche-Abbruzzo Region	(2)	" 8	(8)
Lazio-Umbria Region	(2)	" 8	(8)
Toscana Region	(2)	" 8	(8)
Emilia Region	(2)	" 8	(8)
Sardegna Region	(2)	" 8	(8)

AC. HQ.

Economic Section

Agriculture Sub-Commission

Forestry Division

Fisheries Division

Crop Production

Citrus Fruit

Commerce Sub-Commission

Materials Division

Matches & Tobacco Division

Foreign Trade

Petroleum

Imports Paper

Textiles, Shoes

Education Sub-Commission

Finance Sub-Commission

Food Sub-Commission

Home Supply Officer

Supply Officer

Transportation Officer

Industry Sub-Commission

Building Materials Division

Chemicals

Textiles

Mining

Hemp

Coal

Labour Sub-Commission (2)
Public Health Sub-Commission
Medical Supply Branch
Public Health Branch

Public Works & Utilities Sub-Commission (2)
Communications Sub-Commission (2)
Displaced persons and Repatriation Sub-Commission (2)
Legal Sub-Commission (2)
Monuments Fine Arts & Archives Sub-Commission (2)
U.N.R.R.A. (2)
Salt (Monopolio dello Stato)
Tobacco (Monopolio dello Stato)
Matches (Monopolio dello Stato)

Ministero dell'Industria Commercio e Lavoro
Direzione Generale Marina Mercantile
Sotto Segretario Generale Marina
Ministero delle Comunicazioni

A.A.I. (2)
A.R.H.C. G-5 (2)
G-4 (2)

M.B.I.B.O. (2)
Schooner Control Board (2)

Legal Sub-Commission (2)
Monuments Fine Arts & Archives Sub-Commission (2)

U.N.R.E.A. (2)

Salt (Monopolio dello Stato)

Tobacco (Monopolio dello Stato)

Matches (Monopolio dello Stato)

Ministero dell'Industria Commercio e Lavoro

Direzione Generale Marina Mercantile

Sette Segretario Generale Marina

Ministero delle Comunicazioni

A.A.L. (2)

A.T.H.Q. C-5 (2)

G-4 (2)

M.E.D.B.O. (2)

Schooner Control Board (2)

APPENDIX "A"

Bids for Movement by sea are required at Transportation Sub-Commission as follows:-

<u>Qd Period</u>	<u>Bids For Rome area South Italy and the islands to be rendered by</u>	<u>Bids for area North of Rome to be rendered by</u>
6 - 15 Jan.	8 Dec. 44	4 Dec. 44
16 - 25 Jan.	18 Dec.	14 Dec.
26 Jan. - 4 Feb.	28 Dec.	24 Dec.
5 - 14 Feb.	7 Jan. 45	3 Jan. 45
15 - 24 Feb.	17 Jan.	13 Jan.
25 Feb. - 6 March	27 Jan.	23 Jan.
7 - 16 March	6 Feb.	2 Feb.
17 - 26 March	16 Feb.	12 Feb.
27 March - 5 April	26 Feb.	22 Feb.
6 - 15 April	8 March	4 March
16 - 25 April	18 March	14 March
26 April - 5 May	28 March	24 March
6 - 15 May	7 April	3 April
16 - 25 May	17 April	13 April
26 May - 4 June	27 April	23 April
5 - 14 June	7 May	3 May
15 - 24 June	17 May	13 May
25 June - 4 July	27 May	23 May
5 - 14 July	6 June	2 June
15 - 24 July	16 June	12 June

It is essential that specific bids be submitted, giving all the necessary details, and that the goods are ready for movement at once.

Tel: 513

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

ALV/hs

ES/44

20 Sept 1944

4840

SUBJECT: Shipments of Food Supplies and Garments to Italy from Spain.

TO: Lt. Col. Glanville, Transportation Sub-Commission.

1. Pursuant to our conversation I have investigated the files of the Economic Section and have been unable to find the letter from G-5 on the above subject. It is requested, therefore, that you should telephone Major Glenn, G-5, ascertain its contents, and write a letter for Mr. Antolini's signature to the Political Section for reference to the Italian Ministry for Foreign Affairs, requesting the information needed by G-5.

2. The original file is attached.

*A. L. Villa*A. L. VILLA
Staff Officer
Economic Section

3 Incl:

- 1 - Memo from Ministero degli Affari Esteri 6/457/202, 9/9/44.
- 2 - Ltr re shipment of food supplies, ACC.Tn/GS/8/1/44, with incl.
- 3 - Telegram from Ministero degli Affari Esteri, 7/29/44, with translation.

*Understand from Lt Atkins original letter now**Found**For Glanville**23 Sept*

CONFIDENTIAL

COPY

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

JEB/MJG/em

Ref. C-13

30 August 1944

4839

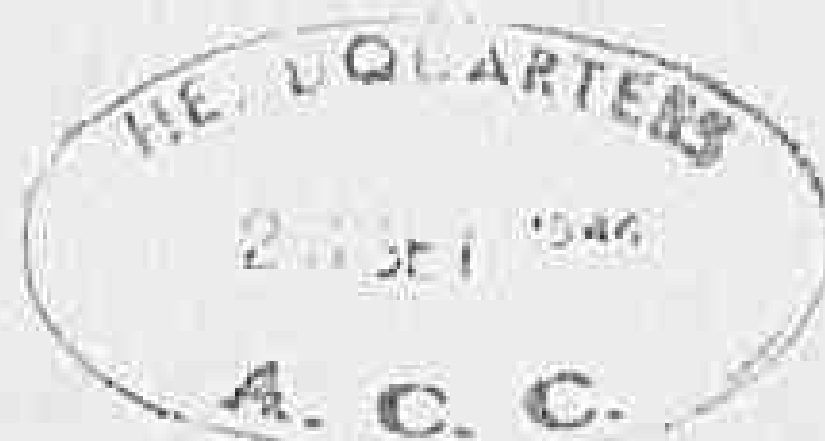
SUBJECT: Shipments of Food Supply and
Garments to Italy from Spain.

TO : Headquarters, Allied Control Commission, APO 394.
(Attn. Executive Director, Economic Section)

Ref your ACC/Tn/GS/1 dated 26 August.

1. To enable justification of the tonnage involved to be made by AFHQ, further details are requested as to the contents, the proposed method of distribution of these supplies, the desired port of discharge and the deadweight tonnage.

2. Will the Italian Embassy be responsible for the movement in Spain and delivery to Gibraltar port?



J.E. BUTTERWORTH
Colonel, Infantry
Economics & Supply Division.

CONFIDENTIAL

RRAG/nl

HEADQUARTERS

ALLIED CONTROL COMMISSION

Transportation Sub-Commission

APO 394

21 August 1944.

TO: Colonel D.S. ADAMS
Director, Transportation Sub-Commission

The system of schooner movement has been changed by the new instructions of WEDDO, principle feature being that all bids are required at Head Quarters. It is hoped to get a return to the system of decentralisation which had been successfully started. In the meantime the method to be used is detailed below.

At present the pool has been divided, giving ACC. 13000DW. This actually means a smaller tonnage than we have had for a long time, as there is not now as in the past an excess to schooners running for the services.

It is hoped by the presentation of the forecasts of requirements for September, to get a larger allotment of tonnage. In regard to the method of use, forecasts will have to be translated into specific bids with all details and forwarded to Headquarters.

It is recommended that the bid forms which have been in use by Region for passing to COGEMA with priority number marked on, should be continued and have an extra copy made for sending to Headquarters, whilst continuing to send one to local Cogenia Agents.

The purpose of sending to COGEMA Agents, is that they will always have some approved bids in hand in order of priority to fill empty schooners and thus will not be tempted to unfair discrimination.

I must explain that it is contended that COGEMA now knows the daily position of all schooners and can therefore direct them from Headquarters. This is not correct in regard to all under 20 tons schooners and the fact of local Agents having bids in hand, should prevent these under 20 tons schooners running uncontrolled.

The necessity of continuing local collection of bids and forwarding to Headquarters, is that this will prevent no local undesirables bringing their exports certificates to Rome or

1514

The system of schooner movement has been changed by the new instructions of MEDAO, principle feature being that all bids are required at Head Quarters. It is hoped to get a return to the system of decentralisation which had been successfully started. In the meantime the method to be used is detailed below.

At present the pool has been divided, giving ACO. 13000DW. This actually means a smaller tonnage than we have had for a long time, as there is not now as in the past an excess to schooners running for the services.

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The purpose of sending to COGEMA Agents, is that they will always have some approved bids in hand in order of priority to fill empty schooners and thus will not be tempted to unfair discrimination.

I must explain that it is contended that COGEMA now knows the daily position of all schooners and can therefore direct them from Headquarters. This is not correct in regard to all under 20 tons schooners and the fact of local Agents having bids in hand, should prevent these under 20 tons schooners running uncontrolled.

The necessity of continuing local collection of bids and forwarding to Headquarters, is that this will prevent no local undesirables bringing their exports certificates to Rome or Naples to get schooner allotments.

It is considered that a far greater allotment of schooners is required for the economic necessities of the country and that this improvised bidding system is purely a stop-gap.

One note of complaint. We asked from Provincial Supply Officer's for a fortnightly list of goods shipped, P.S.O's had only to insist on the local COGEMA sending this to them and if necessary refuse to let them move anything until they agreed. Only Region II forwarded this list although this knowledge of what is going on is essential to us.

4836

draft

Subject: Control of Schooners serving ACC
and Civil needs.

1. In regard to the control of schooners serving ACC and civil needs, the Shipping Sub Commission, which is understood to speak for MEDBO, have further amplified their attitude by a Memo of Aug 2nd.
2. It is considered that a revision of this attitude is an essential requirement in future plans.
3. This Memo states "that COGENA should carry out the wishes of the Economic Section of ACC by means of direction as to employment. By "direction" is meant a clear statement of wishes as to movements of cargoes, not as is usually interpreted movement of ships. It will be necessary for ACC to formulate a programme on a weekly basis of their requirements stating goods, ports of loading and discharge, consignors and consignees. When such a programme is produced the Schooner Control Committee will direct COGENA to provide the necessary shipping."
4. It will be seen from the above extract that MEDBO places such a narrow interpretation on the amount of ACC "direction" as to largely eliminate it.
5. (a) Any schemes for carrying ACC and civil needs by schooner requires detailed cooperation between ACC, the directors, and COGENA, the operators.
(b) As ACC is the authority for supervising all cargo movements this involves powers of control of COGENA and the right to knowledge of what schooners are doing.
(c) A check of this nature on COGENA is quite proper and necessary in the circumstances.
(d) No one else is making this check.
6. (a) Owing to the continued reduction of ACC personnel a plan of selecting, prioritising and forwarding cargoes by schooner was devised.
(b) In this plan the work of ACC officers and COGENA agents was interwoven.
(c) The plan was devised for the use of 50 ton schooners originally allotted to be operated by COGENA.
(d) If this method is to be used and expanded to all schooners allotted to COGENA for civil needs, then ACC authority over COGENA requires to be restored.

SCHOONER REQUIREMENTS
SEPTEMBER*noted
revisions
made*

MATERIAL	QUANTITY	FROM	TO
Sugar	1400 Tons	Catania	Naples
Salt	1350 "	Trapani	Naples
Grain	6000 "	Ancona	Barletta-Bari-Brindisi
Mix Foodstuffs	1200 "	Reggio	Naples
Mix Foodstuffs	500 "	Palermo	Naples-Anzio-Civitavecchia
Salt	600 "	S. Margherita	Giulianova-Ortona-S. Benedetto-Ancona
P.O.L.	300 "	Bari	Giulianova-Ortona-S. Benedetto-Ancona
Fertilizer for fall grain sowing	4000 "	Naples	Sicily
Spray oil for citrus spraying	75 "	Crotone	Catania
Sailclothes	15 "	Naples	Palermo
Fertilizer for fall grain sowing	400 "	Naples	Cagliari
Carbon bisulphide for grain fumigation	10 "	Naples	Cagliari
Belting for grain mills	5 "	Catania	Naples or Anzio
Animals foodstuffs	100 "	Catania	Naples or Anzio
Lemons	600 "	Messina, Palermo, Catania,	Sorrento, ~~Messina~~ Naples
Tobacco	175 "	Naples	Catania, Palermo
Tobacco	210 "	Gallipoli	Catania, Palermo
Matches	100 "		
Wine	1500 "	Gallipoli, Brindisi, Taranto	
Hemp	5000 "	Region 9	
Timber	4000 "	Calabria	Palermo or Catania

27450

*this would require effort*60,000. *the fact is*

SCHOONER REQUIREMENTS
SEPTEMBER

*unlabeled
water resources
private office*

QUANTITY	FROM	TO	PRIORITY
1400 Tons	Catania	Naples	2
1350 "	Trapani	Naples	2
6000 "	Ancona	Barletta-Bari-Brindisi	2
1200 "	Regione	Naples	2
500 "	Palermo	Naples-Anzio-Civitavecchia	2
600 "	S. Margherita	Giulianova-Ortona-S. Benedetto-Ancona	2
300 "	Bari	Giulianova-Ortona-S. Benedetto-Ancona	2
4000 "	Naples	Sicily	4
75 "	Crotone	Catania	4
15 "	Naples	Palermo	4
400 "	Naples	Cagliari	4
10 "	Naples	Cagliari	4
5 "	Catania	Naples or ANZIO	4
100 "	Catania	Naples or Anzio	8
600 "	Messina, Palermo	Sorrento, ~~Messina~~ Naples	5
175 "	Catania,		
175 "	Naples	Catania, Palermo	5
210 "	Gallipoli	Catania, Palermo	5
100 "			
1500 "	Gallipoli, Brindisi,		10
	Taranto		6
5000 "	Region 9		6
4000 "	Calabria	Palermo or Catania	6

27,450

60,000- 60,000- 60,000- 60,000-

MINISTERO DEGLI AFFARI ESTERI

PR 48/493

Mod. 25 bis
(Serv. Promiscuo Provinc.)

(1)

TELEGRAMMA DI STATO

(Veggansi le importanti avvertenze stampate a tergo)

Bollo
dell'Ufficio
accettazione

INDICAZIONE D'URGENZA	UFFICIO TELEGRAFICO		Spedito il _____ 19 _____ ore _____ per Circ. N. _____		CIRCUITO sul quale si deve fare l'invio del telegramma		
	di _____		all'Ufficio di _____ Trasmittente _____				
	DESTINAZIONE	PROVENIENZA	NUM.	PAROLE	DATA DELLA PRESENTAZIONE Giorno e mese Ore e minuti	VIA	INDICAZIONI EVENTUALI D'UFFICIO
N.B. — Scrivere una sola parola per casella; mai a tergo dei modelli. Il telegramma deve essere scritto con chiarezza per modo che la lettura ne sia facile.							
Destinatario. .	R. AMBASCIATA ITALIANA		(Ogg. Raccolta indumenti a favore sinistrati.)				
Destinazione .	MADRID						
Testo.	493-Luglio 27(.) Nostro 06(.) Ministero Marina comunica non esservi attualmente possibilità usufruire nostre navi per trasporto note casse						
Spazio riservato alla dichiarazione di Stato o cifra di Stato e bollo del funzionario mittente.	(.) Provvedesi pertanto sollecitare Commissione Alleata Controllo per utilizzare mezzi marittimi alleati(.)						
	Z O P P I						
	4835						
	NOT FOR DESPATCH						

(1) Ufficio o funzionario autorizzato a spedire telegrammi di Stato. — Si raccomanda di non omettere questa indicazione.

N.B. — La firma dovrà essere sempre seguita dall'indicazione del corpo od ufficio cui il firmatario appartiene.

1520