

ACC 10000/148/268

650/TN/1

GENERAL PORTS, SHIP + WHSE

(1 of 2 folders)

Sept. 1944 - Feb 1947

RTS, SHIP + WHSE

1/2

- Feb 1947

UNITED NATIONS
RELIEF AND REHABILITATION ADMINISTRATION
ITALIAN MISSION
Bureau of Requirements and Distribution
Sub-Bureau of Supply Operations
Ports and Shipping Division

Ref. No. RD/50/65/RSS

6 February 1947

Allied Commission
Transportation Sub-Commission
ROME
(Attn. Col. A.H. Street)

Dear Sir :

Enclosed herewith please find copies of documents which you forwarded to me for help in settlement of outstanding freight payments, payable by Allied Commission.

Mr. Burnett of Ministry of Transport informs me that all outstanding claims except two have been settled.

Thanks for your close cooperation in settling this difficult problem.

Yours truly,



CHARLES C. CROOKS
Director
Ports & Shipping Division

CCC/mi

2947

FREIGHTS OUTSTANDING ON CARGOES CARRIED IN SEA TRANSPORT CONTROLLED VESSELS

Consignor	Consignee	Vessel	Date	Voyage	Cargo	Rate
						Per Tonne
A.C.C. Bari	"	"HINDSHOLM"	9/7/45	Bari/Venice	2322 Barrels lard	2236
"	"	"NOTIA"	14/7/45	Bari/Venice	73 Barrels "ead" Arsenate	2236
"	"	"	"	"	16537 Bags Copper Sulphate	2236
"	"	"EZILDA GROZE"	20/7/45	Bari/Venice	15051 Supplies	2236
"	not AC cargo	"BERGHOLM"	11/8/45	Bari/Trieste	187 Barrels Wine	2218
Jan 17	"	"SANTURDY"	24/12/44	Bari/Ancona	2249 Barrels Supplies	2035
Jan 17	"	"SAMWASH"	31/12/44	Bari/Ancona	932 Sacks Cases supplies	2035
"	"	"EMILIO STORCHOLD"	1/1/45	Bari/Ancona	140 Sacks Supplies	2035
Jan 17	"	"NOTIA"	8/1/45	Bari/Ancona	4324 Drums Supplies 4345 Cases " " 3237 Sacks " "	2035
"	Consorzio Agrario Provinciale Ancona	"SAMANA"	9/1/45	Bari/Ancona	753 Drums Olive oil	2035
Jan 17	"	"STAR"	5/2/45	Bari/Ancona	17669 Cases Supplies	2035
"	Consorzio Agrario Prov. Le Ancona	"STAR"	16/2/45	Bari/Ancona	1108 Sacks Suppl. 222 Drums	2035
(ex "SANTURDY")	"	"SALVORE"	27/2/45	Bari/Ancona	696 Drums olive oil	2035
A.C.C. Bari	"	"SANTURDY"	28/2/45	Bari/Ancona	3548 Sacks flour	2035
Jan 17	"	"BERGHOLM"	41/3/45	Bari/Ancona	22932 Sacks Flour	2035
Jan 17	"	"BERGHOLM"	41/3/45	Bari/Ancona	1000 Drums lard	2035
"	"	"STAR"	18/3/45	Bari/Ancona	1256 Drums Olive oil	2035

WEIGHTS OUTSTANDING ON CARRIAGE CARRIED IN SEA TRANSPORT CONTROLLED VESSELS

[illegible]

- 2 3

Consignor	Consignee	Vessel	Date	Voyage	Cargo	Rate
(ex "SARGENT")	-	"PATRIOT"	15/3/45	Bari/Ancona	3996 Sacks Flour	2035
A.C.G. Bari	-	"PATRIOT"	16/3/45	Bari/Ancona	6702 Sacks Supplies 2000 Cases 3211 Drums	2035
"	Jan 17	"LYNCH"	25/3/45	Bari/Ancona	19485 Cases Supplies 5822 Sacks	2035
"	Jan 17	"PATRIOT"	26/3/45	Bari/Ancona	8595 Cases Supplies 24 Drums olive Oil	2035
"	Jan 17	"PAT"	5/4/45	Bari/Ancona	16400 Cases Supplies	2035
"	(x) Ancona	"FORREST"	27/7/44	Bari/Ancona	8459 c/s supplies	2035
"	A.C.G. Ancona	"EMPIRE TIDE"	7/8/44	Bari/Ancona	16767 c/s supplies 1770 Sacks	2035
"	-	"PAT"	15/6/44	Bari/Piombino	2735 c/s Supplies	2722
"	-	"BARKEN ANDHAVEN"	21/8/44	Bari/Ancona	20385 c/s Supplies 9277 Sacks 188 Barrels	2035
"	-	"SININGTON COURT"	10/9/44	Bari/Ancona	4652 Sacks Supplies 9695 c/s	2035
"	ALGOT Ancona	"SAMKANS"	31/10/44	Bari/Ancona	4157 Sacks Supplies 976 c/s 3 Barrels	2035
"	Jan 17	"SININGTON COURT"	15/2/44	Bari/Ancona	5155 Sacks Supplies 4850 c/s	2035

- 2 -

Vessel	Date	Voyage	Cargo	Rate	Tonnage	Freight due Lire
Brought forward 16,893,469,00						
"PAVELIN"	15/3/45	Bari/Ancona	3996 Sacks Flour	2035	181 " "	368,335,00
"ANTONIA"	18/3/45	Bari/Ancona	6798 Sacks Supplies 2500 Cases 3211 Drums " }	2035	1118 " "	2,275,450,00
"HYMENE"	25/3/45	Bari/Ancona	19185 Cases Supplies 5822 Sacks " }	2035	574 " "	1,162,090,00 ✓
"PALESTIN"	26/3/45	Bari/Ancona	8595 Cases supplies 84 Drums olive oil }	2035	203 " "	413,465,00 ✓
"PAR"	5/4/45	Bari/Ancona	16100 Cases Supplies	2035	912 " "	1,841,920,00
"FOREST"	27/1/45	Bari/Ancona	8499 c/s supplies	2035	250 " "	508,750,00
"EUPHRASIE"	7/8/45	Bari/Ancona	14767 c/s supplies 1778 Sacks " }	2035	500 " "	1,017,500,00
"PAR"	15/8/44	Bari/Piombino	2735 c/s Supplies	2782	100 " "	278,200,00
"BARON HEMAVEN"	21/3/44	Bari/Ancona	20385 c/s Supplies 9277 Sacks " " 188 barrels " }	2035	916 " "	1,865,060,00
"ST. PAVON COURT"	10/9/44	Bari/Ancona	4652 Sacks Supplies 9695 c/s " }	2035	500 " "	1,017,500,00
"SALCANGA"	31/10/44	Bari/Ancona	1457 Sacks Supplies 976 c/s " " 3 Barrels " }	2035	226 " "	459,310,00
"STARS COURTESY"	16/2/44	Bari/Ancona	3435 Sacks Supplies 4850 c/s " }	2035	352 " "	716,320,00
11128,022,349,00						

1974

- 3 -

2035

Consignor	Consignee	Vessel	Date	Voyage	Cargo	Rate
A.C.C. Bari	Region I Palermo	"GALILEO GALILEI"	20/12/44	Bari/palermo	514 Bala clothing	243
"	Jan 17 -	"ANTIDROMO"	21/12/44	Bari/ancona	3651 Drums Supplies } 12481 c/s " }	2035
Consorzio Agrario Prov.le Ancona	Consorzio Agrario Prov.le Bari	"SALVORE"	7/1/45	Ancona/Bari	9583 Bags wheat	2035
"	"	"ALISSA"	7/1/45	"	5927 " "	2035
"	"	"ORFIDA"	14/1/45	"	20340 " "	2035
"	"	"LYMNER"	19/1/45	"	15209 " "	2035
A.C.C.	ALCANTARA	"ADVIN"	11/6/45	Ancona/enice	27352 c/s Salt, sugar etc.	1
557. ACD	Region IV A.C.	"MILLORE I/2"	1/4/45	Cagliari	63 CWP Technical Stores 4 CWP	212
40 Ord. Factory	A.C. Region IV	"SANSAPARIN"	31/1/45	Cagliari	Hessian Sacks	212
A.C. Naples	A.C. Ancona	"SANGRA"	22/2/45	Ancona	2498 Drums lard	278
40 Ord. Factory	A.C. Region IV Carbonaria	"SARLEYNE"	2/3/45	Cagliari	35 b/o Hessian Sacks	212
A.C. Naples	A.C. Ancona	"ROTTA"	10/3/45	Ancona	3264 Drums lard 4798 Boxes powdered milk	278
A.C. Naples	A.C. Ancona	"FAR"	13/3/45	Ancona	6851 Drums lard 3481 cases soap 2866 " powd. milk 6948 sacks sugar	2782 2732 2782 2732
A.C. Naples	A.C. Warehouse Ancona	"ORFIDA"	28/3/45	Ancona	501 Drums lard 15205 sacks sugar	2782 2782

- 3 -

29:15

Vessel	Date	Voyage	cargo	Rate	Tonnage	Freight due Lire
					Brought forward	28,022,349,00
"GAMETRONIC"	20/12/44	Bari/palermo	511 Bags clothing	2438	944	21,942,00
"ANTIDROMI"	24/12/44	Bari/Ancona	3651 Drums Supplies } 12481 c/s "	2035	1000 "	2,035,000,00
"BALVORE"	7/1/45	Ancona/pari	9533 Bags Wheat	2035	505,8 DW	1,639,803,00
"ULISSE"	7/1/45	"	5927 " "	2035	523 "	1,674,805,00
"CRUIA"	14/1/45	"	20340 " "	2035	1385 "	2,816,140,00
"LYADICE"	19/1/45	"	15209 " "	2035	964 "	1,955,635,00
"GULVIN"	14/6/45	Ancona/enice	27352 c/s Salt, sugar etc.	1777	850 "	1,501,450,00
"HILDER I/2"	1/4/45	Cagliari	63 GWP Technical Stores 4 GWP	2127	4-4-26 12	8,506,00 8,265,90
"SANSERPIN"	31/1/45	Cagliari	Russian Sacks	2127	5 - 15	10,635,00
"SANCORA"	22/2/45	Ancona	2490 Drums lard	2782	520 - 650	1,444,640,00 194,810,00
"SABIEYTE"	2/3/45	Cagliari	35 b/c Russian Sacks	2127	5 - 15	10,635,00
"MOTIA"	10/3/45	Ancona	3261 Drums lard 4798 Boxes powdered milk	2782 2782	700 - 1000 171 - 8 - 230 - 14	1,945,400,00 481,060,00
"FAR"	13/3/45	Ancona	6851 Drums lard 36131 cases soap 2866 " powd. milk 8248 sacks sugar	2782 2782 2782 2782	1142 - 1130 732 - 976 369 - 323 299 - 310	4,011,644,00 2,036,428,00 1,026,558,00 831,818,00
"CRUIA"	28/3/45	Ancona	501 Drums lard 15205 sacks sugar	2782 2782	92 - 134 625 - 850	25,944,00 1,738,750,00

1976

7262

- 4 -

<u>Consignor</u>	<u>Consignee</u>	<u>Vessel</u>	<u>Date</u>	<u>Voyage</u>	<u>Cargo</u>	<u>rate</u>	
A.C. Naples	A.C. Leghorn	"OTIA"	30/4/45	Leghorn	8350 Cartons Dried Egg	2127	25
A.C. Whse 696	A.C. Whse 12/150	"ETILDA GREGG"	30/4/45	Leghorn	6,986 Cartons soup	2127	120

1977

2947

- 4 -

<u>Consignor</u>	<u>Consignee</u>	<u>Vessel</u>	<u>Date</u>	<u>Voyage</u>	<u>Cargo</u>	<u>rate</u>	
A.C. Naples	A.C. Leghorn	"OTIA"	30/4/45	Leghorn	8350 Cartons Dried Egg	2427	250
A.C. Whse 696	A.C. Whse 12/150						
	Leghorn	"REIDA GREGG"	30/4/45	Leghorn	6,986 Cartons soup	2427	120

1978

- 4 -

2944

<u>Vessel</u>	<u>Date</u>	<u>Voyage</u>	<u>Cargo</u>	<u>rate</u>	<u>Tonnage</u>	<u>Freight due line</u>
"OTIA"	30/4/45	Leghorn	8350 Cartons Dried Egg	2127	250 - 500	531,750,00
"EZILDA GREEN"	30/4/45	Leghorn	64986 Cartons soup	2127	120 - 1875	255,240,00

1979

2343

FREIGHTS OUTSTANDING ON CARGONS CARRIED IN SEA TRANSPORT CONTROLLED VESSELS

<u>Consignor</u>	<u>Consignee</u>	<u>Vessel</u>	<u>Date</u>	<u>Voyage</u>	<u>Cargo</u>	<u>Rate</u>
ALCOH DEPOT Ancona	<i>Passed 17 Jan 1946</i> A.M.C. 8th Army	"HERCULES"	12/5/45	Ancona/Trieste	42356 Sacks of Flour sugar etc)	1777
"	A.C. Delivery Federa- zioni	"MIDUR"	10/6/45	Ancona/Venice	28208 c/s Milk etc	1777
A.C.C.	Federazione Consor- zio Agrario Venice	"TIRISIMO"	2/7/45	"	44642 c/s Milk, Wheat	1777
AMCOT, Fed natio- ne Agraria, Ancona	A.M.C. Venice	"TIRISIMO"	26/7/45	"	12338 Sacks Flour and sugar 10647 c/s Milk etc)	1777
A.C.C. Ancona	Feder. Consorzi Venice	"SALVORE"	1/8/45	"	2160 Barrels Milk 788 g/s Egg Powder 44 ale comforters)	1777
"	A.M.C. Trieste	"SEAR"	11/8/45	Ancona/Trieste	4489 c/s sugar	1777
"	A.C.C. Trieste	"HERCULES"	3/8/45	"	18698 c/s soap Flour, etc	1777
Federazione Consorzi Ancona	Federazione Cons. Venice	"JERMO TEPIC"	12/8/45	Ancona/Venice	94470 Kgs Milk etc	1777
"	A.M.C. Trieste	"TIRISIMO"	14/8/45	Ancona/Trieste	5512 Sacks Flour	1777
Feder. Consorzi ALCOH Depot	AGH Venezia Giulia Trieste	"SALVORE"	14/8/45	Trieste	16470 Sacks Flour	1777
"	"	"SALVORE"	26/8/45	"	12,25 Sacks sugar, Flour & Dry Veget.	1777
"	"	"	7/9/45	"	6815 Sacks Flour, 5068 Cartons Dvap. Milk	1777
"	Federconsorzi Venezia	"TIRISIMO"	8/9/45	Venice	24503 cases salmon and dried veget.	1777

2943

Payment 23/1/47

S OUTSTANDING ON CARGOES CARRIED IN SEA TRANSPORT CONTROLLED VESSELS

Vessel	Date	Voyage	Cargo	Rate	Tonnage	Freight due Lire
BRIDGEMAN	12/5/45	Ancona/Trieste	42356 Sacks of Flour sugar etc)	1777	539,9 MT	958,602,00
ALFUR	10/6/45	Ancona/Venice	28208 c/s Milk etc	1777	111,7,45 MT	2,039,551,75
TRISINO	2/7/45	"	14642 c/s Milk, wheat	1777	1000 MT	1,777,000,00
ALMA	26/7/45	"	12338 Sacks Flour) and sugar 10647 c/s Milk etc)	1777	818 MT	1,439,370,00
ALVORI	1/8/45	"	2160 c/s Milk 768 c/s Egg Powder 44 c/s coffee)	1777	220 MT	390,940,00
ALFA	11/8/45	Ancona/Trieste	4489 c/s sugar	1777	146 MT	259,442,00
ALFIA	3/8/45	"	18698 c/s soup Flour, etc	1777	501,10 MT	891,165,00
ALFIO TOLO	12/8/45	Ancona/Venice	94478 c/s Milk etc	1777	1176 MT	2,089,752,00
TRISINO	11/8/45	Ancona/Trieste	5512 Sacks Flour	1777	250 MT	440,250,00
ALVORI	11/8/45	Trieste	16470 Sacks Flour	1777	747	1,327,419,00
ALVORI	26/8/45	"	16425 Sacks sugar, Flour & Dry Veget.	1777	745	1,323,865,00
"	7/9/45	"	6613 Sacks Flour, 5068 Cartons Evap. Milk	1777	400	710,800,00
ALFIA	2/9/45	Venice	21503 cases salmon and dried veget.	1777	744	1,463,447,00

1981

2012
- 2 -

<u>Consignor</u>	<u>Consignee</u>	<u>Vessel</u>	<u>Date</u>	<u>Voyage</u>	<u>Cargo</u>	<u>Rate</u>	<u>Ton</u>
Federconsorzio ALCON Dept.	A.G. Delivery Federcons. Venezia	"EMPIRE CALLOS"	31/8/45	Venice	25540 Kgs soup Sugar, etc	1777	
"	A.M.G. Venezia Region Venezia Giulia	"ZEMOCHER"	20/9/45	"	7874 Sacks Barley	1777	
"	A.M.G. Venezia Giulia-Trieste	"LINARA"	28/9/45	Trieste	15446 Sacks Barley, Sugar, Flour	1777	
A.C. Naples	A.C. Venice	"WILLIAM PARK"	16/7/45	Venice	28424 Sacks Copper sulphate	2944	924

1982

2912

1 2 1

Vessel	Date	Voyage	Cargo	Rate	Tonnage	Freight due Libe
"TEMPER CALCOB"	31/8/45	Venice	25510 Kgs Soap Sugar, etc	1777	958	1,702,566,00
"THROCKSTER"	20/9/45	"	7874 Sacks Barley	1777	750	1,332,750,00
"ELNARA"	28/9/45	Trieste	15446 Sacks Barley, Sugar, Flour	1777	992	1,762,781,00
"WILLOW PARK"	16/7/45	Venice	20424 Sacks Copper sulphate	2911	921 = 766	2,708,661,60

Bureau of Requirements & Distribution
Sub-Bureau of Supply Operations
Ports and Shipping Division

23 January 1947

To: Allied Finance Office
Allied Commission
Rome
(Attn. Col. Battensby)

Dear Col. Battensby ,

Herewith please find invoices for freight due Ministry of Transport.

I have checked these invoices with Col. Joseph Inary who was Deputy Director Food Sub Commission, at the time of the movement. He is at present with UNRRA.

I also checked them with Dr. Patara formerly transportation officer of Transportation Sub-Commission who actually ordered the vessels for the movement.

Both agree with me that payment for these services are the responsibility of Allied Commission.

Will you kindly retain this letter as a part of the record of this transaction.

CHARLES C. CROOKS
Director
Ports and Shipping Division

CCC/fl

2941

Bureau of Requirements and Distribution
 Sub-Bureau of Supply Operations
 Ports and Shipping Division

RD/50/62/PSS

17 January 1947

Financial Advisor
 Allied Commission
R O M E
 (Attn. Col. Battensby)

Dear Col. Battensby :

Attached are freight invoices for payment by Allied
 Commission.

I have checked as carefully as possible and am
 confident that these invoices are the responsibility of Allied Commission.
 In checking I have talked with Col. Joseph Emery formerly of Food Sub-Com-
 mission, who ordered the movement, with Maj. Cliff Wyatt, formerly of
 Accounts Branch, Transportation Sub-Commission, who believes the payment
 is for account of A.C. I recognize the signatures of the officers who
 signed the bills of lading. I have also talked with Capt. Lester of
 Warehouse Branch who was in on the stock pile program and agrees with the
 rest of us.

May I ask that this letter be included in the record
 of these transactions.

Yours truly,

CHARLES G. CROCKS
 Director
 Ports & Shipping Division

CCC/ml

cc : R & D (1)
 Supop (1)
 P & S (3)

29:0

24 Jan 1947

These are for vessels not under M.O.W.T. Contact as far³⁹ as can
be seen, and therefore we are not interested

Cut

C^{IE} DES PHOSPHATES
& DU CHEMIN DE FER
DE GAFSA

(TUNISIE)

60, Rue de la Victoire
PARIS

R.C. Sousse: 36.-

N^{OS} D'ORDRE
PARIS
S FAX 9



Chargé en bon état et bonnes conditions par la
COMPAGNIE DES PHOSPHATES & DU CHEMIN DE FER DE GAFSA

sur le vapeur Français "ARGONNE"

Capitaine R. Brient actuellement dans le port de Sfax

Deux mille neuf cent quatre vingt dix tonnes de 1.000 K^o., soit: 2.99

Cale N^o1: 816 T.- Cale N^o2: 1.000 T.- Cale N^o3: 750 T.- Cale N^o4: 4

de PHOSPHATE DE CHAUX NATUREL EN VRAC (QUALITÉ 58/63)

à délivrer en bon état et en bonnes conditions dans le port de

TARENTE à l'ordre de ALLIED CONTR

COMMISSION

Prix et toutes autres conditions suivant (LE FRETT SERA REGL
PAR LE GOUVERNEMENT PROVISIOIRE DE LA REPUBLIQUE FRANCAISE).....

*y compris la clause d'exonération. Le présent connaissement est établi
et signé en quatre exemplaires, tous de mêmes teneur et date, étant entendu
que lorsque l'un de ces connaissements sera accompli, les autres seront nuls.*

*Le Capitaine reconnaît avoir reçu de la COMPAGNIE DE GAFSA à valoir sur sa
fact la somme de F^{rs} NEANT 1.....*

L^e NEANT 1.....

S FAX le Vingt quatre DECEMBRE/94.-

LE CAPITAINE

[Signature]

LES CHARGEURS

C^{IE} DES PHOSPHATES & DU CHEMIN DE FER DE GAFSA
S^{on} Agent Principal d'Embarquement

[Signature]

PHOSPHATES

CHEMIN DE FER

GA FSA

(UNISIE)

de la Victoire

PARIS

se: 36.-

(PARIS

(S FAX 9



Chargé en bon état et bonnes conditions par la
COMPAGNIE DES PHOSPHATES & DU CHEMIN DE FER DE GAFSA

sur le vapeur Français "ARGONNE"

Capitaine R. Brient actuellement dans le port de FAX.

Deux mille neuf cent quatre vingt dix tonnes de 1.000 K^o., soit: 2.990.000 K

Cale N°1: 816 T.- Cale N°2: 1.000 T.- Cale N°3: 750 T.- Cale N°4: 424 T.

de PHOSPHATE DE CHAUX NATUREL EN VRAC (QUALITÉ 58/63)

à délivrer en bon état et en bonnes conditions dans le port de

T A R E N T E à l'ordre de ALLIED CONTROL

COMMISSION

Prix et toutes autres conditions suivant (LE FRET SERA REGLE
PAR LE GOUVERNEMENT PROVISOIRE DE LA REPUBLIQUE FRANCAISE).....

*y compris la clause d'arconération. Le présent connaissement est établi
et signé en quatre exemplaires tous de mêmes teneur et date, étant entendu
que lorsque l'un de ces connaissements sera accompli, les autres seront nuls.*

Le Capitaine reconnaît avoir reçu de la COMPAGNIE DE GAFSA *à valoir sur son*
port la somme de N E A N T 1.....

L' N E A N T 1.....

FAX le Vingt quatre DECEMBRE 44.-

LE CAPITAINE

[Signature]

LES CHARGEURS

C^o DES PHOSPHATES & DU CHEMIN DE FER DE GAFSA

[Signature]
Agent Principal Embarkement

CERTIFICAT DE POIDS

Je soussigné, R. BRIENT, Capitaine ⁹³⁷ du vapeur
Français "ARGONNE", reconnais avoir à bord de mon
navire suivant le tirant d'eau et en accord avec
les bascules automatiques de pesage des Chargeurs,
un chargement de DEUX MILLE NEUF CENT QUATREVINGT
DIX Tonnes de 1.000 K^o., (2.990.000 K^o)
de phosphate de chaux naturel en vrac, qualité
58/63, qui a été chargée du 23 au 24 Décembre
1944,
à SPAX (Tunisie) par la COMPAGNIE DES PHOSPHATES
& DU CHEMIN DE FER DE GAFSA (Tunisie).

SPAX, le 24 DECEMBRE 1944.

Le Capitaine du s/s
"ARGONNE"

CERTIFICAT DE POIDS

2936

Je soussigné, GIQUEL Paul, Capitaine du
Vapeur Français "CARTHAGE", reconnais avoir à
bord de mon navire, suivant le tirant d'eau et
en accord avec les bascules automatiques de pesa-
ge des Chargeurs, une cargaison de:
TROIS MILLE SIX CENTS Tonnes de 1.000 K^o.,
(3.600.000 K^o.)

de phosphate de chaux naturel en vrac, qualité
65/70, qui a été chargée les 26 & 27 DECEMBRE
1944 à SFAX (Tunisie), par la COMPAGNIE DES
PHOSPHATES ET DU CHEMIN DE FER DE GAFSA (Tunisie)

SFAX, le 27 DECEMBRE 1944.-

Le Capitaine du s/s
"CARTHAGE"

*Signé le 27 décembre 1944
par le capitaine du s/s
"CARTHAGE" Paul Giquel*

COMPAGNIE DES PHOSPHATES ET DU CHEMIN DE FER DE GAFSA
LE CHEF DES MARCHANDISES

Truquart

17

C^E DES PHOSPHATES
& DU CHEMIN DE FER
DE GAFSA
(TUNISIE)

60, Rue de la Victoire
PARIS
R.C.Sousse: 36.-

N^o D'ORDRE | PARIS
| S FAX
.....
10



Charge en bon état et bonnes conditions
COMPAGNIE DES PHOSPHATES & DU CHEMIN DE FER DE GAFSA
sur le vapeur Français "CARTHAGE".

Capitaine GIQUEL Paul *actuellement dans le port de*
Trois mille six cents tonnes de 1.000 K^o., soit: 3.600.000 K^o....
Cales N^o1: 795.- Cales N^o2: 1.100 T.- Cales N^o3: 1.100 T.- Cales N^o4: 1.100 T.-

de PHOSPHATE DE CHAUX NATUREL EN VRAC (QUALITE 65/70)
à décharger en bon état et en bonnes conditions dans le port de
C R O T O N E à l'ordre de ALLIED CO
COMMISSION

Sur et toutes autres conditions suivant (LE FRET SERA RE
LE GOUVERNEMENT PROVISOIRE DE LA REPUBLIQUE FRANCAISE.) *Suivant*
-tions établies par lui.) *y compris la clause d'arrondement* Le présent connaissement est é
et signé en Quatre exemplaires, tous de même teneur et date, étant ent
qui lorsque l'un de ces connaissements sera accompli, les autres seront
Le Capitaine reconnaît avoir reçu de la COMPAGNIE DE GAFSA à valoir se
pour la somme de : F^{rs} N E A N T 1.....
F^{rs} N E A N T 1.....

----- FAX le Vingt sept DECEMBRE 1944.
Déclaré bon état d'arr
Justifié par le bord LE CAPITAINE
100 - 1/2 en plus
Travail

LES CHARGEURS
C^E DES PHOSPHATES & DU CHEMIN DE FER
S'Agent Principal d'Embarquement
Travail

PHOSPHATES

CHEMIN DE FER

GAFSA

UNISIE)

de la Victoire

PARIS

se: 36.-

PARIS

FAX

IO



Chargé en bon état et bonnes conditions par la
COMPAGNIE DES PHOSPHATES & DU CHEMIN DE FER DE GAFSA

sur le vapeur

Français

"CARTHAGE".....

Capitaine GIQUEL Paul

actuellement dans le port de FAX.

Trois mille six cents tonnes de 1.000 K^o., soit: 3.600.000 K^o.....

Cales N°1: 795.- Cales N°2: 1.100 T.- Cales N°3: 1.100 T.- Cales N°4: 605 T.

de PHOSPHATE DE CHAUX NATUREL EN VRAC (QUALITÉ 65/70)

à décharger en bon état et en bonnes conditions dans le port de

CROTONNE à l'ordre de ALLIED CONTROL

COMMISSION

Sur et toutes autres conditions suivant (LE FRET SERA REGLE PAR
LE GOUVERNEMENT PROVISOIRE DE LA REPUBLIQUE FRANÇAISE.) *Suivant conven-*
tions établies par lui.) *Le présent connaissement est établi*
et signé en quatre exemplaires, tous de même teneur et date, étant entendu
que lorsque l'un de ces connaissements sera accompli, les autres seront nuls.

Le Capitaine reconnaît avoir reçu de la COMPAGNIE DE GAFSA *à valoir sur son*
port la somme de NEANT 1.....

NEANT 1.....

FAX le Vingt sept DECEMBRE 1944.

LE CAPITAINE

LES CHARGEURS
C^o DES PHOSPHATES & DU CHEMIN DE FER DE GAFSA
L'Agent Principal d'Embarquements

1992

UNITED KINGDOM COMMERCIAL CORPORATION LIMITED
c/o British Consulate General,
Algiers.

2934

23rd February, 1945.

To: HQAC, Commerce Sub-Commission, Foreign Trade
Section.
From: UKCC, North Africa.
Subject: Phosphate shipments.

.... We are enclosing with the present memorandum one original Bill of Lading and one Weight Certificate for 5,000 metric tons of 65/70% grade phosphate rock shipped per the s.s. "FLM 13" from Sfax to Torre Annunziata.

As usual, one original Bill of Lading and one sealed sample are in care of the Master addressed to the consignee.



W.H. HUMPHREYS
UKCC

cc C-5, AFHQ without enclosures.
For attention of Capt. Grady.

C^{IE} DES PHOSPHATES
& DU CHEMIN DE FER
DE GAFSA
(TUNISIE)

60, Rue de la Victoire
PARIS

R.C. Sousse: 36.-

N^{OS} D'ORDRE | PARIS
| S FAX 12



Chargé en bon état et bonnes conditions
COMPAGNIE DES PHOSPHATES & DU CHEMIN DE FER DE C

sur le vapeur Français "P.L.M.13" ..
Capitaine BERGOIN Marcellin actuellement dans le port
Cinq mille tonnes de 1.000 K^o., soit: 5.000.000 K^o
Cale N^o1: 900 T.- Cale N^o2: 1.500 T.- Cale N^o3: 1.400 T.-

de PHOSPHATE DE CHAUX NATUREL EN VRAC (QUALITE 65/70)
à décharger en bon état et en bonnes conditions dans le
TORRE-ANNUNZIATA a l'ordre de ALLIE
COMMISSION

Tout et toutes autres conditions suivant (LE FRET SERA
LE GOUVERNEMENT PROVISOIRE DE LA REPUBLIQUE FRANCAISE.)...
y compris la clause d'encouragement. Le présent connaissement est
établi en Quatre exemplaires, tous de même teneur et date, et en
qui lorsque l'un de ces connaissements sera accompli, les autres ser
ont nuls.
Le Capitaine reconnaît avoir reçu de la COMPAGNIE DE GAFSA à valoir
sur la somme de - F^{rs} NEANT /
F^{rs} NEANT /

FAX / Dix neuf FEVRIER 1945.-

LE CAPITAINE

M. Bergoin

LES CHARGEUR
C^{IE} DES PHOSPHATES & DU CHEMIN DE FER DE GAFSA
S^{on} Agent Principal d'Embarquement

J. M. L.

Charge en bon état et bonnes conditions par la
 COMPAGNIE DES PHOSPHATES & DU CHEMIN DE FER DE GAFSA

avec le capitaine Français " P.L.M.13 "
Capitaine BERGOIN Marcellin *actuellement dans le port de* FAX.
 Cinq mille tonnes de 1.000 K^o., soit: 5.000.000 K^o
 Cale N°1: 900 T.- Cale N°2: 1.500 T.- Cale N°3: 1.400 T.- Cale N°4: 1.200 T.

de PHOSPHATE DE CHAUX NATUREL EN VRAC (QUALITÉ 65/70)
à décharger en bon état et en bonnes conditions dans le port de
 TORRE-ANNUNZIATA à l'ordre de ALLIED CONTROL

COMMISSION
Sur et toutes autres conditions suivant (LE FRET SERA REGLE PAR
 LE GOUVERNEMENT PROVISoire DE LA REPUBLIQUE FRANCAISE.).....

y compris la clause d'écoulement. Le présent connaissement est établi
et signé en Quatre exemplaires *tenus de même tenor et date, étant entendu*
que lorsque l'un de ces connaissements sera accompli, les autres seront nuls.
Le Capitaine reconnaît avoir reçu de la COMPAGNIE DE GAFSA *à valoir sur son*

port la somme de - P^{te} N E A N T /
 - N E A N T /

/ FAX / Dix neuf FEVRIER 19 45.-

LE CAPITAINE

M. Bergoin

LES CHARGEURS
 C^e DES PHOSPHATES & DU CHEMIN DE FER DE GAFSA
 Agent Principal Embarquements

J. M. M.

SFAX, 1e 19 FEVRIER 1945.

CERTIFICAT DE POIDS

Je soussigné, BERGOIN Marcellin, Capitaine
du Vapeur Français "P.L.M.I3", reconnais avoir à
bord de mon navire, suivant le tirant d'eau et en
accord avec les bascules automatiques de pesage des
chargeurs, une cargaison de:

CINQ Mille tonnes de 1.000 K^o., (5.000.000 K^o)
.....

de phosphate de chaux naturel en vrac, qualité
65/70, qui a été embarquée à SFAX (Tunisie) du
17 au 19 Février 1945
par la COMPAGNIE DES PHOSPHATES ET DU CHEMIN DE
FER DE GAFSA (Tunisie).

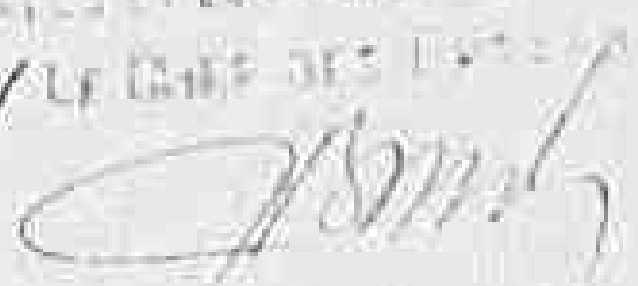
Le Capitaine du s/s
"P.L.M.I3",



Master

2932

LE DIRECTEUR DE L'ENTREPOT DE SFAX
/ LE CHEF DES PONTONS



UNITED KINGDOM COMMERCIAL CORPORATION LIMITED,
c/o British Consulate General,
Algiers.

19 FEB 1945
22 21

10th February, 1945.

To: HQAC, Commerce Sub-Commission, Foreign Trade Section.

From: UKCC, North Africa.

Subject: Phosphate shipments to Italy and/or Sicily.

....

We are attaching to the present memorandum one original Bill of Lading and one Weight Certificate for 320 metric tons of 65/70% grade phosphate rock shipped from Sfax to Barletta per the s.s. "Constante C".

As is usual, one original Bill of Lading and one sealed sample were handed to the Master addressed to the consignee.

W.H. Humphreys
W.H. HUMPHREYS
UKCC

Copy to G-5, AFHQ without enclosures.
Attention of Captain Grady.

2931

1997

C^{IE} DES PHOSPHATES
& DU CHEMIN DE FER
DE GAFSA
(TUNISIE)

60, Rue de la Victoire
PARIS

R.C. Sousse: 36.

N^{OS} D'ORDRE { PARIS
S FAX 9



Charge en bon état et bonnes conditions

COMPAGNIE DES PHOSPHATES & DU CHEMIN DE FER DE

sur le vapeur Italien "CONSTANTE C"

Capitaine Aldo STANACE actuellement dans le port

Neuf cent vingt tonnes de 1.000 K^g., soit: 920.000 K^g....

Cale N°1: 200 T.- Cale N°2: 100 T.- Cale N°3: 320 T. ...

de PHOSPHATE DE CHAUX NATUREL EN VRAC (QUALITÉ 65

à décharger en bon état et en bonnes conditions dans

B A R L E T T E à l'ordre de ALL

COMMISSION

Net et toutes autres conditions suivant (LE FRET &

LE GOUVERNEMENT PROVISOIRE DE LA REPUBLIQUE FRANCAISE.).

y compris la clause d'écoulement. Le présent connaissement

est signé en quatre exemplaires, tous de même teneur et date, et

que lorsque l'un de ces connaissements sera accompli, les autres

Le Capitaine reconnaît avoir reçu de la COMPAGNIE DE GAFSA à

pour la somme de - F^{rs} N E A N T /.....

F^{rs} N E A N T /.....

FAX le Cinq FEVRIER

1945.

LE CAPITAINE

Aldo Stanace

LES CHARGES

C^{IE} DES PHOSPHATES & DU CHI

S'Agent Principal & Co

J. S. M.

PHOSPHATES
IN DE FER
FSA
SIE)
a Victoire
IS
36.
IS
AX 9

Charge en bon état et bonnes conditions par la
COMPAGNIE DES PHOSPHATES & DU CHEMIN DE FER DE GAFSA

sur le vapeur Italien "CONSTANTE C"
Capitaine Aldo STARACE *actuellement dans le port de* FAX.
Neuf cent vingt tonnes de 1,000 K^o., soit: 920,000 K^o
Cale N°1: 300 T.- Cale N°2: 400 T.- Cale N°3: 320 T.

de PHOSPHATE DE CHAUX NATUREL EN VRAC (QUALITÉ 65/70)
à décharger en bon état et en bonnes conditions dans le port de
BARLETTA à l'ordre de ALLIED CONTROL
COMMISSION

Sous toutes autres conditions suivant (LE FRET SERA REGLE PAR
LE GOUVERNEMENT PROVISIOIRE DE LA REPUBLIQUE FRANCAISE.)

y compris la clause d'excédentation. Le présent connaissement est établi
et signé en quatre exemplaires, tous de même teneur et date, étant entendu
que lorsque l'un de ces connaissements sera accompli les autres seront nuls.

Le Capitaine reconnaît avoir reçu de la COMPAGNIE DE GAFSA *à valoir sur son*
port la somme de - F^{rs} NEANT !
F^{rs} NEANT !

FAX le Cinq FEVRIER 1945.

LECAPITAINE
Aldo Starace

LES CHARGEURS
C^o DES PHOSPHATES & DU CHEMIN DE FER DE GAFSA
S^t Agent Principal Embarkements
[Signature]

CERTIFICAT DE POIDS

Je soussigné, Aldo STARACE, Capitaine du
s/s "COSTANTE C", de Pavillon Italien, reconnais
avoir à bord de mon navire, suivant le tirant
d'eau et en accord avec les balances automatiques
de pesage des Chargeurs, une cargaison de:
Neuf cent vingt tonnes de 1.000 K^o., (920.000 K^o)
de phosphate de chaux naturel en vrac, qualité
65/70, qui a été embarquée le 5 février 1945, à
SFAX (Tunisie), par la COMPAGNIE DES PHOSPHATES ET
DU CHEMIN DE FER DE GAFSA (Tunisie).

SFAX, le 5 février 1945

Le Capitaine du
s/s "COSTANTE C",

Aldo Starace

2929

[Faint stamp and signature]

UNITED KINGDOM COMMERCIAL CORPORATION LIMITED,
c/o British Consulate General,
Algiers.

19 FEB 1945

13th February, 1945.

To: HQAC, Commerce Sub-Commission, Foreign Trade
Section.

From: UKCC, North Africa.

Subject: Phosphate shipments.

.....
We are enclosing with the present communication one original Bill of Lading and one Weight Certificate for a shipment of 1,100 metric tons of 65/70% grade phosphates shipped per the s.s. "Espiguette" from Sfax to Porto Empedocle.

As usual, one original Bill of Lading and sealed sample were handed to the Master addressed to the consignee.

[Signature]
W.H. HUMPHREYS
UKCC

Copy to G-5 without enclosures.

2928

C^{IE} DES PHOSPHATES
& DU CHEMIN DE FER
DE GAFSA
(TUNISIE)

60, Rue de la Victoire
PARIS

R.C. Sousse: 36.-

N^{OS} D'ORDRE | PARIS
| SFAX 10



Chargé en bon état et bonnes conditions

COMPAGNIE DES PHOSPHATES & DU CHEMIN DE FER DE

sur le vapeur

Français

"ESPIQUETTE"

Capitaine R. CASADONTE

actuellement dans le port

Mille cent tonnes de 1.000 K^o., soit: 1.100.000 K^o.....

Cale N^o1: 251 T.- Cale N^o2: 508 T.- Cale N^o3: 341 T.

de PHOSPHATE DE CHAUX NATUREL EN VRAC (QUALITÉ 65)

à délivrer en bon état et en bonnes conditions dans

PORTO-EMPEDOCLE à l'ordre de M.

COMMISSION

Sur et toutes autres conditions suivant (LE FRET

LE GOUVERNEMENT PROVISOIRE DE LA REPUBLIQUE FRANCAISE.)

y compris la clause d'oreniration. Le présent connaissement

est signé en quatre exemplaires, tous de même teneur et date, et

que lorsque l'un de ces connaissements sera accompli, les autres

Le Capitaine reconnaît avoir reçu de la COMPAGNIE DE GAFSA à

pour la somme de F^{rs} NEANT

LE NEANT

SFAX le Six

FEBVRIER 1945.

LE CAPITAINE

H. Casadonte

LES CHA
C^{IE} DES PHOSPHATES & DU C
S^{EC} Agent Principal de

[Signature]

SPHATES
N DE FER

FSA

SIE)

Victoire
IS

36,-

S *****

X IO



Charge en bon état et bonnes conditions par la
COMPAGNIE DES PHOSPHATES & DU CHEMIN DE FER DE GAFSA

sur le vapeur

Français

" ESPIGUETTE "

Capitaine R. CASADONTE

actuellement dans le port de FAX.

Mille cent tonnes de 1.000 K^o., soit: 1.100.000 K^o.....

Cale N°1: 251 T.- Cale N°2: 508 T.- Cale N°3: 341 T.

de PHOSPHATE DE CHAUX NATUREL EN VRAC (QUALITÉ 65/70)
à décharger en bon état et en bonnes conditions dans le port de
PORTO-EMPEDOCLE *a l'ordre de* ALLIED CONTROL
COMMISSION

Sur et toutes autres conditions suivant (LE FRET SERA REGLE PAR
LE GOUVERNEMENT PROVISOIRE DE LA REPUBLIQUE FRANCAISE.).....

y compris la clause d'orenation. Le présent connaissement est établi
et signé en quatre exemplaires tous de même teneur et date, étant entendu
que lorsque l'un de ces connaissements sera accompli, les autres seront nuls.

Le Capitaine reconnaît avoir reçu de la COMPAGNIE DE GAFSA *à valoir sur son*
port la somme de - 1^{er} N E A N T 1.....

1^{er} N E A N T 1.....

FAX le Six

FEVRIER 19 45.

LE CAPITAINE

R. Casadonte

LES CHARGEURS
C^{ie} DES PHOSPHATES & DU CHEMIN DE FER DE GAFSA
S^{on} Agent Principal d'Embarquement

[Signature]

These shipments would all appear to be from Panama
to Trieste (The B/Ls have been made out incorrectly i.e.
Consignee and Consignor) We are not interested in the L.C.T.s
but are interested in S/S Lings.

Have made a note of the Lings and have added
this voyage to the list received from Col Sherrill for
attention by Contact Commission Acheson

C.B.

FREIGHT CHARGEABLE to

Form G-94 (War) (1943)

B/L No. _____ Comprising this sheet and
continuation sheets

BILL OF LADING FOR WAR DEPARTMENT STORES

S/S LINGE

SHIPPED in apparent good order and condition on board the ship **Six Hundred and Seven** the
packages and loose articles hereinafter mentioned:* In figures, TONNAGE **607** Tons _____ Feet (1) _____ Tons _____ Feet (1)
† In words, to be delivered in the like good order and condition to:CONSIGNEE **FEDERCONSORZI (Alcom Depot)** at the PORT of **ANCONA**In witness whereof the ** Sea Transport Officer/Master of the said ship hath signed to
all of this tenor and date one of which bills being accomplished the others to stand void.Freight at the rate prescribed by the Minister of War Transport shall be payable at _____
THIS BILL OF LADING shall:

- (1) in relation to the carriage of any goods from any port in Great Britain or Northern Ireland to any other port whether in or outside Great Britain or Northern Ireland have effect subject to the provisions of the Carriage of Goods by Sea Act, 1924, and to the Rules contained in the Schedule thereto as applied by that Act and nothing herein contained shall be deemed a surrender by the Carrier of any of his rights or immunities or an increase of any of his responsibilities or liabilities under the said Act;
- (2) in relation to the carriage of any goods from any port of shipment in territory in which legislation having the like effect as the Carriage of Goods by Sea Act, 1924, of the United Kingdom is in force, have effect subject to such legislation and to the Rules contained in the Schedule thereto as applied by such legislation and nothing herein contained shall be deemed to be a surrender by the Carrier of any of his rights or immunities under the said legislation or an increase of any of his responsibilities or liabilities under the said legislation; and
- (3) in any other case have effect as if the contract of carriage herein contained were a contract of carriage to which the Carriage of Goods by Sea Act, 1924, of the United Kingdom applied and the Carrier shall be entitled to the benefit of the privileges, rights and immunities conferred by the said Act and the Rules contained in the Schedule thereto as if the same were herein specifically set out.
- If any term of this Bill of Lading be repugnant to the said Act or to the said legislation in any extent, such term shall be void to that extent but no further.

GENERAL AVERAGE: General Average shall be payable according to the York-Antwerp Rules, 1924.

The Bills of Lading Clause shall apply in relation to any voyage to or from any port in the United States of America or through United States waters.

CONSIGNEE **M.G.S. STAFF AUSTRIA 9th ARMY**
PORT of Shipment **TRIESTE**Movement
Index No.

ALL CLAUSES AND ENDORSEMENTS ARE TO BE ENTERED ON THE REVERSE

PARTICULARS OF PACKAGES				TONNAGE			
F.B.O. or Index No. and Marks	Quantity	Type	Description of Contents (with notation as to Dangerous Goods, etc.)	DEADWEIGHT		MEASUREMENT	
				Tons	Cwt	Tons	Fl.
Bags	13530	100 Lbs.	Flour	607			
GRAND TOTAL or TOTAL sent forward				Total..... 607			

Signed at **ANCONA** this **Thirty First** day of **May** 19**45**

Signature of Forwarding Officer or Consigner

** Below whichever does not apply

Signature of Master

Signature of Sea Transport Officer

Disclosure of the contents of this Bill of Lading to any unauthorized person may involve an offence against the
Act of the United States (50 U.S.C. 31 and 32 as amended) or against the Official Secrets Act, 1911 and 1920, or the
(General) Regulations of the United Kingdom.

FREIGHT CHARGEABLE to

Form G-954 (Wm) (1943)

B/L No. _____ Comprising this sheet and _____

BILL OF LADING FOR WAR DEPARTMENT STORES

SHIPPED in apparent good order and condition on board the (SHIP) _____ the _____
packages and loose articles hereinafter mentioned:

FEDERCONSORZI (Alcom Depot)

ANCONA

* In figures.
† In words.TONNAGE _____
to be delivered in the like good order and condition to:—

Tons _____ Feet _____

CONSIGNEE _____

at the PORT of _____

In witness whereof the **Sea Transport Officer/Master of the said ship hath affirmed to _____
all of this tenor and date one of which bills being accomplished the others to stand void.

Bills of Lading _____

Freight at the rate prescribed by the Minister of War Transport shall be payable at _____
THIS BILL OF LADING shall—

- (1) in relation to the carriage of any goods from any port in Great Britain or Northern Ireland to any other port whether in or outside Great Britain or Northern Ireland have effect subject to the provisions of the Carriage of Goods by Sea Act, 1924, and to the Rules contained in the Schedule thereto as applied by that Act and nothing herein contained shall be deemed a surrender by the Carrier of any of his rights or immunities or an increase of any of his responsibilities or liabilities under the said Act;
- (2) in relation to the carriage of any goods from any port of shipment in territory in which legislation having the like effect as the Carriage of Goods by Sea Act, 1924, of the United Kingdom is in force, have effect subject to such legislation and to the Rules contained in the Schedule thereto as applied by such legislation and nothing herein contained shall be deemed to be a surrender by the Carrier of any of his rights or immunities under the said legislation or an increase of any of his responsibilities or liabilities under the said legislation; and
- (3) in any other case have effect as if the contract of carriage herein contained were a contract of carriage to which the Carriage of Goods by Sea Act, 1924, of the United Kingdom applied and the Carrier shall be entitled to the benefit of the privileges, rights and immunities conferred by the said Act and the Rules contained in the Schedule thereto as if the same were herein specifically set out.
- If any term of this Bill of Lading be repugnant to the said Act or to the said legislation to any extent, such term shall be void to that extent but no further.

GENERAL AND SPECIAL CONDITIONS OF CARRIAGE apply to any goods carried from any port in the United Kingdom or through

The Rules to Marine Collision Claims shall apply in relation to any goods carried from any port in the United Kingdom or through United States waters.

Consignor's
ReferenceMovement
Index No.

CONSIGNOR _____

PORT of Shipment _____

ALL CLAUSES AND ENDORSEMENTS ARE TO BE ENTERED ON THE REVERSE

PARTICULARS OF PACKAGES				TONNAGE			
F.B.O. or Index No. and Marks	Quantity	Type	Description of Contents (with notation as to Dangerous Stores, etc.)	DEADWEIGHT		MEASUREMENT	
				Tons	GWT	Tons	CU. FT.
Bags	3106	100	Lbs. Flour	139			
Total.....				139			
GRAND TOTAL or TOTAL (Amount)	ANCONA		Twenty Nine	May			45

Signed at _____

day of _____

19 _____

Signature of Forwarding Office/Consignor _____

Signature of Master _____

** Delete which do not apply.

Signature of Sea Transport Officer _____

Disclosure of the contents of this bill of lading to any unauthorized person may involve an offence against the Espionage Act of the United States (40 U.S.C. 31 and 32 as amended) or against the Official Secrets Act, 1911 and 1920, or the Defence (General) Regulations of the United Kingdom.

FREIGHT CHARGEABLE to

Form G.964 (War) (1941)

D/L No. _____ Comprising (this sheet and continuation sheets)

BILL OF LADING FOR WAR DEPARTMENT STORES

L.C.T. 617

SHIPPED in apparent good order and condition on board the ship named _____ the packages and loose articles hereinafter mentioned: ONE HUNDRED SEVENTY NINE

179

* In figures
† In words

TONNAGE*

Tons

Feet (†)

Tons

Feet

FEDERCONSORZI (ALCOM DEPOT)

ANCON

CONSIGNEE

at the PORT of

In witness whereof the ** Sea Transport Officer/Master of the said ship hath affirmed to _____ Bills of Lading all of this tenor and date one of which Bills being accomplished the others to stand void.

Freight at the rate prescribed by the Minister of War Transport shall be payable at _____

THIS BILL OF LADING shall:

- (1) in relation to the carriage of any goods from any port in Great Britain or Northern Ireland to any other port whether in or outside Great Britain or Northern Ireland have effect subject to the provisions of the Carriage of Goods by Sea Act, 1924, and to the Rules contained in the Schedule thereto as applied by that Act and nothing herein contained shall be deemed a surrender by the Carrier of any of his rights or immunities or an increase of any of his responsibilities or liabilities under the said Act;
- (2) in relation to the carriage of any goods from any port of shipment in territory in which legislation having the like effect as the Carriage of Goods by Sea Act, 1924, of the United Kingdom is in force, have effect subject to such legislation and to the Rules contained in the Schedule thereto as applied by such legislation and nothing herein contained shall be deemed to be a surrender by the Carrier of any of his rights or immunities under the said legislation or an increase of any of his responsibilities or liabilities under the said legislation; and
- (3) in any other case have effect as if the contract of carriage herein contained were a contract of carriage to which the Carriage of Goods by Sea Act, 1924, of the United Kingdom applied and the Carrier shall be entitled to the benefit of the privileges, rights and immunities conferred by the said Act and the Rules contained in the Schedule thereto as if the same were herein specifically set out.
- If any term of this Bill of Lading be repugnant to the said Act or to the said legislation to any extent, such term shall be void to that extent but no further.

GENERAL AVERAGE: General Average shall be payable according to the York Antwerp Rules, 1924.

The Bill of Lading shall apply in relation to any voyage to or from any port in the United States of America or through United States.

CONSIGNOR

FEDERCONSORZI MILANO

(Delivery to A.C.

Federconsorzi Venezia)

Movement
Index No.

PORT of Shipment

ALL CLAUSES AND ENDORSEMENTS ARE TO BE ENTERED ON THE REVERSE

PARTICULARS OF PACKAGES				TONNAGE			
F.O.D. or Index No. and Marks	Quantity	Type	Description of Contents (with notation as to Dangerous Goods, etc.)	DEADWEIGHT		MEASUREMENT	
				Tons	Cwt	Tons	ft.
Bags	3978	100	Lbs. <i>Flour</i>	179			
Total.....				179			

2924

GRAND TOTAL or TOTAL agreed forward

Amcona

Twenty Eight

May

45

Signed at

day of

to

Signature of Person presenting Bill of Lading to the Consignee

** Entries in this Bill of Lading not valid

Signature of Master

Signature of Sea Transport Officer

Disclosure of the contents of this Bill of Lading to any unauthorized person may involve an offence against the Espionage Act of the United States (50 USC 31 and 32) or against the Official Secrets Act, 1911 and 1920, or the Defence General Regulations of the United Kingdom.

Ann. Entom. Soc. Am. 36: 1 (Wash.) [1943]

BILL OF LADING FOR WAR DEPARTMENT STORES

L.C.T. IOI
Ninety nine

TUNNAGE • 99

FEDERCONSORSI (ALCOM DEPOT)

In witness whereof the **Sea Transport Officer/Master of the said ship hath affirmed to all of this tenor and date one of which Bills being accomplished the others to stand void.

Freight at the rate prescribed by
THIS BILL OF LADING shall

THIS BILL OF LADING shall

- (1) in relation to the carriage of any goods from any port in Great Britain or Northern Ireland to any other port whether in or outside Great Britain or Northern Ireland have effect subject to the provisions of the Carriage of Goods by Sea Act, 1924, and to the Rules contained in the Schedule thereto as applied by that Act and nothing herein contained shall be deemed a surrender by the Carrier of any of his rights or immunities or an increase of any of his responsibilities or liabilities under the said Act;
- (2) in relation to the carriage of any goods from any port of shipment in territory in which legislation having the like effect as the Carriage of Goods by Sea Act, 1924, of the United Kingdom is in force, have effect subject to such legislation and to the Rules contained in the Schedule thereto as applied by such legislation and nothing herein contained shall be deemed to be a surrender by the Carrier of any of his rights or immunities under the said legislation or an increase of any of his responsibilities or liabilities under the said legislation; and
- (3) in any other case have effect as if the contract of carriage herein contained were a contract of carriage to which the Carriage of Goods by Sea Act, 1924, of the United Kingdom applied and the Carrier shall be entitled to the benefit of the privileges, rights and immunities conferred by the said Act and the Rules contained in the Schedule thereto as if the same were herein specifically set out.

If any term of this Bill of Lading is repugnant to the said Act or to the said legislation in any extent, such term shall be void to that extent but no further.

GENERAL AVERAGE. General Average shall be payable according to the York-Antwerp Rules, 1924.

The Path to Blaine College Course shall apply in relation to any voyage to or from any port in the United States of America or through United States waters.

CONSIGLIO FEDERCONSORZI MILANO (Delivery to A.C.
PORT of Shipment VENEZIA Federconsorzi - Venezia)

ALL CLAUSES AND ENDORSEMENTS ARE TO BE ENTERED ON THE REVERSE

PARTICULARS OF PACKAGES				TONNAGE			
U.S.O. or Index No. and Marks	Quantity	Type	Description of Contents (with notation as to Dangerous Goods, etc.)	DRAUGHT		DISCHARGEMENT	
				Tons	Gwt	Tons	Pl.
	2222 100	lbs	FLOUR	99	✓		

Dated at ANCONA this Twenty seven day of May 1945

Signature of Purchasing Officer or Contractor: [Signature] Signature of Master: [Signature]

* -Debate, which has yet shown, not apply

Disclosure of the contents of this Bill of Lading to any unauthorized person may involve an offence against the Espionage Act of the United States (50 U.S.C. 31 and 32 as amended) or against the Official Secrets Act, 1911 and 1920, or the Defence (General) Regulations of the United Kingdom.

Rome
FREIGHT CHARGEABLE to _____

Form G-964 (War) (1943)

B/L No. _____ Comprising this sheet and continuation sheets.

BILL OF LADING FOR WAR DEPARTMENT STORES

SHIPPED in apparent good order and condition on board the (SHIP) L.C.T. 421 the
packages and loose articles hereinafter mentioned: One hundred forty two

* In figures. TONNAGE 142 Tons Feet (1 _____ Tons Feet)
† In words. to be delivered in the like good order and condition to:—

CONSIGNEE Federconsorzi (ALCON DEPOT) at the PORT of ANCONA

In witness whereof the **Sea Transport Officer/Master of the said ship hath affirmed to _____ Bills of Lading
all of this tenor and date one of which Bills being accomplished the others to stand void.

Freight at the rate prescribed by the Minister of War Transport shall be payable at _____
THIS BILL OF LADING shall—

- (1) in relation to the carriage of any goods from any port in Great Britain or Northern Ireland to any other port whether in or outside Great Britain or Northern Ireland have effect subject to the provisions of the Carriage of Goods by Sea Act, 1924, and to the Rules contained in the Schedule thereto as applied by that Act and nothing herein contained shall be deemed a surrender by the Carrier of any of his rights or immunities or an increase of any of his responsibilities or liabilities under the said Act;
 - (2) in relation to the carriage of any goods from any port of shipment in territory in which legislation having the like effect as the Carriage of Goods by Sea Act, 1924, of the United Kingdom is in force, have effect subject to such legislation and to the Rules contained in the Schedule thereto as applied by such legislation and nothing herein contained shall be deemed to be a surrender by the Carrier of any of his rights or immunities under the said legislation or an increase of any of his responsibilities or liabilities under the said legislation; and
 - (3) in any other case have effect as if the contract of carriage herein contained were a contract of carriage to which the Carriage of Goods by Sea Act, 1924, of the United Kingdom applied and the Carrier shall be entitled to the benefit of the privileges, rights and immunities conferred by the said Act and the Rules contained in the Schedule thereto as if the same were herein specifically set out.
- If any term of this Bill of Lading be repugnant to the said Act or to the said legislation to any extent, such term shall be void to that extent but no further.

GENERAL AVERAGE. General Average shall be payable according to the York-Antwerp Rules, 1924.

Tar, Bunk to Bunk Collision Clause shall apply in relation to any voyage to or from any port in the United States of America or through United States waters.

CONSIGNOR Federconsorzi Milano (Delegazione) to A/C Federconsorzi Venezia
PORT of Shipment Venezia

Movement
Index No.

ALL CLAUSES AND ENDORSEMENTS ARE TO BE ENTERED ON THE REVERSE

PARTICULARS OF PACKAGES				TONNAGE			
B/L or Index No. and Marks	Quantity	Type	Description of Contents (with notation as to Dangerous Goods, etc.)	DEADWEIGHT		MEASUREMENT	
				Tons	Cwt	Tons	CU
3168	Bags		Flour (100 Lbs.)	142	—		
Total				142			

2922

W. Reel
Capt. RE.
Technical Officer
For O.C. 993 Port Optg. Coy. RE.

GROSS TOTAL or
TOTAL carried forward

Dated at ANCONA

Signature of Forwarding Officer or Consignor

** Dates, whichever does not apply

Signature of Master

Signature of Sea Transport Officer

Disclosure of the contents of this Bill of Lading to any unauthorized person may involve an offence against the Espionage Act of the United States (50 U.S.C. 31 and 32 as amended) or against the Official Secrets Act, 1911 and 1920, or the Defence (General) Regulations of the United Kingdom.

Army Form G 954 (War) (1943)

R/L No. _____ Comprising this sheet and
continuation sheets.

BILL OF LADING FOR WAR DEPARTMENT STORES 1-5-1-307

SHIPPED in apparent good order and condition on board the One Hundred Thirty Nine the
packages and loose articles hereinafter mentioned;

* In figures. TONNAGE. Ton Feet (1) Tons Feet (1)
In words. **FEDERATION OF (Icon Depot)- ANCONA**

CONSIGNEE, _____ at the PORT of _____

In witness whereof the Sea Transport Officer/Master of the said ship hath affirmed to Bills of Lading
all of this tenor and date one of which Bills being accomplished the others to stand void.

Freight at the rate prescribed by the Minister of War Transport shall be payable at THIS BILL OF LADING shall—

THIS BILL OF LADING shall—

- (1) in relation to the carriage of any goods from any port in Great Britain or Northern Ireland to any other port whether in or outside Great Britain or Northern Ireland have effect subject to the provisions of the Carriage of Goods by Sea Act, 1924, and to the Rules contained in the Schedule thereto as applied by that Act and nothing herein contained shall be deemed a surrender by the Carrier of any of his rights or immunities or an increase of any of his responsibilities or liabilities under the said Act;
- (2) in relation to the carriage of any goods from any port of shipment in territory in which legislation having the like effect as the Carriage of Goods by Sea Act, 1924, of the United Kingdom is in force, have effect subject to such legislation and to the Rules contained in the Schedule thereto as applied by such legislation and nothing herein contained shall be deemed to be a surrender by the Carrier of any of his rights or immunities under the said legislation or an increase of any of his responsibilities or liabilities under the said legislation; and
- (3) in any other case have effect as if the contract of carriage herein contained were a contract of carriage to which the Carriage of Goods by Sea Act, 1924, of the United Kingdom applied, and the Carrier shall be entitled to the benefit of the privileges, rights and immunities conferred by the said Act and the Rules contained in the Schedule thereto as if the same were herein specifically set out.

If any term of this Bill of Lading be repugnant to the said Act or to the said legislation to any extent, such term shall be void to that extent but no further.

GENERAL AVERAGE. General Average shall be payable according to the York-Antwerp Rules, 1924.

GENERAL AVERAGE. General Average shall be payable according to the York-Antwerp Rules, 1924.
The Both to and from the General Average shall apply in relation to the voyage to or from any port in the United States of America or through the Canal Zone.

CONSIGNOR

PORT of Shipment

ALL CLAUSES AND ENDORSEMENTS ARE TO BE ENTERED ON THE REVERSE

[illegible]

GRAND TOTAL or
TOTAL carried forward

Thirtieth

~~May~~

45

1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 26

Abstract

Wiley

19

Signature of Participating Officer: _____

6. Measurement of Risk

.. *De la vie de la République*

1. Seniority of Sea Transport Officer

Graduate of the postgraduate program of Law at my enrollment station was involved in offense against the Espionage Act of the United States, 180 U.S.C. 3, and 32 as amended, or against the Official Secrets Act, 1911 and 1920, or the Defense (General) Regulations of the United Kingdom.

FREIGHT CHARGEABLE to

Army Form 6061 (War) (1911)

B/L No.

Comprising this sheet and continuation sheets.

BILL OF LADING FOR WAR DEPARTMENT STORES

SHIPPED in apparent good order and condition on board the (SHIP) **L.C.T. 388**

packages and loose articles hereinafter mentioned:

ONE HUNDRED FIFTY TWO* In figures.
† In words.TONNAGE **152** Tons. Part of Tons. Feet.

to be delivered in the like good order and condition to:

CONSIGNEE **FEDERCONSORZI (ALCOM DEPOT)**at the PORT of **ANCONA**In witness whereof the Sea Transport Officer/Master of the said ship hath affirmed to
affix the tenor and date one of which Bills being accomplished the others be void.

Bill of Lading

Freight at the rate prescribed by the Minister of War Transport shall be payable as
THIS BILL OF LADING shall:

- (1) in relation to the carriage of any goods from any port in Great Britain or Northern Ireland to any other port whether in or outside Great Britain or Northern Ireland have effect subject to the provisions of the Carriage of Goods by Sea Act, 1924, and to the Rules contained in the Schedule thereto as applied by that Act and nothing herein contained shall be deemed a surrender by the Carrier of any of his rights or immunities or an increase of any of his responsibilities or liabilities under the said Act;
- (2) in relation to the carriage of any goods from any port of shipment in territory in which legislation having the like effect as the Carriage of Goods by Sea Act, 1924, of the United Kingdom is in force, have effect subject to such legislation and to the Rules contained in the Schedule thereto as applied by such legislation and nothing herein contained shall be deemed to be a surrender by the Carrier of any of his rights or immunities under the said legislation or an increase of any of his responsibilities or liabilities under the said legislation; and
- (3) in any other case have effect as if the contract of carriage herein contained were a contract of carriage to which the Carriage of Goods by Sea Act, 1924, of the United Kingdom applied and the Carrier shall be entitled to the benefit of the privileges, rights and immunities conferred by the said Act and the Rules contained in the Schedule thereto as if the same were herein specially set out.
- If any term of this Bill of Lading be repugnant to the said Act or to the said legislation to any extent, such term shall be void to that extent but no further.

GENERAL AVERAGE: General Average shall be payable according to the York-Antwerp Rules, 1924.

The Deck to Barge Collision Clause shall apply in relation to any voyage to or from any port in the United States of America or through United States waters.

CONSIGNOR **M.G.S. AUSTRIA ST EIGHTH ARMY**Movement
Index No.PORT of shipment **VENEZIA****ALL CLAUSES AND ENDORSEMENTS ARE TO BE ENTERED ON THE REVERSE**

PARTICULARS OF PACKAGES				TONNAGE			
P.S.O. or Index No. and Marks	Quantity	Type	Description of Contents (with notation as to Dangerous Goods, etc.)	DECLARABLE		MEASUREMENT	
				Tons	Cwt.	Tons	Cwt.
	Bags 3366	100 lbs	FLOUR	152			

2920

GRAND TOTAL or
TOTAL cargo received

Total

152

ANCONA

SECOND

JUNE

1945

Disclosure to the contents of this Bill of Lading to any unauthorized person may involve an offence against the Espionage Act of the United Kingdom (No. 10 of 1917) and 32 as amended) or against the Official Secrets Act, 1911 and 1920, or the Defence (General) Regulations of the United Kingdom.

FREIGHT CHARGEABLE to

Amount in Great British Pounds

P.L. No.

Complete this sheet and
continue on sheets

BILL OF LADING FOR WAR DEPARTMENT STORES

STIPULATED in apparent good order and condition on board the (SHIP) L.C.T. 325
packages and loose articles (specify mentioned)

ONE HUNDRED FIFTY TWO

To be
to beTonnage 152
to be delivered in the (Said) order and condition (Said)

CONSIGNEE FEDERCONSORZI (ALCOVE DEPOT)

at the PORT of ANCONA

In Witness Whereof the (Said) Transport Officer (Said) of the said ship hath affixed his
hand and date and date of which Bill being accomplished the others to stand void.

Bill of Lading

Except as otherwise provided by the Merchant of War Transport shall be payable at

THIS BILL OF LADING shall

(1) in relation to the carriage of any goods from any port in Great Britain or Northern Ireland to any other port whether in or outside Great Britain or Northern Ireland have effect subject to the provisions of the Carriage of Goods by Sea Act, 1924, and to the Rules contained in the Schedule thereto as applied by that Act and nothing herein contained shall be deemed to surrender by the Carrier of any of his rights or privileges or an increase of any of his responsibilities or liabilities under the said Act;

(2) in relation to the carriage of any goods from any port of shipment in territory in which legislation having the like effect as the Carriage of Goods by Sea Act, 1924, of the United Kingdom is in force, have effect subject to such legislation and to the Rules contained in the Schedule thereto as applied by such legislation and nothing herein contained shall be deemed to be a surrender by the Carrier of any of his rights or privileges or an increase of any of his responsibilities or liabilities under the said legislation; and

(3) in any other case have effect as if the contract of carriage herein contained were a contract of carriage to which the Carriage of Goods by Sea Act, 1924, of the United Kingdom applied and the Carrier shall be entitled to the benefit of the provisions, rights and immunities conferred by the said Act and the Rules contained in the Schedule thereto as if the same were herein specifically set out.

From time to time this Bill of Lading be subject to the said Act or to the said legislation to any extent, such term shall be void to that extent but not further.

GENERAL AVERAGE: General Average shall be payable according to the York-Antwerp Rules, 1924.

The Deck or Collision Clause shall apply in relation to any voyage to or from any port in the United States of America or through the Canal Zone.

CONSIGNEE

M.C.S. AUSTRIA ST ETOOTH ARMY

PORT of Shipment

VENETIA

ALL CLAUSES AND ENDORSEMENTS ARE TO BE ENTERED ON THE REVERSE

PARTICULARS OF PACKAGES

TONNAGE

T.S.O. or Invoice No.
(and Date)Quantity
(Said)Description of Contents
(with notation as to Dangerous Goods, etc.)

GROSS WEIGHT

MEASUREMENT

Tons

Cwt

Tons

Ct.

Bags 3366 / 100 lbs FLOUR

152

2919

GRAND TOTAL
TOTAL carried forward

Total

152

Form No.

ANCONA

Third

June

1945

Signature of Forwarding Office or Consignee
(Delete whichever does not apply)

Signature of Master

Signature of Sea Transport Officer

Disclosure of the contents of this Bill of Lading to any unauthorized person may involve an offence against the Espionage Act of the United States (40 U.S.C. 3161 and 3162 as amended) or against the Official Secrets Act, 1911 and 1920, or the Defence (General) Regulations of the United Kingdom.

Vessel arrived 22-07-2005 08:00:00

Vessel commenced delivery:.....

Vessel completed delivery.....

Date of first report to Ship's Agent } _____
of damage and deficiencies }

Signature _____

(See paragraphs 284-290 Regulations for Supply, Transport and Barrack Services, 1930.)

* *Delete the last three words if a clean receipt can be given.*

Trans-shipments

Name of Ship	Commodity	(Gross) Quantity	Port of Discharge	Net Weights	
				Received at AC Whse.	
Arsia	Soup	36-0-0-0	Leghorn	57-7-1-8	Net
"	Milk Evap.	40-0-0-0	"	11-19-3-8	"
"	Soap	40-0-0-0	"	45-3-0-0	"
"	M+V	560-0-0-0	"	430-7-0-24	"
Hindsholm	Sugar	552-0-0-0	Ancona	498-5-0-25	"
"	Flour	450-0-0-0	"	395-7-3-10	"
Samwash	Soup	1000-0-0-0	"	774-2-2-1	"
Motia	Lard	971-0-0-0	"	803-2-2-2	"
"	M+V	100-0-0-0	"	83-13-0-19	"
"	Dry Veg.	140-0-0-0	"	134-18-0-6	"
Star	Soap	40-0-0-0	"		
"	Lard	50-0-0-0	"		
"	Sugar	50-0-0-0	"		
"	Soup	300-0-0-0	"		
Samsturdy	Pwd Milk	223-0-0-0	"	166-10-0-8	Net
"	Sugar	42-0-0-0	"	41-18-0-10	"
Hindsholm	Lard	773-0-0-0	"	657-13-3-11	"
"	Soup	227-0-0-0	"	151-10-2-15	"
Empire Southey	Dry Veg.	400-0-0-0	"	267-13-2-11	"
"	M+V	100-0-0-0	"	66-13-2-27	"

2918

TRANSLATION

13 December 1946

TO: Headquarters Allied Commission
Food and Agricultural Branch
ROME

REQUEST CO.GE.NA. for PAYMENT OF SEA FREIGHT S/S MAKERFJELL FOR TRANSPORT OF 1100 TONS OF COPPER SOLPHATE FROM ANCONA TO VENICE EFFECTED 7/7/1945.

1. On 28 September 1946 the CO.GE.NA. of Naples addressed a letter to the office of this Federazione of Venice in which it claimed payment of Lit. 1.799.512 for sea freight for the transport of 1100 tons of imported copper sulphate effected by s/s Makerfjell from Ancona to Venice on 7/7/1945. This amount was requested from the CO.GE.NA. by the Ministry of Transport, Naples, with letter No.3549 of 12 August 1946.
2. In the early part of July 1945 the s/s Harriet Becker Stowe arrived at Ancona carrying 4.337 tons of copper sulphate which was allocated by the Allied Commission to the various Consorzi Agrari including to some in the Veneto and Venezia Giulia Regions. The Allied Military Authorities of Ancona established that the quantity destined to those areas, precisely 1171 tons, had to be transhipped by water and, for that reason, ordered transshipment to Venice on the s/s Makerfjell. ~~was effected.~~
3. For the transshipping operations and for sea freight, ordered and carried out on instructions of the Allied Commission, Ancona, nothing has to be paid by this Federazione because, as known, the supplies imported at that time were delivered free along ship-side in all ports under the control of Allied Military Authorities, who supervised all the necessary operations, and, therefore, we maintain that the request of payment submitted by the CO.GE.NA. of Naples, following the request of the Ministry of Transport, has no basis. Furthermore it is to be pointed out that the ~~price~~ sales price to the consumer for the copper sulphate, imported at that time, was fixed by the Allied Commission, sub-commission of Agriculture and Finance, without taking into account ~~of~~ the above expenses and payment of them ~~it~~ would constitute an unjustified charge to this organization.
4. Considering the afore mentioned facts the writer begs to please intervene with the Ministry of Transport to drop their request of payment for subject sea freight.

2917

Awaiting your kind reply in the matter and thanking you in anticipation, we remain

Very truly yours

COPY

FREIGHT OUTFREIGHTING
ON CARGOES CARRIED IN
BRITISH MINISTRY OF TRANSPORT
CONTROLLED VESSELS

<u>Vessel</u>	<u>Date</u>	<u>Voyage</u>	<u>Commodity</u>	<u>Freight</u>
"BRUCE JARL"	16 Mar. 1945	Naples/Ancona <i>226 06 tons</i>	Flour +	Lit. 6,575,140
"VAKREJELL"	5 July 1945	Ancona/Venice <i>11 tons</i>	Copper Sulphate "	1,730,300
"SAMORST"	24 Apr. 1945	Naples/Leghorn	Paper +	" 1,785,472
"SAMOTA"	25 Feb. 1945	Naples/Ancona	General Cargo +	" 9,414,522
"OUSEL"	13 Sept. 1945	Palermo/Naples/Leghorn	Foodstuff +	" 4,313,085
"BORGHOLM"	31 Aug. 1945	Crotone/S. Antioco	1022 tons Fitprops	2,260,253
"EMPIRE DON"	Feb. 1945	Bagnoli/S. Antioco	100 ton Carbide "	16,800
Total				Lit 26,395,572

Rome, 5th November 1946

2916

BEST COPY POSSIBLE

03/1s

HEADQUARTERS ALLIED COMMISSION
Food and Agriculture Branch
AFO 794

R O M A

13 Dicembre 1946

Richiesta CC.GM.NA pagamento nolo marittimo S/C "Makerrjell" per trasporto
T.1100 solfato rame da Ancona a Venezia eseguito il 7/7/45.-

1. In data 28 settembre u.s. il CC.GM.NA. di Napoli indirizzava all'Ufficio di Venezia di questa Federazione una lettera con la quale reclamava il pagamento di L. 1.739.512.- quale importo del nolo marittimo relativo al trasporto di T.1100 di solfato di rame d'importazione, effettuato con il piroscafo "Makerrjell" da Ancona a Venezia il 7/7/1945 - importo richiesto al suddetto Cogena dal Ministry of Transport di Napoli con lettera n. 3549 del 12/6/46.

2. Ai primi del mese di luglio dello scorso anno giunse ad Ancona il piroscafo "Harriet Becker Stowe" con T. 4.337 di solfato di rame assegnato dall'A.C. a vari Consorzi Agrari fra i quali alcuni anche del Veneto e della Venezia Giulia; le Autorità Militari Alleate di Ancona stabilirono che il quantitativo destinato a tali zone, e precisamente T. 1171, venisse trasferito via mare e allo scopo fu ordinato il trasbordo sul piroscafo "Makerrjell" per il trasporto a Venezia.

3. Per le operazioni di trasbordo e per il nolo marittimo, disposti ed eseguiti per ordine dell'A.C. di Ancona, niente deve essere corrisposto da questa Federazione perché, come è noto, le merci d'importazione venivano allora consegnate franco banchina in tutti i porti controllati dalle Autorità Militari Alleate, che curavano tutte le operazioni necessarie, e quindi si ritiene che la richiesta di pagamento avanzata dal Cogena di Napoli dietro invito di quel Ministry of Transport non abbia ragione di essere. E' da tenere presente inoltre che il prezzo di vendita al consumo del solfato di rame allora importato veniva fissato dall'A.C. - Sottocommissione dell'A.C.

2915

R O L A

13 Dicembre 1943

Richiesta CO. 61.114 pagamento nolo marittimo 3/3 "Makerrijell" per trasporto
T. 1100 solfate rame da Ancona a Venezia esentato il 7/7/45.

1. In data 28 settembre u.s. il CO. 61.114 di Napoli indirizzava all'Ufficio di Venezia di questa Federazione una lettera con la quale reclamava il pagamento di L. 1.799.512.- quale importo del nolo marittimo relativo al trasporto di T. 1100 di solfato di rame d'importazione, effettuato con il piroscafo "Makerrijell" da Ancona a Venezia il 7/7/1943 - importo richiesto al suddetto Cogema dal Ministry of Transport di Napoli con lettera n. 3549 del 12/6/45.

2. Ai primi del mese di luglio dello scorso anno giunse ad Ancona il piroscafo "Harriet Becker Stone" con T. 4.337 di solfato di rame assegnato dall'A.C. a vari Consorzi Agrari fra i quali alcuni anche del Veneto e della Venezia Giulia; le Autorità Militari Alleate di Ancona stabilirono che il quantitativo destinato a tali zone, e precisamente T. 1171, venisse trasferito via mare e allo scopo fu ordinato il trasbordo sul piroscafo "Makerrijell" per il trasporto a Venezia.

2915

3. Per le operazioni di trasbordo e per il nolo marittimo, disposti ed eseguiti per ordine dell'A.C. di Ancona, niente deve essere corrisposto da questa Federazione perché, come è noto, le merci d'importazione venivano allora consegnate franco banchina in tutti i porti controllati dalle Autorità Militari Alleate, che curavano tutte le operazioni necessarie, e quindi si ritiene che la richiesta di pagamento avanzata dal Cogema di Napoli sia invito di quel Ministry of Transport non abbia ragione di essere. E' da tenere presente inoltre che il prezzo di vendita al consumo del solfato di rame allora importato veniva fissato dall'A.C. - Sottocommissione dell'Agricoltura e Sottocommissione delle Finanze - senza tener conto naturalmente della spesa di cui sopra il cui pagamento si risolverebbe pertanto in un ingiustificato onere a carico di questa Organizzazione.

4. In considerazione di quanto sopra esposto la scrivente rivolge viva preghiera a questo Comando di voler intervenire presso il Ministry of Transport affinché questi desista dalla sua richiesta del pagamento del nolo marittimo in parola.

Si resta in attesa di cortesi comunicazioni al riguardo e, ringraziando in anticipo, si prega gradire distinti saluti.

CERTIFICAT DE POIDS

Je soussigné, POLEMIS Michel, Capitaine du
Vapeur Grec "THEOMITOR", reconnais avoir à bord
de mon navire, suivant le tirant d'eau et en
accord avec les bascules automatiques de pesage
des Chargeurs, une cargaison de:

Trois mille^{TROIS} cent tonnes de 1.000 K^g.,

(3.300.000 K^g)

de phosphate de chaux naturel en vrac, qualité
65/70, qui a été embarquée à SFAX (Tunisie),
du 20 au 23 Février 1945, par la Compagnie des
Phosphates et du chemin de Fer de GAFSA (Tunisie)

SFAX, le 23/2/45.-

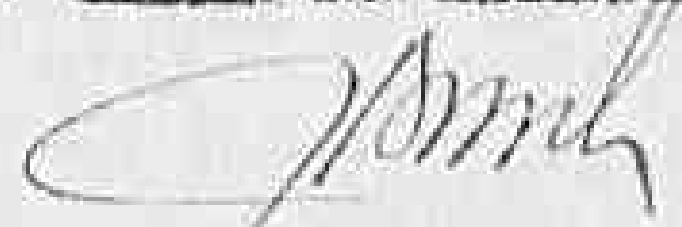
signé: M. POLEMIS

Master.

COMPAGNIE DES PHOSPHATES ET
DU CHEMIN DE FER DE GAFSA,
/Le Chef des Embarquements,

signé: BOURLOU.-

Copie certifiée conforme.
CH. DES PHOSPHATES ET CHEMIN DE FER DE GAFSA
/ LE CHEF DES EMBARQUEMENTS



UNITED KINGDOM COMMERCIAL CORPORATION LIMITED,
c/o British Consulate General,
Algiers.

16 MAR 1945
ET

8th March, 1945.

To: HQAC, Commerce Sub-Commission, Foreign Trade
Section.
From: UKCC, North Africa.
Subject: Phosphate shipments.

I should like to revert to our memorandum of the 2nd March on the above mentioned subject and with which were enclosed certain documents for a shipment of phosphate rock per the s.s. "Theomitor" from Sfax to Cagliari and Civitavecchia.

As mentioned in our despatch under reference, one Weight Certificate for the portion of the cargo for Civitavecchia, is enclosed with the present communication.

....


W.H. HUMPHREYS
UKCC

cc G-5, AFHQ without enclosures.

2913

ESTIMATED COSTS OF THE 1950-1951 FISH CATCHES OF U.S.T. VESSELS

SOMMERSET	Gagliardi/Naples	113 Tons Gen.	24.326
AUDEN ✓	Cortez/San Antonio	1208 Tons Food	3.718.226
DEBIL	Ancona/Trieste	800 Tons sugar	162.522
LENN	Naples/Ancona	2590 General	7.293.000
PORT JAIL	Grotaro/Gagliardi	1160 Food	2.777.040
TYPE JAIL ✓	Grotaro/P. Rapodaria	1016 Food	2.452.304
MASTIN	Ancona/Trieste	600 General	1.191.300
PORT MASTIN	Gagliardi/Naples	700 General	5.007.503
TATINA	Verina/Ancona	673 Food	1.708.074
WISDOM LAMBERTO	Bari/Taranto	700	357.534
REVEREND	Bari/Ancona	110 Oil	319.770
STAR	Ancona/Trieste	115 Food	287.397
REVEREND	Bari/Taranto	1115 Tons Food	6.732.764
ORCLA	Ancona/Grotaro	Grain	149.680
ORCLA	Ancona/Bardini	150 Grain	322.020

Lit. 30,461,146
 6,792,764
 27,668,382

COPY

FREIGHT OUTSTANDING
ON CARGOES CARRIED IN
BRITISH MINISTRY OF TRANSPORT
CONTROLLED VESSELS.

<u>Vessel</u>	<u>Date</u>	<u>Voyage</u>	<u>Commodity</u>	<u>Freight</u>
"BRUCE JARVIS"	16 Mar. 1945	Naples/Ancona	Flour	Lit. 6,575,140
"MAKENJELL"	8 July 1945	Ancona/Venice	Copper Sulphate	Lit. 1,730,300
"SAMCREST"	24 Apr. 1945	Naples/Leghorn	Paper	Lit. 1,785,472
"SAMOTA"	25 Feb. 1945	Naples/Ancona	General cargo	Lit. 9,414,522
"OUSEL"	13 Sept. 1945	Palermo/Naples/Leghorn	Foodstuffs	Lit. 5,313,085
"BORGHOLM"	31 Aug. 1945	Crotone/S. Antioco	1022 tons Pitprops	2,260,253
"EMPIRE DON"	Feb. 1945	Bagnoli/S. Antioco	100 ton Carbide	Lit. 316,800
Total Lit.				26,395,572

Rome, 5th November, 1946.

Burnett

2910

UNRRA

PORTS & SHIPPING DIVISION
BUREAU OF REQUIREMENTS & DISTRIBUTION
SUB-BUREAU OF SUPPLY OPERATIONS

FROM:

TO:

Mr. S.A. REGAN
Mr. C.C. CROOKSSHIPPING BRANCH

Mr. E. PIAI

PORTS & WHSE BRANCHMr. G. LESTER
Mr. U. CHILARDI
Mr. B. MODONNELL
Mr. F. RUFTO
Mr. B. COA TONI
Mr. L. VENOTTIINFORMATION SECTIONMr. A. SPOTA
Mr. G. GIUFFRIDA

DATE NOV 21 1946

Return book slip to Mail
Supervisor with reference
of file on which attached
has been put

REMARKS

RD 6102 8

ROUTING SLIP
 HEADQUARTERS
 6686 R/H Gp (OVHD)
 BAGNOLI RAILHEAD
 APO 782

Date of Basic Letter

Classification

File No.

Subject:

Number each memo consecutively. Fill in each column, initial action, draw one line across the sheet. Use the entire width of sheet for long memoranda.

No.	Date	From	To	
1.	24 Oct 46	Tpn O 6686 Rhd Gp APO 782	Tpn O 10th POF APO 391	Basic communication forwarded as a matter pertaining to your office. <i>F. J. de la Houssaye</i> F. J. DE LA HOUSSEY / Tpn O.
2	4 Nov 46	Tpn O 10th POF APO 391	Tpn O 6686 RED-GP APO 782	No information at this office, pertaining to basic communication. <i>Alfred J. Venter</i> ALFRED J. VENTER Major FA Transportation Officer
3	12 Nov 46	Tpn O 6686 Rhd Gp (Prov) APO 782	U NARA Port & Shipping Division Italian Mission Naples.	No information in this office pert to basic communication 2909 <i>F. J. de la Houssaye</i> F. J. DE LA HOUSSEY Major TC Transportation Officer
				Classification

448.0916

UNITED NATIONS
RELIEF AND REHABILITATION ADMINISTRATION
ITALIAN MISSION

Bureau of Requirements and Distribution
Sub-Bureau of Supply Operations
Ports & Shipping Division

Ref. No. RD/50/31/P&S

8 October 1946

Commanding General,
P.B.S.,
NAPLES.

Dear Sir :

During May, 1945, the Mining Division of Allied Commission issued instructions that because of the acute shortage of pit-props in the mines at Sardinia first priority was to be given to the movement of this material.

It is my understanding that the pit-props were cut in the vicinity of Catanzaro under the supervision of both British and American companies of Army Engineers.

During the period of the movement of the pit-props I was the Allied Commission representative on the MEDBO Schooner Control Board stationed at Naples. Without my prior knowledge many rail cars of pit-props were consigned to me at Naples for transshipment for "Carbosarda" at Sant'Antioco, Sardinia. I called Capt. Kinsley (not sure of name) Chief of Mining Division of Allied Commission and asked for instructions. He ordered me to arrange immediate transshipment. He advised me that freight invoices were to be sent to Allied Commission who would forward them to the proper authorities for settlement. I arranged for transshipment on large vessels and the remaining 28 tons on two small schooners,

2908

- (a) June 15th - 45 - LILIA RUGGERO - 15 tons pit-props
freight *line* 46,305
- (b) June 19th - 45 - ANTONIO MARIA - 13 tons about pit-props
freight *line* 40,159

At the same time I asked the Mining Division to please cease making these shipments to me at Naples, but to forward all future shipments to Reggio Calabria where I would arrange transshipment to Sardinia. This was eventually done. The freight charged for the entire movement are still outstanding. Mr. Janach of Carbosarda, Via Lucullo 16, Rome, advises me that the props were bought by Carbosarda from PBS and the British Army on a landed cost basis at Sant'Antioco. He tells me, however that there was no written contract, all arrangements having been made verbally. Unfortunately all the persons I dealt with in PBS, the Allied Commission, and Carbosarda at Naples are no longer available.

...../2

- 2 -

All the records of Allied Commission have been sent to Archives and are no longer available. Since the owners and operators of the ships have never been paid for their services, is it possible for you to obtain from your records, who is responsible for the payment of these freight charges. From all conversations I had during that time, and since, it is my opinion that it is the responsibility of Carbosarda to pay the freight. This is borne out by the fact that AC shipped great quantities of other materials for use by Carbosarda mines. They always paid the freight on A.C. sponsored material which was shipped from A.C. warehouses to the mines in Sardinia. We would appreciate anything you can do to help us clear up this question. 2907

My only interest in the matter is that the ship operators moved the cargo in good faith and have as yet, not been paid.

Yours very truly,

Charles C. Crooks

CHARLES C. CROOKS
Director
Ports & Shipping Division
UNRRA

CCCROOKS/mi

cc : Col. Walker, A.C. Bldg.
COGENA, Attn. Mr. Marena
CARBOSARDA, Attn. Mr. Manach
R & D (1)
Supop (1)
P & S (3)

UNITED NATIONS
RELIEF AND REHABILITATION ADMINISTRATION

RECORDED
Commanding General

11 OCT. 1946

P. B. S.

RECORDED
Naples 2905

UW. 0416

2029

Declassified E.O. 12356 Section 3.3/NND No. 185021



Ext. 470

HEADQUARTERS ALLIED COMMISSION
APO 794
ECONOMIC DIVISION
Transportation Sub - Division

AHB/nb

Ref. : AG/650/Tn. 1

21 January 47

Subject : Freight Collection.

To : British Ministry of Transport,
Rome.

1. Reference your letter G.H.B./133/46 of 30th December 46.
2. The document sent with your above quoted letter has been broken down into the following.
 - a. Freight in sterling for shipments to Middle East;
 - b. Freight in lire to Control Commission Austria;
 - c. Freight in lire for coastwise shipment in Italy.
3. Copies of a & b are attached.
4. With reference to a, as these freights are for goods transhipped from other ports and are not an A.C. commitment, it is suggested they be forwarded to the competent authorities at the War Office.
5. List B these goods were consigned to the control commission in Austria and it is suggested that they be requested to vouch for their accuracy. 2904
6. The verification of the remaining items is well in hand and it is trusted that settlement through the Allied Commission will be made shortly.

A.H. STREET
Lt. Colonel
Director.

Encl. : 2 , as above.

Ext. 470

HEADQUARTERS ALLIED COMMISSION
APO 794
ECONOMIC DIVISION
Transportation Sub - Division

AMS/fm

Ref. : AO/650/Tn.1

4 January 47

Subject : Port Taxes.

To: Director General,
I. S. R.

1. Reference your C 211/11612/27/1000 11235/5 of 27th December.
2. In order to enable us to trace these shipments will you please supply full details giving dates and number of cars delivered.
3. We should also be glad if you can obtain copies of the invoices mentioned.

A. R. STREET
Lt. Colonel
Director.

2905

UNITED NATIONS
RELIEF AND REHABILITATION ADMINISTRATION
ITALIAN MISSION
Bureau of Requirements and Distribution
Sub-Bureau of Supply Operations
Ports and Shipping Division

Ref. No. RD/14/12/P&S

22 January 1947

Col. Street
Transportation Sub-Commission
A.C.

Dear Col. Street :

After sorting all the bills of lading you gave me,
I have picked out the ones which we will claim payment on.

The others I forwarded to Mr. Burnett. He has
returned them with a self explanatory letter.

I suggest these are ready for filing in the waste
paper basket.

Charles C. Crooks

CHARLES C. CROOKS
Director
Ports & Shipping Division 2903

CCC/ml

BRITISH MINISTRY OF TRANSPORT
A.P.O. S. 551 C.M.F.

Telegrams: Shipminder, Rome.
Tel. 843041 Ext. 37

Ref: ONB/10/47

21st January, 1947.

Dear Mr. Crooks,

Attached are various Bills on which as you state Freight is payable in London.

In view of the fact that all of the Bills refer to cargo shipped under War Office Movement Instructions, I think we are safe in concluding that the Ministry of Transport, London, will have adjusted Freight with the various Consignors.

Yours sincerely,

2902



C.N. BURNETT.

British Ministry of Transport Representative
(Italian Area).

C.C. Crooks, Esq.,
U.N.R.R.A., Italian Mission,
ROME.

Enclosures.

Federazione Italiana dei Confinzi Agrari

FONDATA NEL 1892 - SEDE CENTRALE ROMA - REGISTRO IMPRESE ROMA

SERVIZIO ALIMENTARI DI IMPORTAZIONE

Per telegrammi:
FEDERALIMENTARI-ROMA
TELEFONI: 43251 - 44150 - 43665

al
MINISTERO DEL TESORO

R O M A

e p.c.

CHIEF FINANCIAL ADVISER TO THE
CHIEF COMMISSIONER C/O ECONOMIC
SECTION A.C. = R O M A

COMITATO ITALIANO GESTIONE NAVI
= N A P O L I
P.zza Carità, 32

ROMA 18 Gennaio 1947

VIA XXIV MAGGIO, 41 - CAPOLUA PORTUALE - 10121

III Gir/ca

DA CITARE NELLA RISPOSTA

PAGAMENTO NOLI MARITIMI

Si fa seguito alle lettere della scrivente datate 11-4 e 5/11/46 all'oggetto: "Spese sostenute per conto dell'A.C."

Con la citata lettera del 5/11 s.a. si rendeva noto a codesto Ministero che il Comitato Italiano Gestione Navi (CO.GI.NA) di Napoli chiedeva a questa Federazione, il pagamento del nolo di Vapori che avevano effettuato trasporti di merci da Ancona a Trieste e da Barletta ad Ancona.

Con la presente si vogliono rendere note le altre richieste di pagamento avanzate dal CO.GI.NA per i seguenti noli:

Piroscalo TAURO

- Ancona/Venezia 13/7/45 per trasporto di
tonn. 673,= di latte polvere £. 1.775.397,=

" LON

- Ancona/Trieste 24/9/45 per trasporto di
tonn. 30,416 di caffè e tonn. 19,429 di
pesce £. 437.079,55

" GILLO PARK

- Ancona/Trieste 10/9/45 per trasporto di
tonn. 215,023 di latte evaporato e tonn.
263,697 di uovo polvere £. 1.456.046,=

" TORRE JARI

- Ancona/Venezia 5/9/45 per trasporto di
tonn. 301,823 di piselli, tonn. 100,017 di
legumi, tonn. 275,421 di salmone
£. 1.384.542,=

JURKO TOPIC

- Ancona/Venezia 8/8/45 per trasporto di
tonn. 299,988 di farine, tonn. 100,050 di
latte evap. tonn. 108,092 di zucchero, tonn.
150,085 di zuppa, tonn. 177,294 di uovo
polv., tonn. 100,027 di legumi secchi, tonn.
41,114 di carne e vegetali £. 2.752.071,=
./.

FEDERAZIONE ITALIANA DEI CONSORZI AGRARI
SERVIZIO ALIMENTARI DI IMPORTAZIONE

Segue lettera in data 18/1/1947

foglio N. 2

MINISTERO DEL TESORO = R O M A

Piroscafo THEOMITOR	- Ancona/Trieste 11/9/45 per trasporto di tonn. 750,024 di orzo	£. 1.202.840,=
" SALVORE	- Ancona/Trieste 11/8/45	£. 1.227.010,35
" TUNISINO	- Ancona/Trieste 13/8/45	£. 408.980,=
" TAJHA	- Ancona/Venezia 13/7/45	£. 1.776.396,95
" MAKEFIELD	- Ancona/Venezia 8/7/45	£. 1.799.512,=

Inoltre dall'Ufficio Marittimo di Napoli della scrivente, viene inviata lettera, che si rimette in copia, nella quale è fatto presente che il suddetto CO.GE.NA richiede il pagamento del nolo del Piroscafo LINCE per trasporto effettuato il 10/5/45 da Napoli ad Ancona di tonn. 2.550 di merce dell'Allied Commission.

Lo stesso CO.GE.NA, come detto nell'allegata copia, è stato invitato dal Ministry of War Transports, a riscuotere dalla scrivente l'importo del nolo in parola.

Si è già avuto occasione di dire nella citata lettera del 5/11/46, che questa Federconsorzi ha provveduto al pagamento di quei noli per i quali ha ottenuto il riconoscimento della spesa effettuata, da parte dell'Ufficiale Alleato a ciò preposto, ma non ha potuto provvedere a regolarizzare quelli per i quali non è stato possibile ottenere la prescritta documentazione, avendo l'A.C., nel febbraio 1946, chiuso i suoi Uffici in Ancona.

Pertanto, se pure nella eventualità che codesto Ministero ritenesse sufficienti le fatture del CO.GE.NA quali documenti probatori degli esborsi che la scrivente verrebbe ad effettuare, esso provvederà al pagamento dei noli al Montovato Comitato solo e quando codesto Dicastero la autorizzerà in proposito.

Si resta in attesa di cortese riscontro.

All.1

IL VICE DIRETTORE GENERALE
(Reg. Fun. Amm. Castell. Maritt.)

C S O

FILE No: 13076/R

TRANSLATIONFROM:

Federazione Italiana dei Consorzi Agrari
(Italian Federation of Agricultural
Syndicates)

Service for Imported Foodstuff

TO:

Ministry of Treasury - Rome -

and for inf:

- Chief Financial Adviser to the Chief
Commissioner C/o Economic Section A.C.
- Comitato Italiano Gestione Navi
(Ship Management Italian Committee) - Napoli -

THEIR FILE No:

III Gir/ca

Rome 18 January 1947

SUBJECT:

Payment of freights.

Reference is made to our letters dated
11 April and 5 November 1946; subject "expenses borne for
account of A.C.".

By aforesaid letter of 5 November 1946
we informed your Ministry that the CO.GE.NA. (Ship Management
Italian Committee) of Naples had requested the payment of
freights for material carried from Ancona to Trieste and from
Barletta to Ancona.

Now we point out that the CO.GE.NA. have
also applied for the payment of the following freights:

S/S TAUTRA

- Ancona-Venezia 13 July 1945 -
transportation of 673 tons of
powder milk L. 1,776,397

./.

- 2 -

S/S LOKE

*Is. 24-9-45
200,213.00
Paid*

- Ancona-Trieste 24 September 1945 for transportation of 30.116 tons of coffee and 139.442 tons of fish L.437,079.55

S/S WILLOW PARK

*Is. 18-9-45
200,213.00
Paid*

- Ancona-Trieste 10 September 1945 for transportation of 216.023 tons of evaporated milk and 263.697 tons of egg-powder L.1,456,046.-

S/S TORRE JARL

*Is. 8-9-45
146,311.00
Paid*

- Ancona-Venezia 5 September 1945 - for transportation of 301.823 tons of pease, 100.017 tons of vegetables and 275.421 tons of salmon L.1,384,542.-

S/S JURKO TOPIC

*Is. 12-8-45
208,975.00
Paid*

- Ancona-Venezia - 8 August 1945 for transportation of 299.988 tons of flour, 300.050 tons of evaporated milk; 108.092 tons of sugar; 150.085 tons of soup; 177.294 tons of egg-power; 100.027 tons of dry vegetables; 41.114 tons of meat and vegetables L.2,752,071.-

S/S THEOMITOR

*Is. 20-9-45
1,332,720.00
Paid*

- Ancona-Trieste - 11 September 1945 for transportation of 750.024 tons of barley L. 1,202,840.-

S/S SALVORE

*Is. 14-8-45
1,327,412.00
Paid*

- Ancona-Trieste - 11 August 1945 L. 1,227,010.35

S/S TUNISINO

*Is. 14-8-45
400,300.00
Paid*

- Ancona-Trieste - 13 August 1945 L. 408.980.-

S/S TAJHA

*Is. 13-7-45
1,776,396.95
Paid*

- Ancona-Venezia - 13 July 1945 L. 1,776,396.95

S/S MAKEFIELD

*Is. 8-7-45
1,799,512.00
Paid*

- Ancona-Venezia - 8 July 1945 L. 1,799,512.-

- 3 -

Furthermore the "Ufficio Marittimo" of Naples have forwarded a letter (copy attached) (1) by which they point out that the CO.GE.NA. have also applied for freight payment of s/s LINGE carrying 2,550 tons of goods, belonging to Allied Commission, from Naples to Ancona (10 May 1945).

From said letter it appears that the Ministry of War Transports have suggested the CO.GE.NA. to apply for payment to our Federation.

As you have already been informed by our letter of 5 November 1946, quoted above, we have settled the payment of all freights for which it was possible to obtain the acknowledgment of expense by the proper Allied Authorities; but as the offices of A.C. in Ancona have closed down in February 1946, we have not been able to settle payment of the other freights still outstanding in default of the proper certificates.

In view of above, and in case your Ministry should consider the invoices of CO.GE.NA. as evidence bearing documents for the payment in question, we shall comply with the a/m Committee's request only when you will give us authority to do so.

Awaiting your kind reply.

The Director
sgd.

(1) no attached - Note translator.

BRITISH MINISTRY OF TRANSPORT
A.P.O. S. 551 C.M.F.

Telegrams: Shipminder, Rome.
Tel. 843041 Ext. 37

16th January, 1947.

Ref: ONB/5/48

Dear Mr. Crooks,

I am sending round, by Mr. Elliot, freight statements covering the Bills of Lading that you left in my office, and I trust that you will be able to arrange a speedy settlement of these accounts. As you will realise, there are many further Bills of Lading required before we can complete our accounts, and I trust that, with your influence with the Allied Commission, you will be able to get the necessary Bills of Lading before the closure of their office here.

I think you will find that the freight statements and the Bills of Lading are linked up. There is one Bill of Lading - No. 146 - for the "SANCANON" which, in my opinion, should have been, or has been, settled in London. You will notice there is no freight statement for this Bill of Lading.

Very many thanks for the efforts you are making to assist in these adjustments of freight.

Yours sincerely,

2896

Clive Burnett

C. H. BURNETT.

C. C. Crooks, Esq.,
U.N.R.R.A. Italian Mission,
ROME.

BRITISH MINISTRY OF TRANSPORT
A.P.O. S. 551 C.M.F.

Telegrams: Shipminder, Rome.
Tel. 843041 Ext. 37

30th December, 1946.

Ref: CNB/133/46

For Attention of Lt. Colonel Street.

TO : Chief Commissioner Allied Commission, Rome.
FROM : British Ministry of Transport Representative
(Italian Area), Rome.
SUBJECT: Freight Collections.

1. Reference your letter AC/650/TNI of 3 December 1946 with enclosure (ref. 13.252/F) from Economic Division A.C. to S.S.T.O. Naples and subsequent conversation Lt. Col. Street/Mr. Bell.

2. The documents in question have been received from S.S.T.O. Naples and as requested we enclose details of cargoes carried which would appear to be sponsored by Allied Commission and are not the responsibility of CO.GE.NA.

3. We should be obliged if accounts could be passed to the correct authority for early settlement.

2895

Lu Minetti
For Ministry of Transport Representative
(Italian Area).

Ext. 470

HEADQUARTERS ALLIED COMMISSION
APO 794
ECONOMIC DIVISION
Transportation Sub - Division

AMH/fm

Ref. : AC/650/Tn.1

4 January 47

Subject : Port Taxes.

To: Director General,
I.S.R.

1. Reference your C 211/11612/27/Icon 11235/5 of 27th December.
2. In order to enable us to trace these shipments will you please supply full details giving dates and number of cars delivered.
3. We should also be glad if you can obtain copies of the invoices mentioned.

A. H. STREET
Lt. Colonel
Director.

2894

Federazione Italiana dei Consorzi Agrari

FONDATA NEL 1892 - SEDE CENTRALE ROMA - REGISTRO IMPRESE ROMA

SERVIZIO APPROVVIGIONAMENTO
MATERIE UTILI ALL'AGRICOLTURA

Per telegrammi:
FEDERCONSORZI - ROMA
premettendo al testo la
parola "APPROVVIGIONAMENTO",
Telefono n. 481331

OS/1s

HEADQUARTERS ALLIED COMMISSION
Food and Agriculture Branch
APO 794

ROMA

ROMA 13 Dicembre 1946
VIA XXIV MAGGIO, 41 - Casella Postale 1317

Richiesta CO.GE.NA. pagamento nolo marittimo S/S "Makerfjell"
per trasporto T.II00 solfato rame da Ancona a Venezia eseguito
il 7/7/45.-

1. In data 28 settembre u.s. il CO.GE.NA. di Napoli indirizzava all'Ufficio di Venezia di questa Federazione una lettera con la quale reclamava il pagamento di L. 1.799.512.= quale importo del nolo marittimo relativo al trasporto di T. II00 di solfato di rame d'importazione, effettuato con il piroscafo "Makerfjell" da Ancona a Venezia il 7/7/1945 - importo richiesto al suddetto Cogena dal Ministry of Transport di Napoli con lettera n. 3549 del 12/8/46. 2893

2. Ai primi del mese di luglio dello scorso anno giunse ad Ancona il piroscafo "Harriet Beecher Stowe" con T. 4.337 di solfato di rame assegnato dall'A.C. a vari Consorzi Agrari fra i quali alcuni anche del Veneto e della Venezia Giulia; le Autorità Militari Alleate di Ancona stabilirono che il quantitativo destinato a tali zone, e precisamente T. II71, venisse trasferito via mare e allo scopo fu ordinato il trasbordo sul piroscafo "Makerfjell" per il trasporto a Venezia.

3. Per le operazioni di trasbordo e per il nolo marittimo, disposti ed eseguiti per ordine dell'A.C. di Ancona, niente deve essere corrisposto da questa Federazione perchè, come è noto, le merci d'importazione venivano allora consegnate franco banchina in tutti i porti controllati dalle Autorità Militari Alleate, che curava-

FEDERAZIONE ITALIANA DEI CONSORZI AGRARI
SERVIZIO APPROVVIGIONAMENTO MATERIE UTILI ALL'AGRICOLTURA
ROMA

Segue lettera in data

12/12/46

Ughele N.

2

no tutte le operazioni necessarie, e quindi si ritiene che la richiesta di pagamento avanzata dal Cogena di Napoli dietro invito di quel Ministry of Transport non abbia ragione di essere. E' da tenere presente inoltre che il prezzo di vendita al consumo del solfato di rame allora importato veniva fissato dall'A.C. - Sottocommissione dell'Agricoltura e Sottocommissione delle Finanze - senza tener conto naturalmente della spesa di cui sopra il cui pagamento si risolverebbe pertanto in un ingiustificato onere a carico di questa Organizzazione.

4. In considerazione di quanto sopra esposto la scrivente rivolge viva preghiera a codesto Comando di voler intervenire presso il Ministry of Transport affinché questi desista dalla sua richiesta del pagamento del nolo marittimo in parola.

Si resta in attesa di cortesi comunicazioni al riguardo e, ringraziando in anticipo, si prega gradire distinti saluti.

FEDERAZIONE ITALIANA DEI CONSORZI AGRARI
IL PROCURATORE GENERALE
Pio e Giannino

2892

Co-Ge-Ha = Compagnia Generale di Navigazione

It seems that this freight should be paid by some Allied Agency and not by Federconsorzi.

W. H. F.



13/12/46

TRANSLATION

FILE N°: ...

FROM: Italian Federation of Agricultural Syndicates
TO: Headquarters Allied Commission
 Food and Agriculture Branch - Rome -
THEIR FILE N°: OS/1s 13 December 1946
SUBJECT: CO.GE.NA. Company -
 Payment of freight for transportation of
1.100 tons of copper sulphate made on 7
 July 1945 from Ancona to Venezia by
 S/S "Makerfjell".

1. On 28 September 1946 the CO.GE.NA. Agency of Naples-
 following letter No. 3549 of 12 August 1946 addressed to them
 by the Ministry of Transport of Naples - asked our Venice Feder=
 ation to pay the amount of 1,799,512 lire as freight for trans=
 portation of 1.100 tons of imported copper sulphate from Ancona ²²⁹¹
 to Venezia, made on 7 July 1945 by S/S "Makerfjell".

2. At the beginning of July 1945 the S/S "Harriet
 Beeker Stowe" loaded with 4,337 tons of sulphate - assigned by
 A.C. to various agricultural Federations, amongst which some
 of Veneto and Venezia Giulia - arrived in Ancona. The Allied
 Military Authorities in Ancona decided the quantity assigned
 to said Zones, and exactly 1,171 tons to be transported by sea.
 Therefore the material in question was transhipped to S/S
 "Makerfjell" to be transported to Venice.

3. No payment is to be made by this Federation neither
 for transhipment of ware nor for freight ordered and made by
 order of the Ancona A.C. because, as it is well known, imported

./.

650

- 2 -

goods were then delivered free on quay in all the Harbours under the control of the Allied Military Authorities who provided for all the necessary operations. Therefore, in our opinion, the request for payment made by the CO.GE.NA. Agency, on solicitation by the local Ministry of Transport, is groundless. Besides it is to be borne in mind that the sale price of the imported copper-sulphate was then fixed by A.C., Agriculture and Finance Sub-Commissions, without taking any account of the freight expense, the payment of which would, consequently, represent an unjustified burden to this organization.

4. In view of above your Command is kindly requested to intervene with the Ministry of Transport in order that they give up their request for the payment of the freight in question.

You would greatly oblige us by giving us an early reply.

Thanking you in anticipation

We remain

Very truly Yours

Sgd. Giannini

Secretary.

2890

Subject: Disbursement Returns
in respect of RASC operated
schooners in Venice

Q (Movements)
Liaison Office
Rome
Tel. Wirebox 843191
Ext. 9302

To : Q (Movements)
GHQ CMF

587/43/113
10 January 47

S and T Directorate GHQ

CO. 22. MA.
Via dei Cestari 3
Rome

The Secretariat
Italian Shipping Board

1. Further to our signal 587/43/117 of to-day's date, (not to all), in reference to the above.
2. Com. Marana representing CORMA, brought before the Italian Shipping Board to-day, a complaint that disbursement returns in respect of schooners operated by the RASC in Venice port are being submitted only after great delay. 2889
3. This leaves owners with no security that payment will be made and has been the cause of much complaint.
4. Cdr. Marana requests that in future disbursement returns be submitted as soon as possible to CO. 22. MA. Naples, who can then negotiated payment with owners within a reasonable time.

5 and 7 Directorate CHQ

CO. 02. HA.

Via del Costanti 3

Roma

The Secretariat ✓

Italian Shipping Board

1. Further to our signal 527/22/117 of to-day's date, (not to all), in reference to the above.
2. Com. Marens representing COGIMA, brought before the Italian Shipping Board to-day, a complaint that disbursement returns in respect of schooners operated by the RASO in Venice port are being submitted only after great delay. 2289
3. This leaves owners with no security that payment will be made and has been the cause of much complaint.
4. Cdr. Marens requests that in future disbursement returns be submitted as soon as possible to CO. 02. HA. Naples, who can then negotiated payment with owners within a reasonable time.

For High Capt

(F.D. WRIGHT) Capt

for AQMG. (W)

FDW/mec

10 January 47

2047

Ext. 470

HEADQUARTERS ALLIED COMMISSION
APO 794
ECONOMIC DIVISION
Transportation Sub - Division

AHS/En

AC/650/Tn. 1

3 December 46

Subject : Outstanding Freight Cargoes.

To : Ministry of Transport Representative
(Italian Area)
APO 8 551 C.M.F.

1. Reference your letter C.M.F./101/46/R of 27th Nov. 46.

2. I am instructed to enclose copy of letter addressed to S.S.T.O.
Reply by the Economic Division of the Allied Commission re these accounts.

3. Further investigation is being carried out to determine the parties
liable and it is hoped there will be concluded in about two weeks, when you
will be advised.

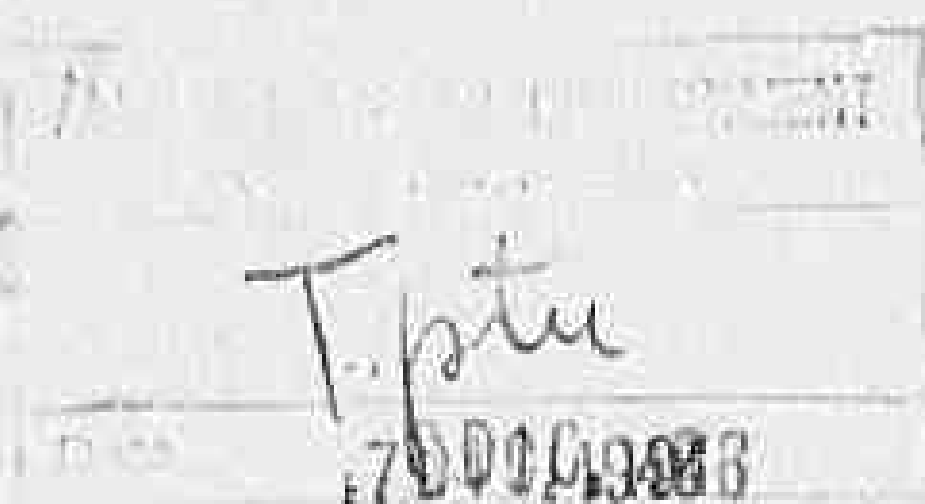
A. H. SYDNEY
Lt. Colonel
Director.

2888

Enclosure -

Copy of letter dated 29/11/46, ref. 13.252/R, from Economic Division, A.C.

650



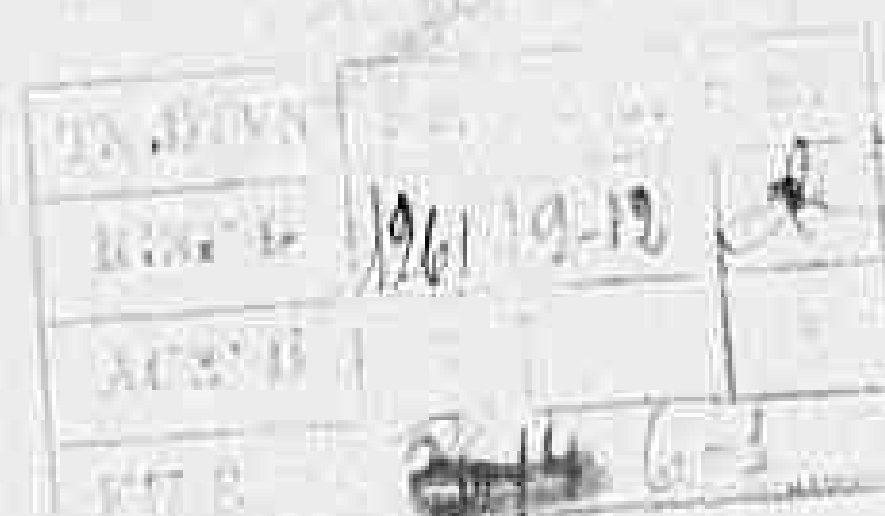
HEADQUARTERS
10TH PORT OF EMBARKATION
APO 391

26 November, 1946

AG 563.5 BPTEN

SUBJECT: Ships Activity Reporting Procedure.

TO : Allied Commission, Rome, Italy
(Attn: Transportation Sub-Commission)



1. Attached is War Department Memorandum No 53-305-3 dated 28 Oct., 1946, subject: Ship Activity Reporting Procedure.

2. All American Flag vessels carrying TOG supplies destined Venice and Trieste fall in the category of vessels to be reported by this directive. This headquarters has no representatives at the above ports to prepare the reports required by this directive. Request representatives of your headquarters on duty at Trieste and Venice prepare desired reports and forward same to this headquarters.

3. Request acknowledgement that reports can be prepared by your organization.

2887

FOR THE COMMANDING GENERAL:

R. M. TINDALL
Capt., AGD.
Asst. Adj. Gen.

cc - Hq XIII Corps

1.47/0

1st Ind

Economic Section, Allied Commission, APO 794, 5 December 1946

TO: SCAO, AMG, Venezia Giulia, Attn: Transportation Division

1. The Allied Military Government Port Liaison Officer (Lt. G. Bossard, according to your ISC/AMG/TN/314 of 19 September 46) is designated as the logical representative to prepare these reports, unless unsuitable for military reasons.

658

2. Please confirm the representative's name so that the acknowledgement requested in paragraph 3 of the basic communication can be made.

FOR THE CHIEF COMMISSIONER:-

Gilbert M. Mellin
for J. de B. WALBACH
Colonel, C.A.C.
Director

Incl (not previously listed)

1. Memo No. 55-305-3 of 28 Oct. 46.

2nd Ind

Transportation Division, AMG-VG, APO 88, 18th December 1946.

TO: Economic Section, Allied Commission, APO 794.

1. Lt. George G. Bossard is available for duties described in basic communication.

2. Lt. George G. Bossard is now complying with instructions contained in W.D. Memorandum No. 55-305-3, dated 28 October 1946. First report submitted to War Dept., Chief of Transportation on the 12th December 1946.

3. "Ship activity Report" has been wired direct to Washington, D.C. Should Lt. George G. Bossard continue to send direct or should these reports be sent to 10th Port of Embarkation by mail and direct reports to Washington discontinued?

Fred W. Rice

FRED W. RICE,
Lt. Col. Inf.

Chief Transportation Officer.

VK
2577

815.1/DIST.

15th November 1946

TO: FEDERAZIONE ITALIANA CONSUMATORI (attn. Dr. Botto)

FROM: USG BUREAU OF RELIEF SUPPLY-Distribution Branch

SUBJECT: SHIPPING DOCUMENTS

1. We have been informed by A.C. Transportation S.C.-Ports & Warehouses Division, UNRRA H.Q. - Ports & Shipping Division, UNRRA H.Q.-Supply Records Branch, that they no longer require the following shipping documents which they have been receiving to date:

- a) Transfer Notes
- b) Receiving Reports
- c) Lettere di Vettura.

2. However it would be appreciated if you would please instruct your Port Warehouse Office to dispatch in future the a/m. documents concerning all programs regularly to this Office, as they are of essential interest for our records.

2885

FOR CHIEF OF MISSION

J. IRELL

CHIEF

USG BUREAU OF RELIEF SUPPLY

cc: High Commissioner for Food-REEM
 Italian Delegation Relations w/UNRRA
 Special Assistant to Chief of Mission
 A.C. Transport. Sub Comm.-Ports & Whseas Div. ✓
 Chief Sub Bur. Relief Supply (Col. J. Irell)
 Asst. Chief Sub Bur. Relief Supply (Maj. Sinclair)
 Ports & Shipping Div. UNRRA (attn. Mr. Crooks)
 Supply Records Branch (attn. Mr. Tweed)
 Bureau R. & D.
 Distribution Branch (2)
 File (2)

650

2052

Ext.470

HEADQUARTERS ALLIED COMMISSION
APO 794
ECONOMIC DIVISION
Transportation Sub - Division

AHS/fm

AC/650/Tn.1

18 Nov. 46

Subject : P/fo "MOTIA"
Brindisi - Ancona, 9/2/1945.

To : CO.GS.NA.

1. Reference your letter 657/Pfi of 11th November.
2. Before this account is passed for payment we shall be glad to receive copy of document authorizing shipment for A.C.account.

A.H. STREET
Lt. Colonel,
Director.

2884

201

"CO. GE. NA."
COMITATO ITALIANO GESTIONE NAVI

(DIRETTORE GENERALE) L. 1000/1944 N. 314

OGGETTO	N°	DATA
P/fo "MOTIA" - Brindisi/Ancona 9/2/1945 .	617 /Pfi	NAPOLI, 11 Novembre 1946 PIAZZA CARITA. 12 - TEL. 02-211 av/af

Spett/

HEADQUARTERS ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSIONR O M A

e.p.c.

ALL' UFFICIO RAGIONERIA = SEDE

Vi interessiamo a volerci rimettere, con cortese sollecitudine, la somma di :

£. 2.943.720,== (Lit. Duemilioninovecentoquarantatremilasettecentoventi) quale nolo relativo al trasporto di tons. 1530 di farina a £. 1.924 la tonn., effettuato dal P/fo "MOTIA" da Brindisi per Ancona il 9 Febbraio 1945.

Teniamo a Vs/ disposizione la relativa polizza di carico regolarmente firmata dal Sea Transport Office di Brindisi .

In attesa di un Vs/ riscontro alla presente, ben distintamente Vi salutiamo.

P. IL DIRETTORE

(Rag. E. BORRA)

200

2054

TRANSLATION

FORM : CO.GE.NA. (Italian Shipping Board)

REF : C 57/PFI

11 Nov. 46

SUBJECT : S/S "MOTIA"

TO : Tptn. Sub-Division
Hq. M. Rome.
Att. State Treasury Rome.

1. We should be glad if you liquidate your debt of L.2.943.720.= relating to freight for 1530 tons of flour, at Lire 1924 per ton transported, on board s/s Motia, from Brindisi to Ancona, on Feb. 9th 46.
2. Respective bill of lading, duly signed by the SEA Transport Officer at Brindisi, available if required.
3. It is hoped that this demand will be favourably accepted.

FOR THE DIRECTOR
/s/Rag. E. BORBA.

2882

1. We should be glad if you liquidate your debt of L.2.943.720.= relating to freight for 1530 tons of flour, at lire 1924 per ton transported, on board s/s Motin, from Brindisi to Ancona, on Feb. 9th 46.
2. Respective bill of lading, duly signed by the SEA Transport Officer at Brindisi, available if required.
3. It is hoped that this demand will be favourably accepted.

FOR THE DIRECTOR
/s/Ray.E.BORBA.

2882

MINISTERO DELLA MARINA MERCANTILE
Ispettorato Funzionamento Porti

Roma, 28 ottobre 1946

Prot.n° 8040

AL COMANDO COMMISSIONE ALLEATA

R O M A

Sono mancanti, causa interruzioni
telegrafiche, le situazioni dei seguen-
ti porti, relative alle ore 1700 del
giorno 27 ottobre 1946=

- 1 = CAGLIARI
- 2 = S. ANTIOCO
- 3 = OLBIA
- 39 = SAVONA
- 42 = RAVENNA
- 46 = TARANTO

2881

IL COLONNELLO DI PORTO
Ispettore
(Enrico LAURICELLA)

MINISTERO DELLA MARINA MERCANTILE
Ispettorato Funzionamento Porti

Roma, 28 ottobre 1946

Prot. n° 8040

AL COMANDO COMMISSIONE ALLEATA

R O M A

La situazione, relativa alle ore 1700
del giorno 27 ottobre, è negativa per le
seguenti porti:

6 = FIUMICINO
7 = ANZIO
8 = GAIETA
10 = G/MARE DI STABIA
11 = SALERNO
12 = REGGIO CALABRIA
15 = GALLIPOLI
17 = MONOPOLI
18 = MOLFETTA
21 = MANFREDONIA
23 = LIVORNO
27 = LICATA
30 = MESSINA
35 = TONIA
40 = GELINI

IL COLONNELLO DI PORTO
Ispettore
(Enrico LAURICELLA)

5980

MINISTERO DELLA MARINA MERCANTILE

Roma,

ISPettorato Funzionamento Porti

A1

A - Situazione del Porto di CAGLIARI alle ore 1700 del 26.10.946

2 = Negative

 240

922

11

F = CAMPIDoglio

$$G = 150$$

100

11

$$K = \text{given to } (g_0)$$

Q = Marea fuori porto con automezzi tonn. 130; con carri tonn. 70; in banchina

IL COLO

2059
DELLA MARINA MERCANTILE

Roma,

2879

ottobre 1946

Prot. N.

8030/1

ATO FUNZIONAMENTO PORTI

Al Comando Commissione Alleata

R O M A

del Porto di BRIGIARE alle ore 1700 del 26.10.1946

ELIO

a)

di porto con automezzi tonn. 130; con carri tonn. 70; in banchina tonn. 200-

IL COLONNELLO DI PORTO ISPETTORE

MINISTERO DELLA MARINA MERCANTILE

Roma,

ISPETTORATO FUNZIONAMENTO PORTI

2878

Al Co

A - Situazione del Porto di

RAVENNA

alle ore

1700

del

28.12.24

B = Negativo

C = "

D = "

E = "

F = DELAGORA

G = "

H = "

I = 450

L = 28 (mh)

O = Negativo

IL COLONI

DELLA MARINA MERCANTILE

TO FUNZIONAMENTO PORTI

2878

Roma, ~~28 OTTOBRE 1946~~

Prot. N. ~~8050/42~~

Al Comando Commissione Alleata

R O M A

al Porto di ~~Genova~~ alle ore ~~17.00~~ del ~~28.10.46~~

IL COLONNELLO DI PORTO ISPETTORE

Al Comando

ISPEL TORATO FUNZIONAMENTO PORTI

2877

C = LUNA (per confusione - vuoto)

$$G = 778(.)$$
$$H = \quad =$$

5. $\frac{1}{2}$ 6. $\frac{1}{2}$ 7. $\frac{1}{2}$

$$V = \text{point}(c)$$

$\mathcal{Q} = \langle . \rangle$ A rettifica situazione precedente.

Merce fuori porto con ferrovia tonn.773=

IL COLONNEL

ARINA MERCANTILE

ONAMENTO PORTI

Roma, 20 OTTOBRE 1946

Prot. N. 8030/44

Al Comando Commissione Alleata

ROMA

2877

alle ore 1700 del 20.10.1946

onia - vuoto)

staurione precedente.

o con ferrovia tonn.773=

IL COLONNELLO DI PORTO ISPETTORE



2064

MINISTERO DELLA MARINA MERCANTILE

Roma, 28

ISPettorato Funzionamento Porti

2876

Al Comandante

A - Situazione del Porto di PIOMBINO

alle ore 1700 del 27.11.1945

B = Negativo

C = "

D = "

E = "

F = AFE = BFINGE(.)

G = =

H = = 3759

I = 200 =

K = 27(ignite) 30(f)

L = (.) Impossibile causa tempo cattivo. Merce rimasta in banchina tonn. 2279

IL COLONNELLO

MARINA MERCANTILE

Roma, 28 ottobre 1946

Prot. N. 6040/4

Al Comando Commissione Alleata

R O M A

2876

di FUMDINO

alle ore 1700 del 27.10.46

(f)

causa tempo cattivo. Merce rimasta in canchina tonn. 2279=

IL COLONNELLO DI PORTO ISPETTORE

2066

MINISTERO DELLA MARINA MERCANTILE

Roma, 28 ot

ISPETTORATO FUNZIONAMENTO PORTI

2875

Al Coma

A - Situazione del Porto di C/VECCHIE alle ore 700 del 27.10.1955

B = Negativo

C = CITTA' DI ALESSANDRIA (per Olbia)

D = Negativo

E = "

F = NICOLAS D. IMBADIET - CITTA' DI ALESSANDRIA - JAMES =

G = 101

H =

J =

K = 28(c)

34+385 pass.

pianto (gc)

60

30(gc)

Q = F/11 MINUCCI et LUC non lavorato perchè festivo. Merce fuori porto con fari
gianti portuali tonn. 161=

IL COLONNE

2067

ARINA MERCANTILE
NAMENTO PORTI

2875

Roma, 28 ottobre 1946

Prot. N. 8040/5

Al Comando Commissione Alleata
ROMA

C/VECOR alle ore 1700 del 27.10.1946

RD (per JEB12)

LA CITTA' DI ALESSANDRIA - IANUS -

364385 pass.

pronto (gc)

30 (gc)

non lavorato perchè festivo. Merce fuori porto con ferrovia tonn. 200; con galleg-
tonn. 101

IL COLONNELLO DI PORTO ISPETTORE



MINISTERO DELLA MARINA MERCANTILE

Roma, 26-12-1966

ISPETTORATO FUNZIONAMENTO PORTI

Al Comando

A - Situazione del Porto di PORTO CROCE alle ore 17.00 del 26.12.1966

B = Negativo

C = "

D = "

E = "

F = MARIA VITTORIA

G = 50

H = 2746

I = "

K = 30 (wh)

Q = Osserva resa n/n. MARIA VITTORIA per allestimento n° 2 impianti aspirazione.
 11,30 per risacca. Marea fuori porto con ferrovia tonn. 100; in banchina tonn.

IL COLONNELLO

2069
RINA MERCANTILE

INAMENTO PORTI

2874

Roma, ~~27 settembre~~ 1946

Prot. N. ~~3734/9~~

Al Comando Commissione Alleata

R O M A

~~Comandante~~ alle ore ~~10.00~~ del ~~27.9.1946~~

MARLA Valvola per allestimento n° 2 impianti aspirazione. Discarica sospesa ore
Merce fuori porto con ferrovia tonn.100; in banchina tonn.6066-

IL COLONNELLO DI PORTO ISPETTORE

2030

MINISTERO DELLA MARINA MERCANTILE

Roma,

ISPettorato Funzionamento Porti

2873

Al C

A - Situazione del Porto di BAGNOLI alle ore 700 del 27.10.1946

B = Negativo

C = "

D = "

E = "

F = DATES = SRA(.)

G = 1000 =

H = 335 470

I = = =

J = 28(?) 29(?)

K = (.) Proprietà per mancanza corrente, = merce fuori porto con ferrovia

IL COLON

A MARINA MERCANTILE

Roma, 25.10.946

Prot. N. 2040/13

UNZIONAMENTO PORTI

Al Comando Commissione Alleata

R O M A

to di BAGNOLI alle ore 700 del 27.10.946

per macchine correnti, e merce fuori porta con ferraglia tonn. 1000-

IL COLONNELLO DI PORTO ISPETTORE

MINISTERO DELLA MARINA MERCANTILE

Roma, 24 ottobre 1946

ISPETTORATO FUNZIONAMENTO PORTI

Al Comando

2872

A - Situazione del Porto di CENTONE alle ore 1700 del 27.10.1946

B = Negativo

C = "

D = "

E = "

F = ATOMIO

G = 450

H = 700

I = "

K = 30(8)

Q = Barca fuori portici con ferrovia tonn. 450=

IL COLONNELLO

MARINA MERCANTILE

Roma, 8 ottobre 1946

Prot. N. 2040/14

UNZIONAMENTO PORTI

Al Comando Commissione Alleata

R O M A

to di CHOTONE alle ore 17.00 del 27.10.1946

Porto con ferrovia tonn. 450=

IL COLONNELLO DI PORTO ISPETTORE

MINISTERO DELLA MARINA MERCANTILE

ISPETTORATO FUNZIONAMENTO PORTI

Roma, 28 settembre 1946

Al Comando C

4070

2871

A - Situazione del Porto di Trieste alle ore 1700 del 27.9.46

B = Negativo

C = P/LI EMPALCO GIARDINI per Trieste

D = Negativo

E = "

F = "

G = "

H = "

I = "

L = "

Q = Nave in bacino tonn. 2000-

IL COLONNELLO

MARINA MERCANTILE

AMMINISTRAZIONE PORTI

2871

Roma, 28 ottobre 1946

Prot. N. 3443/46

Al Comando Commissione Alleata

R O M A

di 11.000 alle ore 17.00 del 28.10.1946

DMR per Trieste

teamm. 3000

IL COLONNELLO DI PORTO ISPETTORE

2078

MINISTERO DELLA MARINA MERCANTILE

Roma, 28 ottobre

ISPETTORATO FUNZIONAMENTO PORTI

2870

Al Comando Com

A - Situazione del Porto di BARINETTA alle ore 1700 del 27.10.1946

B - LIBERO (per rilascio)

C - LIBERO (per Margherita di Savoia)

D - Negativo

E - "

F - "

G - "

H - "

I - "

K - "

L - 2/10 S. CHIARA (inoperoso per festività)

IL COLONNELLO DI

2077
INA MERCANTILE

AMENTO PORTI

2870

Roma, 28 dicembre 1946

Prot. N. 4540/19

Al Comando Commissione Alleata

ROMA

BARINETTA alle ore 1700 del 27.12.1946

o)

rita di Savoia)

per Portofino)

IL COLONNELLO DI PORTO ISPETTORE

MINISTERO DELLA MARINA MERCANTILE

Roma, 23 ottobre

ISPETTORATO FUNZIONAMENTO PORTI

2869

Al Comandante

A - Situazione del Porto di LA SAVOIA alle ore 1700 del 27.10.1946

B = VESUNO (da mare per rilascio)

C = LINDA (per mare)

D = Negativo

E = "

F = "

G = "

H = "

J = "

K = "

Q = "

IL COLONNEL

MARINA MERCANTILE

Roma, 28 ottobre 1946

Prot. N. 3040/20

UNZIONAMENTO PORTI

2869

Al Comando Commissione Alleata

R O M A

to di SAVOIA alle ore 1700 del 27.10.1946

per rilascio)

re)

IL COLONNELLO DI PORTO ISPETTORE

2080

MINISTERO DELLA MARINA MERCANTILE

ISPETTORATO FUNZIONAMENTO PORTI

2868

Roma, 28 OTTOBRE

Al Comando

A - Situazione del Porto di PIUMAZZO alle ore 1700 del 28 OTTOBRE 1946

B = D. AZZURRI (da Olbia per tonn. 3 m.v.) S. MARCO (da Genova)

D = Negativo

D = "

D = "

F = D. AZZURRI

G = 3

H = "

J = 27

K = pronto (ga)

Q = forze fuori porto con carri tonn. 3

IL COLONNELLO

MARINA MERCANTILE

IONAMENTO PORTI

2868

Roma, 28 ottobre 1946

Prot. N. 8040/22

Al Comando Commissione Alleata

R O M A

di 28 ottobre alle ore 10.00 del 28 ottobre 1946
a per l'ora 3 m.v.) GENOVA (3a Genova)

to con navi 10.00.30

IL COLONNELLO DI PORTO ISPETTORE

MINISTERO DELLA MARINA MERCANTILE

Roma, 28 ott bre

ISPETTORATO FUNZIONAMENTO PORTI

2867

Al Comando Co

A - Situazione del Porto di TRIPIANI alle ore 1700 del 27.10.946

B = UNITA

C = Negativo

D = "

E = "

F = URDICA

G = 1.500

H = "

I = "

K =olato (go)

Q = Negativo

IL COLONNELLO DI P

2083
IA MERCANTILE

MENTO PORTI

Roma,

28 ott bre 1946

Prot. N

8500/25

Al Comando Commissione Alleata

R O M A

2867

TIR DAN I

alle ore

1700

del

27.10.1946

IL COLONNELLO DI PORTO ISPETTORE



MINISTERO DELLA MARINA MERCANTILE

ISPETTORATO FUNZIONAMENTO PORTI

2866

Roma, 28 ottobre

Al Comando C

A - Situazione del Porto di PORTO CROCE alle ore 1700 del 27.10.54

B = Negativo

C = 13.000 (dimensione per mare)

D = Negativo

E = "

F = "

G = "

H = "

I = "

K = "

L = "

IL COLONNELLO D

RINA MERCANTILE

NAMENTO PORTI

Roma, _____ 23 ottobre 1946

Prof. N. BOLO/2.

Al Comando Commissione Alleata

R O M A

INTERROGATO alle ore 17.00 del 27.10.1946

UNIT 1016)

IL COLONNELLO DI PORTO ISPETTORE

MINISTERO DELLA MARINA MERCANTILE

Roma, 28 ottobre 1946

ISPETTORATO FUNZIONAMENTO PORTI

2865

Al Comando C

A - Situazione del Porto di ~~SYRACUSA~~ SIRACUSA alle ore 1700 del 27.10.46

E = Negativo

G = "

H = "

I = "

L = NEMO IAMB

M = 875

N = 2000

O = =

P = 29 (farina)

Q = Scaricamento merce per interruzione lavoro causa forte pioggia
Merce fuori porto tonn. 875 con carri.

IL COLONNELLO

ELLA MARINA MERCANTILE

Roma, 28 ottobre 1945

Prot. N. 6040/28

O FUNZIONAMENTO PORTI

Al Comando Commissione Alleata

R O M A

2865

Porto di ~~STAZIONE~~ SIRACUSA alle ore 1700 del 27.10.45

si rende per interruzione lavoro causa forte pioggia
il porto tonn. 875 con carri.

IL COLONNELLO DI PORTO ISPETTORE

MINISTERO DELLA MARINA MERCANTILE

Roma, 28 ottobre

ISPETTORATO FUNZIONAMENTO PORTI

Al Comando

286489
286482A - Situazione del Porto di CANTINIA alle ore 1700 del 27.10.1946

B = P/fo S.U. POMEREECE VICTORY - vuoto)

C = Negativo

D = "

E = "

F = DANILON = ARISA = NEDO

G = " " "

H = " " "

I = " " "

K = " " "

Q = Osservanza orario festivo

P/fo POMEREECE VICTORY arenatosi spiaggia Naja

IL COLONNELLO

Roma, 28 ottobre 1946

28645

Al Comando Commissione Alleata

R O M A

di _____

alle ore 17.20

del 27.10.946

FROM VICTORY - ON TO)

 $\lambda = 0.120$

rio Festival

5 VICTORY arenatosi sniaggia Raja

IL COLONNELLO DI PORTO ISPETTORE

MINISTERO DELLA MARINA MERCANTILE

Roma, 28 ottobre 1946

ISPETTORATO FUNZIONAMENTO PORTI

2863

Al Comando Com

A - Situazione del Porto di PALESTRA alle ore 1700 del 27.10.1946

B = Negativo

C = USTICA (per Trapani)

D = Negativo

E = "

F = USTICA = A. CONTARINI = PERTUSOLA

G = " = "

H = " 555 1000

I = 3 = "

K = pr. (ge) 28 (ge) 29 (f)

Q = Merce fuori porto con ferrovia tonn. 300; con carri tonn. 100; con automezzi tonn. 646. = E/FI PERTUSOLA = A. CONTARINI e MAID OF ATHEUS insperosi per pioggia =

IL COLONNELLO DI

DELLA MARINA MERCANTILE

Roma, 28 ottobre 1946

Prot. N. 8040/31

ATO FUNZIONAMENTO PORTI

Al Comando Commissione Alleata

R O M Adel Porto di PALERMO alle ore 1700 del 27.10.1946

(per Trapani)

A. CONTARINI = PORTUOLA

=	=
655	1000

=	=
23(50)	29(1)

Porti con tonnellata tonn. 500; con carri tonn. 100; con automezzi tonn. 10; in banchina tonn.

/Pi PORTUOLA = A. CONTARINI e MAID OF ATHEUS insperoni per pioggia=

IL COLONNELLO DI PORTO ISPETTORE

MINISTERO DELLA MARINA MERCANTILE

Roma,

ISPETTORATO FUNZIONAMENTO PORTI

Al Comando Com

2862

A - Situazione del Porto di ~~NAPOLI~~ alle ore 1700 del 27.10.45

B - MODENIGO (da Palermo) DAVIDE HUGHES (americano la P. Said con tonn. 8700 carbone in t
 (da riposto con tonn. 234 m.v. di cui tonn. 46 per Napoli) TIRANA (da Salerno vuoto =
 inglese per lavori - vuoto)

C = DAVIDE HUGHES (per Genova con tonn. 8700 carbone in transito)

D = L. MODENIGO = CARSO

E = TIRANA = FREDERIC BAUTING

F = JACQUES MILLER = FORT BEARBON = FALDA

G = 220 3000 =

H = 4329 5400 (trans.) =

I = = 400

K = 31(c) pronto(ol) pronto(ol)

L = P/PI L. MODENIGO-CARSO-TIRANA e F. BAUTING inoperosi per festività.

M = P/PI DAVIDE HUGHES ha sortato in porto per discarica - elica da riparare ed è

N = P/PI TIRANA-BREMO - SILE - LIVENZA - TARQUINIA - AVIGNA - TRI - ABBADIA - A

O = lavoro P/PI STA VERA - INDIA VICTORY - MARINE BAYON - Y. 92 et 9010 attesa or

P = barca depistata in banchina tonn. 220; richiesta in banchina tonn. 3996=

IL COLONNELLO DI

ARINA MERCANTILE

ONAMENTO PORTI

Roma,

Prot. N. 8040/33

Al Comando Commissione Alleata

ROMA

2862

alle ore 1700 del 27.9.46
 o) DAVIDE HUGHES (americano la P. 3013 con tonn. 8700 carbone in transito) E/n. CARSO
 m. 233 m.v. di cui tonn. 46 per Napoli) TIRANA (da Salerno vuoto = WINCHESTER (da zona
 -vuoto)
 r Genova con tonn. 8700 carbone in transito)

BAUTING
 FORT BRANBON = PAOLIN
 3000 =
 5400 (trans.) =
 = 400

pronto(ol) pronto(ol)
 CARSO-TIRANA e P. BAUTING inoperosi per festività.
 HUGHES ha portato in porto per scarica -elica da riparare ed è ripartito per Genova-
 MEPO = SILE = LIVENNA = TARQUINIA = AVIGNA = TIRI = ARBIZIA = A. STRAZZARA = WINCHESTER =
 STA TIRI = INDIA VICTORY = MARINE BAYNE = Y. 92 ex 8010 attesa ordin
 a in banchina tonn. 220; rimasta in banchina tonn. 3996-

IL COLONNELLO DI PORTO ISPETTORE

MINISTERO DELLA MARINA MERCANTILE

Roma, 28 01 46

ISPETTORATO FUNZIONAMENTO PORTI

Al Comandante

A - Situazione del Porto di PORTO DI LONI alle ore 1700 del 28 01 1946

A - Situazione

B - Situazione (per Genova)

C - Negativo

D - "

E - Situazione G.

F - "

G - "

H - 1000

I - (cont. pirata)

J - negativo

IL COLONN

2093
ILLA MARINA MERCANTILE

D FUNZIONAMENTO PORTI

Roma, 20 OTTOBRE 1946

Prot. N. 5043/37

Al Comando Commissione Alleata

R O M A

2861
1987
Porto di FIORENTINI alle ore 1700 del 20.10.1946

(per Genova)

IL COLONNELLO DI PORTO ISPETTORE

MINISTERO DELLA MARINA MERCANTILE

ISPELITORATO FUNZIONAMENTO PORTI

Roma, 23.11.46

Al Comando C

6087
2860

- A - Situazione del Porto di LA SPEZIA alle ore 1700 del 27.11.46
- B = S/n. ALESSANDRO (da Napoli con tonn. 600 carbone da scaricare)
 - C = S/a. PORTOVESCHIO
 - D = ALESSANDRO(.)
 - E = "negativo"
 - F = MARISTELLA(.) PORTOVESCHIO
 - G = = 635
 - H = 5739 =
 - I = = =
 - K = 5(f) pronto(ol)
 - L = barca fuori porto con oleodotto tonn. 636. (.) Inoperoso per festività.

IL COLONNELLO

Roma, 23 ottobre 1946

Prot. N. 4040/38

NA MERCANTILE

AMENTO PORTI

Al Comando Commissione Alleata

R O M A

LA SPEZIA alle ore 1700 del 27.10.1946
Napoli con tonn. 600 carbone da scaricare)

OVECCHIO

636

ato (51)
con oleodotto tonn. 636. (...) inoperoso per festività.

IL COLONNELLO DI PORTO ISPETTORE

MINISTERO DELLA MARINA MERCANTILE

Roma, 27. 7. 1915

ISPETTORATO FUNZIONAMENTO PORTI

2859

Al Comandante

A - Situazione del Porto di Livorno alle ore 1700 del 27. 7. 1915

B = N/a. ACACIA (svedese da Bastia con m.v.) PRESIDENT POLK (americano da Livorno) - ricche e tonn. 4500 m.v. in transito)

C = JESSIE WALK (per Portofino)

D = GOVERT FLINK - STUMBORG - SOUTHERLAND - WICKBERG - FERNANDA - GIACOMO C. - SANGLEY - LAURETTA - ACACIA

E = BRILLAS - KANA - ESCAMINER -

F = JESSIE WALK - EMMA BALIN - PRESIDENT POLK - CATIA - EL BRAT - SALACCA -

G =	210	200	144	=	=
H =	=	3000	4500 tons.	=	=
I =	=	=	=	300	100
J =	pronto (pirite) 29 (caffè e)	pr. (gc)	27 (gc)	28 (gc)	

K = P/fi GOVERT FLINK - STUMBORG - SOUTHERLAND - FERNANDA - GIACOMO C. - SANGLEY - ingrossi per festività. = P/fi LAURETTA e ACACIA attesa discarica. = P/fi da = P/fi ESCAMINER attesa imbarco. = Marce fuori porto con ferrovia: zero

L = caricato tonn. 400; rimasto in banchina tonn. 15.172

IL COLONNEL

MARINA MERCANTILE

Roma, 28 ottobre 1946

Prot. N. 111/41

INZIONAMENTO PORTI

Al Comando Commissione Alleata

R O M A

2859

di Genova alle ore 7.00 del 28.10.46
 (vedese da Sestia con m.v.) PRESIDENT POLK (americano da Livorno con tonn. 144 m.v. da sca-
 4560 m.v. in transito)
 (r Portogioni)

STUMBORG = SOUTHERLAND = WICKERK = FERNANDA = GIACOMO C. = SANCLEVE = MADRE MARIA =
 BETTA = ACACIA

= TECAMNER =
 SIMA BALNE = PRESIDENT POLK = CATTA' DI BARI = MALACCA =

250

144

=

=

3010

4560 trans.

=

=

=

=

300

100

e) 29 (caffè e)

pr. (gc)

27 (gc)

28 (gc)

LINK = STUMBORG = SOUTHERLAND = FERNANDA = GIACOMO C. = SANCLEVE = MADRE MARIA = DOCRATES i
 festività. = R/fi LAURETTA e ACACIA attesa discarica. = R/fi PHILIP e MADA attesa discari

CAMENER attesa imbarco. = Merce fuori porto con ferrovia: zero; con automobili tonn. zero;
 tonn. 100: rimasto in banchina tonn. 15.172=

IL COLONNELLO DI PORTO ISPETTORE

MINISTERO DELLA MARINA MERCANTILE

Roma, 28 ottobre

ISPETTORATO FUNZIONAMENTO PORTI

2858

Al Comando

A - Situazione del Porto di VENEZIA alle ore 17.00 del 28.10.1946B = TURISMO (da Bari con tonn. 600 m.v.) CHERCA (da Rotterdam con tonn. 7300 carbone) M
tonn. 2800 bauxite) INAL (turco da Costantinopoli con tonn. 2000 orzo)

C = TURISMO IN (per Sfax-vuoto) M/n. ADRIANA (per A. di Savona vuota)

D = INAL (orzo TURISMO (go)

E = Negativo

F = A. BURNISSE = P.V. DANIEL = MOTIA = DETEIA =

G = 2000 500 1000 150

H = 4000 500(.) 1800 =

I = = = =

K = 20(c) 20(st) 20(bauxite) Pr. (pietra)

L = (.) A rettifica situazione precedente: P/fo P.V. DANIEL sbarca cotone su galleg.
P/fo INAL e TURISMO inoperosi per festività. Merce fuori porto dalla banchina M
Marghera a ferrovia tonn. 1736; con automobili tonn. 2000; via acque tonn. 1150;
Industriale tonn. 1150; rimasta alla banchina carittina tonn. 3237; a Marghera t

IL COLONNELLO D

ARINA MERCANTILE

Roma, 28 ottobre 1946

Prot. N8040/43

ONAMENTO PORTI

2858

Al Comando Commissione Alleata

R O M A

alle ore 1700 del 27.10.46
 n tonn. 600 m.v.) CHERCA (da Rotterdam con tonn. 7300 carbone) MOTIA (da Manfredonia con
 INAL (turco da Costantinopoli con tonn. 2000 orzo)
 x-vuoto) M/n. ADAMANA (per M. di Savoia vuota)
 (60)

DANIEL = MOTIA = LEZZIA =
 500 1000 150
 500(.) 1000 =
 = =

(ot) 29 (bauxite) Pr. (pietra)
 situazione precedente: P/fo P.V. DANIEL sbarca cotone su galleggianti per depositi.
 03 inoperosi per festività. Merce fuori porto dalla banchina Marittima negativo; da
 via tonn. 1736; con automobili tonn. 2000; via acque tonn. 1150; destinata Stabilimento
 1150; rimasto alla banchina Marittima tonn. 32537; a Marghera tonn. 6178-

IL COLONNELLO DI PORTO ISPETTORE

MINISTERO DELLA MARINA MERCANTILE

Roma, 28 ottobre

ISPETTORATO FUNZIONAMENTO PORTI

Al Comando Com

2857

A - Situazione del Porto di ANCONA alle ore 1700 del 27.10.1946

B = PANTY BRUNER (da Brindisi con tonn. 2040 fosfati)

C = Negativo

D = "

E = "

F = "

G = "

H = "

J = "

K = "

Q = Il N° 10 PANTY BRUNER (ingressò domani in discarica)

IL COLONNELLO DI PO

MARINA MERCANTILE

Roma, 28 ottobre 1946

Prot. N. 8040/44

UNZIONAMENTO PORTI

2857

Al Comando Commissione Alleata

R O M A

di ANCONA alle ore 1700 del 27.10.1946
(da Brindisi con tonn. 2040 fosfati)

SEGNARE l'arrivo a Roma le dicazioni

IL COLONNELLO DI PORTO ISPETTORE

MINISTERO DELLA MARINA MERCANTILE

Roma, 28 ottobre

ISPELORATO FUNZIONAMENTO PORTI

Al Comando Co

A - Situazione del Porto di Bari alle ore 700 del 27.10.946

- A = Negativo
- C = BAR ANDERS norvegese per Messina
- D = Negativo
- E = "
- F = "
- G = "
- H = "
- J = "
- K = "

(= Arco in macchina ton. 1178 di cui 2095 carbone bruciato

IL COLONNELLO D

ARINA MERCANTILE

ONAMENTO PORTI

Roma, 28 ottobre 1945

Prot. N. 8040/45

Al Comando Commissione Alleata

R O M A

alle ore 1700 del 27.10.1945

ageste per Messina

ton. 1100 di cui 1000 cartone barile

IL COLONNELLO DI PORTO ISPETTORE

5498
FEDERAZIONE ITALIANA DEI CONSORZI AGRARI
MAGAZZINI NAZIONALI DI ANCONA

Ancona, 18 Ottobre 1946
 Piazza Roma, 7 Pal. Prefettura
 Tel. 2827

Quantità complessive di merci esistenti presso questi Magazzini Nazionali
alla sera del 17 Ottobre 1946

Merci alimentari	Tons.	371
" per l'agricoltura	"	"
" U. N. R. R. A. II° PROGRAMMA	"	2226
" I. C. E.	"	115
	Totale Tons.	2712
		2855

Distinti saluti.

Copia 1 - al Maj Klein - Roma

FEDERAZIONE ITALIANA DEI CONSORZI AGRARI
 Magazzini di sbocco - Ancona

2107

10/

FEDERAZIONE ITALIANA DEI CONSORZI AGRARI MAGAZZINI DI SBARCO ANCONA	UN ^A RA 2° programma NOTA INVIO MERCI L.A. 1757	N° 363 Data 17/10/46			
CONSORZIO AGRARIO PROVINCIALE ANCONA					
Invio eseguito su ordine 812/LII/38262					
N° del veicolo o vagone	Descrizione delle merci	N° imballaggi	Peso unitario	Peso totale in lbs.	Peso totale in Kilogrammi
CANTON		sacchi			
AR. 20/3	Latte in polvere	13	Vari	2255	1024
" "	" " "	barili			
		13	240	3120	1414
		16		5375	2438
				2854	
			FEDERAZIONE ITALIANA CONSORZI AGRARI MAGAZZINI DI SBARCO - ANCONA 		

Copia C - A. C. Transportation Sub-Commission Att.ne Maj. Klein - Roma

1c/

FEDERAZIONE ITALIANA DEI CONSORZI AGRARI MAGAZZINI NAZIONALI ANCONA		STATEMENT OF STOCK MOVEMENTS (RIEPILOGO MOVIMENTO MERCI)		GIC NO: 17/10/46	
UNITA 2 programma					
COMMODITY (MERCI)	Number of Units (Unità di misura)	Stock on hand (Esistenza del 16/10/46)	RECEIVED (Ricevuta) 17/10/46	ISSUED (Uscita) 17/10/46	Stock on hand (Esistenza del 17/10/46)
GRANO	Kg.	523			523
" AVIAIATO	"	691			691
SAPONE EUCATO	"	71023			71023
SAPONE TOLLETTA	"	140445			140445
FARINA SOYA	"	317021			317021
ZUCCHERO	"	1145473			1145473
LATTE EVAPORATO	"	203120			203120
LATTE IN POLVERE	"	146695		2438	144257
ZUPPA	"	68094			68094
PASTA DI CARNE	"	7050			7050
PESCE SCATOLA	"	4720			4720
LEGUMI SNOCCHI	"	45827			45827
CAFFE	"	9784			9784
LARDO	"	82			82
FRUTTA PRESSATA	"	63354			63354

653

MAGAZZINI NAZIONALI - ANCONA

0001-01-0001
0011 11 0001

15-02
131/

FEDERAZIONE ITALIANA DEI CONSORZI AGRARI MAGAZZINI NAZIONALI ANCONA		STATEMENT OF STOCK MOVEMENTS (RIEPILOGO MOVIMENTO MERCI)		GIG. NO. 17/10/1946	
ALIMENTARI D'IMPORTAZIONE					
COMMODITY (MERCI)	Number of Units (Unità di misura)	Stock on hand (Esistenza del)	RECEIVED (Ricevute)	ISSUED (Uscite)	Stock on hand (Esistenza del)
		16/10/1946	17/10/1946	17/10/1946	17/10/1946
Salmon	Kg.	20693			20693
Carne e veg. in umido	"	81			81
Chili con carne	"	18			18
Carne e veg. lesso	"	203			203
Caffè	"	226			226
Farina	"	222			222
Lardo	"	167			167
Latte in polvere	"	2438			2438
Legumi secchi	"	29057			29057
Uova in polvere	"	1671			1671
Zucchero	"	10176			10176
Zuppa deidrata	"	302212			302212
Scorature : Caffè	"	17			17
Avariato: Polvere Uovo	"	74			74
" Zucchero	"	323			323
" Latte Evap.	"	1902			1902
" Grano	"	1313			1313
					2853

[illegible]

Off to shipping - Considered
2932
[Signature]

Ref: PAWH 9287

C.S.G. 2.1.1.1.

25-11-1946

SUBJECT: Intra- and maintenance of
CWP and availability
for US and HULL in period
26 Nov - 25 Dec 46

23 Oct 46

TO: Distribution below

1. There are now no further maintenance commitments for US cargo. There may however be some small tonnage from CWP surplus for shipment.
2. Vism bids of tonnage against ports will be submitted on the specimen proforma attached at Appendix 1, by date 15 Nov 46 and by British Services to 15 Nov 46. Details of heavy lifts, hazardous or awkward cargo should be notified separately.

3. Bids will be considered by 1(100) NVA later than 1 Nov 46. **2852**

4. Measurement tonnage for stores bid on proforma at Appendix 1 must reach 100 or 1000000 by 1 Nov 46.
5. In order to forecast possible future shipping commitments, it is necessary to know Navy/Service forecasts for shipment ex US to HULL and in during the months JANUARY, FEBRUARY and MARCH 47. Forecasts will be submitted on the specimen proforma attached at Appendix 1, to reach 1 Nov 46. VISM, 1000000 and 1000000.

[Signature]
(D...), Major,
for DPM 1/c Adm.

WAL/10

Distribution:

There are now no further maintenance commitments against the 20% cashflow and the 20% cashflow is now being used for other purposes.

[illegible]

to be shipped later than 1500 hrs 29 Oct 40.
Details of heavy lifts, hazardous or unusual cargo should be notified separately.

should be notified separately.

2. This will be considered by Q(uar) Not later than 1 Nov 45.

2852

4. Government testimony for a long time on treatment of Americans in East Russia, by 1 June 45.

5. In order to forecast possible future shipping commitments, it is necessary to know Navy Service forecasts over shipment on line to England and its during the months January, February and March 47. Forecasts will be submitted on the previous uniform notation at London's 1st to reach 100 000 by 1 Nov 46. The details are attached.

to Anderson (over-
(to... LINDSAY) father,
your file is open.

10

[illegible]

50

Agency: W. 31000001
 Date: 05/25/2001

BIDS FOR SMT, GRUNGE AND AVAILABILITIES
FOR INTEREST AND NO. DESIGN 26 NOV
TO 25 DEC 76

EDWARDS/NEWMAN

SOURCE	DESTINATION	DATE	LEASING FIRM	REMARKS
(b)	(b)	(c)	(d)	(e)

the world is ruled by despotism.

2851

FOR HIRE AND TRIP (SEE) 25 MAY
TO 25 MAY #6

EQUIMINUS/255M

SCOUTS	SCOUTMASTER	UNIT	AREA SUPERVISOR	ADJUTANT
(a)	(b)	(c)	(d)	(e)

ride should be prepared by destination:

Date _____ Signature _____

2851

TONNAGE FORECASTS JANUARY, FEBRUARY
AND MARCH 47 FOR SHIPMENT BY TRAILER
TO BE A.D. RELEASE

NIL RESERVES ARE REQUIRED

Signature _____

2850

APPENDIX 'B' NO 5501/143/91
dated Oct 45

TONNAGE FORECASTS JANUARY, FEBRUARY
AND MARCH 47 FOR SHIPMENT EX TRADE
TO UK AND ALLEGE

[illegible]

NO ANSWERS ARE REQUIRED

Signature _____

2850

CONFIDENTIAL

CONFIDENTIAL

MINUTES OF FOURTH MEETING
of
ITALIAN SHIPPING BOARD

EMBASSY ROME ON THURSDAY 1st AUGUST 1946

MEMBERS:

Ministry of Transport (Br.) -	Mr. G.A. Bell (in the Chair)
(British Representative (Q Mov. Liaison Office Rome)	- Lt. Col. M. P. Laraman
SACRED { (American Representative (MTOUSA G.4.)	- Major F. G. O'Ferrall
War Shipping Administration (Am)	- Mr. W. H. McKenney
Ministry of Marine (Italian)	- Lt. Gen. C. Matteini
Q. Mov. Liaison Office, Rome (Br)	- Major J. A. Williams
War Shipping Administration (Am)	(Mr. E. N. Sweeney (Capt. Louie R. Smith
Ministry of Transport (Br)	- Major C. N. Burnett
COGENA (Italian)	- Commander A. T. Margna

2849

Acting Secretary - Miss M. Mitchell.

The Minutes of the Meeting held on the 18th July, 1946, were approved.

MINUTE 28: VESSELS OPERATED BY R.A.S.C. (Br.). Lt. Col. Laraman referred to Minute 17 of the previous Meeting and said he had received confirmation that the British Army were retaining ten schooners and releasing the remainder to the Italian Mercantile Marine as the ammunition dumping programme falls. Lt. Col. Laraman asked if the Member representing the Italian Ministry of Marine was aware that, in addition to the barges, etc., taken up by R.A.S.C. on bare boat charter, there were other craft to be disposed of by the R.A.S.C. which might be useful to the Italians. Commander Marena replied that steps were being taken to obtain control of these craft on release from the British Army.

The Chairman said a report had been received that R.A.S.C. had the motor ferry "LINDA" (197 GRT), and the U.S. Army the motor ferry "ITALIA" (196 or 163 GRT) on service in the Naples area, and asked Commander Marena whether COGENA were compiling a list of vessels under 300 GRT in the services of the Allies. Commander Marena confirmed that such a list was in course of preparation.

MINUTE 29: APPENDICES. The Chairman referred to Minute 18 of the previous

PRESENT:

C. Mov. Liaison Office, Rome (Br)	-	Major J.A. Williams
War Shipping Administration (Am)	-	(Mr. E.N. Sweeney Capt. Louis R. Smith)
Ministry of Transport (Br)	-	Major C.N. Burnett
COGENA (Italian)	-	Commander A.T. Marena

2849

Acting Secretary - Miss K. Mitchell.

The Minutes of the Meeting held on the 18th July, 1946, were approved.

MINUTE 28: VESSELS OPERATED BY R.A.S.C. (Br). Lt. Col. Laraman referred to Minute 17 of the previous Meeting and said he had received confirmation that the British Army were retaining ten schooners and releasing the remainder to the Italian Mercantile Marine as the ammunition dumping programme falls. Lt. Col. Laraman asked if the Member representing the Italian Ministry of Marine was aware that, in addition to the berges, etc., taken up by R.A.S.C. on bare boat charter, there were other craft to be disposed of by the R.A.S.C. which might be useful to the Italians. Commander Marena replied that steps were being taken to obtain control of these craft on release from the British Army.

The Chairman said a report had been received that R.A.S.C. had the motor ferry "LINDA" (197 GRT), and the U.S. Army the motor ferry "ITALIA" (196 or 163 GRT) on service in the Naples area, and asked Commander Marena whether COGENA were compiling a list of vessels under 300 GRT in the services of the Allies. Commander Marena confirmed that such a list was in course of preparation.

MINUTE 29: APPENDICES. The Chairman referred to Minute 18 of the previous Meeting and reported that the revised lists submitted by COGENA had been brought up-to-date and agreed with Ministry of Marine. The Meeting approved of the suggestion made by the Chairman that the revised Appendices should be attached to the Minutes of the Meeting as the basic list of Italian merchant ships (over 300 GRT) at this date in Allied Service as in Appendix 1 and of those under COGENA direct control as in Joint Appendices 2/3.

A summary of the Appendices was submitted to the Meeting and Copy ordered to be attached to the Minutes (Enclosure "C")

MINUTE 30: APPENDIX 1. A discussion followed on the vessels in the service of the Allies as recorded in Appendix 1.

Lt. Col. Laraman said the reply to the enquiry respecting the ferry boat "PARTENOPE" (553 GRT) had been received and was to the effect that MTOUSA were prepared to release the vessel provided PBS needed her no longer for the American Army. Major O'Ferrall said he would check up which Italian vessels retained by /PENBASE

CONFIDENTIAL

53

- 2 -

(MINUTE 30 CONTINUED)

PENEASE could now be released to COGENA, but in the meantime the "PARTENO-E" should be retained in Appendix 1.

Captain Smith mentioned that no reply had yet been received from Washington to WSA enquiry as to the present position of the "TRITON MARIS" (2457 GRT) and a follow-up cable had been despatched.

The Chairman said he had not yet received reply to his enquiry re the "RAMPINO" (301 GRT) but believed she was employed by the Italian Royal Navy under direction of C in C Med.

Commander Marena asked what were the prospects of the tanker "ARCOLO" being returned to COGENA in view of the shortage of tanker tonnage. The Chairman said there were no prospects of an early return, but at Commander Marena's request he undertook to make further enquiry.

The Chairman said a report had been received from S.S.T.O. Caserta that the three store ships "ANNA CAPANO" (1215 GRT), "MONTE CUCCO" (500 GRT) and "MONTE GRIPPA" (500 GRT) would be required by C. in C. Med. for a further three months as store carriers by the R.N.: the "PRINCIPESSA GIOVANNA" (8955 GRT), the "CITTA' DI TUNISI" (5419 GRT) and the "ARGENTINA" (5014 GRT) would be required by the Director of Sea Transport, the former for about nine months, and the latter two for about one year; P.S.T.O. Med. had signalled the "BOLO" (705 GRT) would be required for an indefinite period. The Chairman said these vessels would have to be included therefore in Appendix 1 as also the Water Boat "ISTRIA" (1466 GRT) (property of the Italian Navy) at present ferrying water from Augusta to Malta for use of R.N. ships.

Commander Marena reverted to the question of the "BOLO" and said it had been reported to COGENA the vessel had been waiting at Alexandria since 9th June to drydock. In the meantime her ferry service was being done by the "TRIPOLITANIA". Commander Marena asked if the "TRIPOLITANIA" could not be allocated definitely to this service and release the "BOLO" for the trade between Sicilian ports and the Liparian Islands for which she was built and where she was badly needed.

Commander Marena asked, also, if the status of the "TRIPOLITANIA" could be clarified. Lt. Col. Laraman undertook to place these enquiries before the competent authorities. Major Burnett pointed out that, according to Lloyd's, the "TRIPOLITANIA" is a British vessel of 2353 GRT built in 1918.

Lt. Col. Laraman also undertook to enquire into the status of the "PRO PATRIA" (504 GRT) which, it is understood is used as a water boat on Allied service at Tripoli, and appears, therefore, in Appendix 1.

The Chairman mentioned the "GERUSALEMME" (8502 GRT) which appears in Appendix 1 although she flies the British flag. General Matteini pointed out she was not a prize-of-war and must be considered an Italian vessel.

undertook to make further enquiry.

The Chairman said a report had been received from S.S.T.O. Caserta that the three store ships "ANNA CARINO" (1215 GRT), "MONTE CUCCO" (500 GRT) and "MONTE CRAPPA" (500 GRT) would be required by C. in C. Med. for a further three months as store carriers by the R.N.; the "PRINCESSA GIOVANNA" (8955 GRT), the "CITTA' DI TUNISI" (5419 GRT) and the "ARGENTINA" (5014 GRT) would be required by the Director of Sea Transport, the former for about nine months, and the latter two for about one year; P.S.T.O. Med. had signalled the "EOLIO" (705 GRT) would be required for an indefinite period. The Chairman said these vessels would have to be included therefore in Appendix 1 as also the Water Boat "ISTRIA" (1466 GRT) (property of the Italian Navy) at present ferrying water from Augusta to Malta for use of R.N. ships.

Commander Marena reverted to the question of the "EOLIO" and said it had been reported to COGENA the vessel had been waiting at Alexandria since 9th June to drydock. In the meantime her ferry service was being done by the "TRIPOLITANIA". Commander Marena asked if the "TRIPOLITANIA" could not be allocated definitely to this service and release the "EOLIO" for the trade between Sicilian ports and the Liparian Islands for which she was built and where she was badly needed.

Commander Marena asked, also, if the status of the "TRIPOLITANIA" could be clarified. Lt. Col. Laraman undertook to place these enquiries before the competent authorities. Major Burnett pointed out that, according to Lloyd's, the "TRIPOLITANIA" is a British vessel of 2353 GRT built in 1918.

Lt. Col. Laraman also undertook to enquire into the status of the "PRO PATRIA" (504 GRT) which, it is understood is used as a water boat on Allied service at Tripoli, and appears, therefore, in Appendix 1.

The Chairman mentioned the "GERUSALEMME" (8502 GRT) which appears in Appendix 1 although she flies the British flag. General Matteini pointed out she was not a prize-of-war and must be considered an Italian vessel.

Capt. Smith reported that his enquiries in Washington had not resulted in details of the employment of the "SATURNIA". He could say, however, that the "VULCANIA" was due in Naples on 3rd August, in Genoa on the 5th August, and to sail from the latter port on 10th August for New York with passengers. She was to undergo engine repairs and he understood the Owners wished to drydock the ship. Captain Smith said he would require the earliest possible notice of drydocking in order to make suitable arrangements for the passengers booked to embark. General Matteini said the official information he had received was the "VULCANIA" was not scheduled to drydock before September and Capt. Smith again stressed the need for prior notice.

The Chairman mentioned that the Ministry of Transport, London, had asked their Representative in Washington whether any decision had been reached on the question of the "VULCANIA" and "SATURNIA" as M.O.T. considered that, on conclusion of their present employment, they should be returned to COGENA for immediate use in connection with repatriation which is now most urgent. General Matteini agreed /the

(MINUTE 30 CONTINUED)

agreed the need for these vessels to co-operate with repatriation of P.O.W. from India and Australia was very great.

MINUTE 31: ITALIAN TANKERS. The Chairman referred to Minute 20 of the previous Meeting and said he understood the reply from ANPB to the cable sent by MTUUSA following on the Meeting in Rome on 3rd July called by A.F.H.Q., had been circulated to interested parties. As ANPB had agreed shuttle tankers were an Italian responsibility, it followed that parties wishing to move cargoes coastwise would become bidders for tonnage on COGENA just as other parties who required to move commodities, such as coal, pyrites, etc., coastwise, bid on COGENA. This brought up the question of payment for the use of the shuttle tankers "UGO FIORELLI" (1601 GRT) and "VITTORIO ZANIBON" (2116 GRT) and of the depot tankers "ANNARELLA" (5999 GRT) at Naples and "TAIGETE" (4672 GRT) at Ancona, and Major O'Ferrall was asked kindly to make enquiries at AFHQ to discover how the matter stood. It was agreed that in the meantime these four tankers should be included in list of vessels under COGENA's control in Joint Appendices 2/3.

Commander Marona said the tanker "OLTERPA" (4995 GRT) which had been lying at Gibraltar since Italy entered the war has now reached Genoa, in tow of the s.s. "CERVINO" (4363 GRT), where she will be put in hand for long-term repairs.

"LAVORO" General Matteini tabled a letter dated 28th July, 1946, from COGENA protesting against the orders received by the Master of the "LAVORO" direct by radio from the Petroleum Division CMTCC to proceed to Naples instead of Bombay.

The Chairman informed the Meeting that when Commander Marona reported this matter to him on 27th July, an enquiry was at once made of CMTCC who said the order had been sent direct but was subsequently cancelled. COGENA thereupon undertook to confirm, through the Owner in the usual way, the instructions of the commercial charterers (nominees of the Ministry of Transport (Br.)), to proceed to Bombay.

The Chairman referred to Minute 245 of CMTCC Meeting of 19th July wherein it is mentioned the tanker "LAVORO" was expected at Venice from Abadan, and to signal from CMTCC 221130 July to (i) Troopers (ii) Pet.Branch G-4., that the "LAVORO" was routed to Naples and Venice.

A full discussion followed and concern was expressed over the action said to have been taken by CMTCC in the issue of orders direct to the Master instead of through COGENA, particularly as the vessel, which is reported by Lloyd's to have sailed from Abadan on 24th July, 1946, to Bombay, is running under a commercial charter. It was thought that had CMTCC placed their order with COGENA the situation now reported might not have arisen.

The Meeting decided the matter should be brought to the notice of SACMED and the following RESOLUTION was passed unanimously:-

Resolved having considered the protest of the Owners of the Italian tanker "LAVORO"

2 1 2 3
tankers "ANNARELLA" (5999 GRT) at Naples and "LAVORO" (4995 GRT) at Gibraltar since Italy entered the war has now reached Genoa, in tow of the Major O'Ferrall was asked kindly to make enquiries at AFHQ to discover how the matter stood. It was agreed that in the meantime these four tankers should be included in list of vessels under COGENA's control in Joint Appendices 2/3.

Commander Marena said the tanker "OLTERPA" (4995 GRT) which had been lying at Gibraltar since Italy entered the war has now reached Genoa, in tow of the s.s. "CERVINO" (4363 GRT), where she will be put in hand for long-term repairs.

"LAVORO" General Matteini tabled a letter dated 28th July, 1946, from COGENA protesting against the orders received by the Master of the "LAVORO" direct by radio from the Petroleum Division CMTCC to proceed to Naples instead of Bombay.

The Chairman informed the Meeting that when Commander Marena reported this matter to him on 27th July, an enquiry was at once made of CMTCC who said the order had been sent direct but was subsequently cancelled. COGENA thereupon undertook to confirm, through the Owner in the usual way, the instructions of the commercial charterers (nominees of the Ministry of Transport (Br.)), to proceed to Bombay.

The Chairman referred to Minute 245 of CMTCC Meeting of 19th July wherein it is mentioned the tanker "LAVORO" was expected at Venice from Abadan, and to signal from CMTCC 221130 July to (i) Troopers (ii) Pet.Branch G.4., that the "LAVORO" was routed to Naples and Venice.

A full discussion followed and concern was expressed over the action said to have been taken by CMTCC in the issue of orders direct to the Master instead of through COGENA, particularly as the vessel, which is reported by Lloyd's to have sailed from Abadan on 24th July, 1946, to Bombay, is running under a commercial charter. It was thought that had CMTCC placed their order with COGENA the situation now reported might not have arisen.

The Meeting decided the matter should be brought to the notice of SACMED and the following RESOLUTION was passed unanimously:-

RESOLVED having considered the protest of the Owners of the Italian tanker "LAVORO" made through COGENA and presented by the Ministry of Marine to the Italian Shipping Board against the instructions said to have been issued directly by the Central Mediterranean Tanker Co-ordinating Committee to the Master of the "LAVORO" (whilst on a voyage under commercial charter sailing from Abadan on or about 24th July, 1946, for Bombay) to proceed to an Italian port to discharge and thereby countermanning the orders previously issued to the Master by the charterers through COGENA to proceed to an Indian port to request SACMED to cause enquiry to be made into the circumstances under which the instructions to proceed to an Italian port were issued to the Master of the "LAVORO".

The Chairman was charged with submitting this resolution to SACMED, together with copy of COGENA's letter dated 28th July, 1946, and, for ready references, CMTCC signal to Troopers 221130/Jul.

/MINUTE 32.

- 4 -

MINUTE 32: BROKERS OFFERS OF ITALIAN TONNAGE. Commander Marena referred to Minute 21 of the previous Meeting and said he had taken up with the Owners of the "ISONZO" (5441 GRT) and "CHERCA" (5346 GRT) the report of their approach to Conference for these vessels to make voyages from South Africa. He had ascertained that the initial move came from Messrs. Sturrocks of Capo Town who had asked the Owners of the ships, the Lloyd Triestino, if they could provide tonnage to carry wool from South Africa to Italy. The Lloyd Triestino had informed Sturrocks they were not free to place their ships and suggested the South African firm should approach Conference to ascertain the reaction.

Commander Marena assured the Meeting the Lloyd Triestino were now quite aware of the position and he suggested no further notice of this unauthorized approach to Conference need be taken.

MINUTE 33. The Board discussed the position of vessels available for the carriage of overseas Extra-Mediterranean cargoes to Italy, in the Italian National or UNRRA Programmes.

A list of vessels which had been allocated for such voyages in recent weeks was tabled and copy ordered to be attached to the Minutes (Enclosure No. "A")

Commander Marena referred to vessels proceeding to U.S.A. Atlantic ports to load coal homewards on UNRRA Italy account and their need for cargoes for the outward voyage. He referred specifically to Minute 12 of the Meeting of 5th July and asked WSA if their permission for each single shipment by these vessels of pyrites was really necessary. Capt. Smith said he thought not as the shipping of pyrites would not be considered as berthing a vessel against privately operated American flag ships: shipment of cork was another matter, however, as it was a commodity normally carried in American ships.

MINUTE 34. A list showing the employment in the Italian National Import Programme on inter-Mediterranean voyages of vessels surplus to domestic needs during recent weeks was tabled and copy ordered to be attached to the Minutes (Enclosure No. "B").

The Chairman said POLI had passed on to him papers which showed "ADRIATICA" Company had approached HQ AMG 13 Corps for permission to bring cargo into Trieste for Central European Countries by their Line which ran from Venice to Alexandria and Near East ports. Commander Marena said the "ADRIATICA" Company had no authority from COGENA to put forward such a proposal and he would take the matter up with them. In the meantime, the Chairman would inform POLI and HQ AMG 13 Corps accordingly.

The proposals put forward through COGENA by Messrs. Ignazio Messina & Co. of Genoa to sent their vessels, now engaged on a regular run between Tyrrhenian ports, to Tripoli and Benghazi as occasion offers to be taken.

2125
The Board discussed the position of vessels available for the carriage of overseas Extra-Mediterranean cargoes to Italy, in the Italian National or UNRRA Programs.

A list of vessels which had been allocated for such voyages in recent weeks was tabled and copy ordered to be attached to the Minutes (Enclosure No. "A")

Commander Merena referred to vessels proceeding to U.S.A. Atlantic ports to load coal homewards on UNRRA Italy account and their need for cargoes for the outward voyage. He referred specifically to Minute 12 of the Meeting of 5th July and asked WSA if their permission for each single shipment by these vessels of pyrites was really necessary. Capt. Smith said he thought not as the shipping of pyrites would not be considered as berthing a vessel against privately operated American flag ships: shipment of cork was another matter, however, as it was a commodity normally carried in American ships.

MINUTE 34. A list showing the employment in the Italian National Import Programme on inter-Mediterranean voyages of vessels surplus to domestic needs during recent weeks was tabled and copy ordered to be attached to the Minutes (Enclosure No. "B").

The Chairman said POLI had passed on to him papers which showed "ADRIATICA" Company had approached HQ AMG 13 Corps for permission to bring cargo into Trieste for Central European Countries by their Line which ran from Venice to Alexandria and Near East ports. Commander Merena said the "ADRIATICA" Company had no authority from COGENA to put forward such a proposal and he would take the matter up with them. In the meantime, the Chairman would inform POLI and HQ AMG 13 Corps accordingly.

The proposals put forward through COGENA by Messrs. Ignazio Messina & Co. of Genoa to send their vessels, now engaged on a regular run between Tyrrhenian ports, to Tripoli and Benghazi as occasion offers to lift authorised cargoes for Malta and Italy was mentioned and Lt. Col. Laraman undertook to ask the Middle East Authorities to allow the vessels to make these calls.

Lt. Col. Laraman reported that permission had been received for the "RESURRECTION" (979 GRT) to call at Rhodes to load the personal property of former Italian residents. On the outward voyage to Rhodes properly authorised Dodecanese personnel may be carried ex Italy.

MINUTE 35: "GRADISCA" Mr. McKenny referred to Minute 24 of the previous Meeting and said Washington had replied to his cable that the matter was one for the Italians to negotiate direct with the Greeks now diplomatic relations had been renewed between the two countries.

The Chairman said that in the meantime the Senior British Naval Officer, Greece, had signalled P.O.L.I. (P) C. in C. Med. 202000B/July "(Greek) Government consent obtained". The Ministry of Marine had been advised accordingly. Commander Merena said the "GIUSEPPE MESSINA" (862 GRT) and four barges had left Taranto on 28th July, 1946, for the "GRADISCA" and the success of the salvage operations now depends entirely upon the continuation of good weather.

/MINUTE 36.

- 5 -

MINUTE 36: DRYDOCKING & REPAIR FACILITIES: Capt. Smith referred to Minute No. 25 of the previous Meeting and said that agreement had been reached on the question of drydocking three Italian ships needing medium-term repairs. It was arranged that the "NIRVO" (4233 GRT) should enter Naples Dock No. 1 on 12th August and, unless there arose an urgent need for docking an Allied vessel meantime, the ferry boat "SCILLA" (2807 GRT) and the tanker "CARNARO" (5030 GRT) would follow as the dock became free. 2845

In reply to the Chairman, Commander Marena said the condition of these vessels before repair ruled out the possibility of sending them to Palermo or elsewhere to drydock and, in any case, tugs were not available for the purpose.

MINUTE 37: SWISS TRAFFIC VIA GENOA: (a) Inwards: The Chairman told the Meeting of an enquiry from the French Merchant Marine Representative at the Commandement Français (Italie), for information in respect of the alleged diversion of ships to Marseilles to discharge cargoes destined for Italy. It was said that, owing to congestion in the port of Genoa, ships were diverted to the French ports and cargoes had to be forwarded from Marseilles to the Italian frontier by rail. The French Representative suggested that instead of ships with cargoes destined for Italy being sent into Marseilles to discharge, it would be better to divert ships bound for Genoa with cargoes destined for Switzerland. The Chairman said he had told the French Merchant Marine Representative that, from information available in respect of Italian ships, the allegation was unfounded and suggested the French should obtain names of ships, cargoes, etc., from the Marseilles Custom House, when the matter could, if required, be given further consideration.

Lt. Col. Laraman said a similar enquiry had been made by the French through HQ Allied Commission and he had replied that there was no knowledge of Italian vessels with cargo for either UNRRA Italy programme or the Italian National Programme being diverted from Italian ports to a South of France port for discharge. He had suggested as diversions cannot be made without the consent of the owners of the goods carried under commercial contract, that the French should contact the Swiss Government Authorities who control external trade.

General Matteini confirmed that the Italian Ministry of Marine had no knowledge of undue delay in discharge of cargoes at Genoa within the past two months.

(b) Outwards: Commander Marena informed the Meeting that Italian shipowners and Genoa forwarding agents had asked permission to ship in Italian vessels the Swiss goods which came forward to Genoa for export. He mentioned Italian shipping men felt it unfair that this trade should be lost to them and go to foreign flag vessels. The Chairman pointed out that whether the goods went in Italian or foreign bottoms from Genoa the Genoa forwarding Agent was not the loser. Commander Marena contended the Board had authority to permit the shipment of Swiss goods in Italian ships under para. 2(B) of PAN. 658, particularly as ships as were sent to Alexandria and other Mediterranean ports to pick up raw material for use of Italian industry had space available for Swiss goods and to

French ports and cargoes had to be forwarded from Marseilles to the Italian frontier by rail. The French Representative suggested that instead of ships with cargoes destined for Italy being sent into Marseilles to discharge, it would be better to divert ships bound for Genoa with cargoes destined for Switzerland. The Chairman said he had told the French Merchant Marine Representative that, from information available in respect of Italian ships, the allegation was unfounded and suggested the French should obtain names of ships, cargoes, etc., from the Marseilles Custom House, when the matter could, if required, be given further consideration.

Lt. Col. Laraman said a similar enquiry had been made by the French through HQ Allied Commission and he had replied that there was no knowledge of Italian vessels with cargo for either UNRRA Italy programme or the Italian National Programme being diverted from Italian ports to a South of France port for discharge. He had suggested as diversions cannot be made without the consent of the owners of the goods carried under commercial contract, that the French should contact the Swiss Government authorities who control external trade.

General Matteini confirmed that the Italian Ministry of Marine had no knowledge of undue delay in discharge of cargoes at Genoa within the past two months.

(b) Outwards: Commander Marena informed the Meeting that Italian shipowners and Genoa forwarding agents had asked permission to ship in Italian vessels the Swiss goods which came forward to Genoa for export. He mentioned Italian shipping men felt it unfair that this trade should be lost to them and go to foreign flag vessels. The Chairman pointed out that whether the goods went in Italian or foreign bottoms from Genoa the Genoa forwarding Agent was not the loser. Commander Marena contended the Board had authority to permit the shipment of Swiss goods in Italian ships under para.2(B) of FAN.658, particularly as ships as were sent to Alexandria and other Mediterranean ports to pick up raw material for use of Italian industry had space available for Swiss goods and to spare on the outward voyages. The Chairman suggested the problem was not so simple as that as there was also the time factor loading and discharging and it could not yet be claimed that Italy had sufficient tonnage to cover fully her civil requirements. There was also the question of Italian companies competing with Conference Lines, an aspect which would have to be considered. Capt. Smith said that before he could give an opinion on this question he would have to talk the matter over with all interested parties. Mr. Bell remarked he, too, would ask the Ministry of Transport London, if they had any views on the subject. Commander Marena confirmed that the Italian companies were not re-establishing their pre-war regular services and were simply asking for permission not to pass up goods which they could easily load and which were now going instead to foreign flag ships from Italian ports.

MINUTE 38: The next meeting was called for Wednesday, the 14th August, 1946, at 10.00 hours, instead of the usual day, Thursday, as the 15th August is an Italian Holiday.

/DISTRIBUTION

2844

DISTRIBUTION:

Q(Movements) G.H.Q., C.M.F.
G-4, MTOUSA (6)
Q(Mov) Liaison Officer Rome (2)
Ministry of Transport (6)
War Shipping Administration (6)
CO, GE.NA. (5)
Allied Commission (2)
S.S.T.O. Caserta (3)
Ministero della Marina (2)

ITALIAN SHIPPING BOARD

ENCLOSURE "A"
1st August, 1946.

ITALIAN VESSELS (OVER 300 GRT)
SURPLUS TO DOMESTIC NEEDS
ALLOCATED TO

MEDITERRANEAN OR OVERSEA VOYAGES
DURING JULY 1946

2813

"ANDALUSIA"	(4499 GRT) (second voyage)	Huelva with pyrites for Rotterdam return with coal for account UNRRA Italy.
"PELORUM"	(5313 GRT)	Huelva Philadelphia returning with cargo of coal UNRRA Italy account.
"VOLUNTAS"	(5655 GRT)	Huelva-Philadelphia with pyrites returning with coal account UNRRA Italy.
"INES CORRADO"	(5159 GRT) (second voyage)	Huelva with pyrites for Philadelphia returning with coal account UNRRA Italy.
"ANDREA GRITTI"	(6337 GRT)	to proceed to South America in readiness return with cargo of cereals account Italian Government or alternatively UNRRA Italy.
"CITTA' DI ALESSANDRIA"	(2498 GRT)	from Tripoli with cash paying passengers (Italian nationals)
"ORILETTA"	(469 GRT)	from Naples to Lybia (T) return to Italy with hides, dates, etc.
"RESURRECTION"	(379 GRT)	to proceed to Rhodes for property of evacuated officials (Italian)
"NORA"	(530 GRT)	from Trapani with general cargo for Istanbul return with dry beans to Italy.
"FRANCESCA"	(1592 GRT)	from Genoa with manufactured goods to Istanbul, return to Italy with dry beans, cottonseed, tobacco, etc.
"TITANIA" (first voyage)	(1400 GRT) (second voyage)	with barley from Iskanderun (Alexandretta) and/or Izmir (Smyrna)
"CAPO MELE"	(3060 GRT)	from Civitavecchia/Anzio with barrel staves to ORAN and return to Italy with general cargo.
"VERA"	(380 GRT)	from Porto Vesme (Sardinia) with zino minerals to Caronte (Marseilles)
"IGLESIAS"	(360 GRT)	

2130

"INES CORRAO" (5159 GRT) Huelva with pyrites for Philadelphia returning with coal account UNRRA Italy.
(second voyage)

"ANDREA GRITTI" (6337 GRT) to proceed to South America in readiness return with cargo of cereals account Italian Government or alternatively UNRRA Italy.

"CITTA' DI ALESSANDRIA" (2498 GRT) from Tripoli with cash paying passengers (Italian nationals)

"ORLETTA" (469 GRT) from Naples to Lybia (T) return to Italy with hides, dates, etc.

"RESURRECTION" (379 GRT) to proceed to Rhodes for property of evacuated officials (Italian)

"NORA" (530 GRT) from Trapani with general cargo for Istanbul return with dry beans to Italy.

"FRANCESCA" (1592 GRT) from Genoa with manufactured goods to Istanbul, return to Italy with dry beans, cottonseed, tobacco, etc.

"TITANIA" (1400 GRT) (first voyage) (second voyage) with barley from Iskanderun (Alexandretta) and/or Izmir (Smyrna)

"CAPO MELE" (3060 GRT)

"VERA" (380 GRT) from Civitavecchia/Anzio with barrel staves to ORAN and return to Italy with general cargo.

"IGLESIAS" (360 GRT) from Porto Vesme (Sardinia) with zinc minerals to Caronte (Marseilles) returning to Italy with general cargo.

"LANGANO" (1245 GRT) (second voyage) from Genoa with Italian industrial products to Alexandria and return to Italy with raw cotton and general cargo. Voyage to be extended to Beyrouth, Haifa, Tel Aviv with general cargo of Italian products and return from Famagusta, Larnaka and Limassol (Cyprus) with raw materials for Italy.

"TITO CAMPANELLA" (896 GRT) (first voyage) (second voyage)

"MARIA VITTORIA" (1600 GRT) (first voyage) (second voyage)

ITALIAN SHIPPING BOARD

ENCLOSURE 3.
1st August, 1946.

ITALIAN VESSELS (under 300 GRT) and
SCHOONER ALLOCATIONS INTER-MEDITERRANEAN VOYAGES
DURING JULY.

"RITA"	(257 GRT)	from Reggio Calabria with barrel staves to Famagusta, Cyprus, and return to Italy with general cargo.
"ANTONIO AMODEO"	(131 GRT)	from Civitavecchia
"ANNA D'ARRICO"	(200 GRT)	" " " " " "
"CATTANI O"	(151 GRT)	" " " " " "
"LUCLANA"	(67 GRT)	" " " " " "
"MARIA AUSILIATRICE"	(DW 200)	" " " " " "
"PRIMO"	(DW 180)	" " " " " "
"ANGIOLINA H"	(173 GRT)	from Barletta
"MARIETTA TORRE"	(153 GRT)	" " " " " "
"LUCIO POLO"	(DW 435)	" " " " " "
"CARLO GIORGINI"		from Salerno with barrel staves to Tunis and return with general cargo to Italy.
"CARLO GIORGINI"		from Salerno/Sapri with barrel staves to Marseilles and return with general cargo to Italy.
"LIDO"	(22 GRT)	from Leghorn to Bastia, Corsica, and return to Italy with general cargo.
"SVAM"	(290 GRT)	from S. Antioco or Carloforte, Sardinia with zinc minerals to South France port and return with scrap iron and general cargo to Italy.
"DECIO"	(228 GRT)	
"TRIONFO"	(70 GRT)	from Venice with coal for UNRRA account to Durazzo, Albania.
"ERSILIA M"	(62 GRT)	from Naples with general cargo to Lybia (T) and return to Naples with hides, dates and general cargo.
"LINO"	(270 GRT)	from Syracuse with typewriting machines and general cargo to Smyrna, Turkey, and return to Italy with dry beans.
"ANTONIO"	(DW 223)	from Leghorn) with glassware to

"ANGIOLINA H"	(173 GRT)	from Barletta	} return with general cargo to Italy
"MARIETTA TORRE"	(153 GRT)	" "	
"LUCIO POLO"	(DW 435)	" "	
"CARLO GIORGINI"			
"CARLO GIORGINI"			
"LIDO"	(22 GRT)	from Leghorn to Bastia, Corsica, and return to Italy with general cargo.	
"SVAM"	(290 GRT)	} from S. Antioco or Carloforte, Sardinia with zinc minerals to South France port and return with scrap iron and general cargo to Italy.	
"DECIO"	(228 GRT)		
"TRIONFO"	(70 GRT)	from Venice with coal for UNRRA account to Durazzo, Albania.	
"ERSILIA M"	(62 GRT)	from Naples with general cargo to Lybia (T) and return to Naples with hides, dates and general cargo.	
"LINO"	(270 GRT)	from Syraouse with typewriting machines and general cargo to Smyrna, Turkey, and return to Italy with dry beans.	
"ANTONIO"	(DW 223)	from Leghorn	} with glassware to Istanbul and return to Ligurian ports with dry beans.
"NEGRITA"	(DW 520)	from Leghorn	

2841

1st August,

Enclosure "C"

ITALIAN SHIPPING/EO. IDITALIAN MERCHANT FLEET
SUMMARYof
Vessels over 300 GRT
recorded in Appendices No. 1 and Joint Nos. 2/3.

Appendix No.	Passenger ships		Ferries		Dry cargo vessels		Tankers		Total		
	No.	GRT	No.	GRT	No.	GRT	No.	GRT	No.	GRT	
No. 1	6	76,376	2	1,257	4	3,672	3	8,356	15	89,661	Retained
Joint Nos. 2/3 List "A"	8	22,443	11	7,900	98	214,300	} 141 339,280		}		In service
Joint Nos. 2/3 List "B"											
							24	94,637			
TOTAL of App. No. 1 and App. 2/3 Lists A/B	14	98,819	13	9,157	102	217,972	27	102,993	156	428,941	Total
App 2/3 List "C"	2	16,350			14	59,156	1	4,995	17	80,501	L.A. S.
App 2/3 List "D"			1	458	3	9,254	1	1,195	5	10,907	Vessel
App 2/3 List "E"					2	4,200	4	20,200	6	24,400	New or
GRAND TOTAL	16	115,169	14	9,615	121	290,582	33	129,383	184	544,749	GRAND

(NOTE: Schooners (under 300 GRT) Estimate: No. 750: about 60,000 GRT.)

2841

1st August, 1946.

ENCLOSURE "G".

ITALIAN MERCHANT FLEET

SUMMARY

of

Vessels over 300 GRT
recorded in Appendices No. 1 and Joint Nos. 2/3.

Series	Dry cargo vessels		Tankers		Total		Employment
	GRT	No.	GRT	No.	GRT	No.	
1,257	4	3,672	3	8,356	15	89,661	Retained on Allied Service
7,900	98	214,300	24	94,637	141	339,280	In service under COGENA control
9,157	102	217,972	27	102,993	156	428,941	<u>Total tonnage in service.</u>
	14	59,156	1	4,995	17	80,501	L.A.S.F., or requiring Long-term repairs
458	3	9,254	1	1,195	5	10,907	Vessels under or ready for Salvage.
	2	4,200	4	20,200	6	24,400	New constructions - to be completed
9,615	121	290,582	33	129,383	164	544,749	GRAND TOTAL

(r 300 GRT) Estimate: No. 750: about 60,000 GRT.)

1st August, 1946.

ITALIAN SHIPPING BOARD

APPENDIX No. 1

Vessels (over 300 GRT) retained on Allied Service:

NAME OF VESSEL	GRT	SERVICE TO WHICH ALLOCATED:	
S/s ANNA CAPANO	1215	Store carrier for R.N.	British
+ S/s MONTE CUCCO	500	Store carrier for R.N.	British
+ S/s MONTE GRAPPA	500	Store carrier for R.N.	British
+ S/t ISRIA	1466	Water carrier for R.N.	British
S/s EOLO	704	Middle-east ferry	British
S/s GERUSALEMME	8051	Hospital ship	British
S/s PRINCIPessa GIOVANNA	8955	Hospital ship	British
S/s ARGENTINA	5014	Troopship	British
M/v CITTA' DI TUNISI	5419	Troopship	British
M/v VULCANIA	24468	Troopship	U.S.A.
M/v SATURNIA	24469	Hospital ship	U.S.A.
S/s PARTENOPE	553	Naples/Capri Ferry	U.S.A.
S/s TRITON MARIS	1457	S.Francisco, Cal., U.S.A.	U.S.A.
S/t ARCOLA	6349	Depot ship (Tanker) at Port Etienne (Mauritania)	French
S/s PRO PATRIA	541	Water Boat at Tripoli (position awaiting clarification)	28'0

NAME OF VESSEL	GRT	SERVICE TO WHICH ALLOCATED:	
S/s ANNA CAPANO	1215	Store carrier for R.N.	British
+ S/s MONTE CUCCO	500	Store carrier for R.N.	British
+ S/s MONTE GRAPPA	500	Store carrier for R.N.	British
+ S/t ISTRIA	1466	Water carrier for R.N.	British
S/s EOLO	704	Middle-east ferry	British
S/s GERUSALENME	8051	Hospital ship	British
S/s PRINCIPESSA GIOVANNA	8955	Hospital ship	British
S/s ARGENTINA	5014	Troopship	British
M/v CITTA' DI TUNISI	5419	Troopship	British
M/v VULCANIA	24468	Troopship	U.S.A.
M/v SATURNIA	24469	Hospital ship	U.S.A.
S/s PARTENOPE	553	Naples/Capri Ferry	U.S.A.
S/s TRITON MARIS	1457	S.Francisco, Cal., U.S.A.	U.S.A.
S/t ARCOLA	6349	Depot ship (Tanker) at Port Etienne (Mauritania)	French
S/s PRO PATRIA	541	Water Boat at Tripoli (position awaiting clarification)	2840

+ VESSELS which are property of the Italian Navy.

- 2 -

1st August, 1946.

ITALIAN SHIPPING BOARD

JOINT APPENDICES 2/3.

Vessels (over 300 GRT) under COGENA control.

LIST "A". PASSENGER SHIPS, DRY CARGO VESSELS AND FERRIES IN SERVICE.

	<u>GRT</u>	<u>Notes</u>
S/s ABBAZIA	3706	
M/v ABBAZIA	391	
S/s ACILIA	354	
M/v ADRIANA	374	
M/s AIDA	323	
M/s ALESSANDRO	462	
S/s ALBERTO GIAMPAOLO	2813	
S/s ALBISOLA	4096	
S/s ANDALUSIA	4499	
S/s ANDREA COTTASINI	1416	
M/v ANDREA GRITTI	6337	
M/v ANNA MARTINI	934	
M/s ANTONIO	393	
S/s APE	360	
S/s APOLLO	5177	
M/v ARSIA	736	
M/v BEATRICE C	750	
S/s CARPIDOGLIO	3702	
S/s CAPO MELE	3060	
M/v CARSO	870	
S/s CATERINA CEROLINICH	5429	
M/v CATERINA MADRE	750	
S/s CERVINO	4363	
S/s CHERCA	5345	
+ S/s CHERSO	700	
M/v CITTA' DI ALESSANDRIA	2498	
M/v CITTA' DI BARI	590	
M/v CONCORDIA	750	
S/s COSTANTE C	834	
M/s COSTANZA F	300	
S/s DANTE	4901	
S/s EDERA	5254	
S/s ENRICO	1816	
S/s ERNESTO	7272	
M/v ESMERALDA	345	
S/s EZILDA CROCE	1230	

named "Ulmos" under British flag.

chartered to M/T London

2839

named "Ulmos" under British flag.

M/s ALESSANDRO	462
S/s ALBERTO GIAMPAOLO	2813
S/s ALBISOLA	4096
S/s ANDALUSIA	4499
S/s ANDREA COUTARINI	1416
M/v ANDREA GRITTI	6337
M/v ANNA MARTINI	934
M/s ANTONIO	393
S/s APE	360
S/s APOLLO	5177
M/v ARSIA	735
M/v BEATRICE C	750
S/s CAMPIDOGLIO	3702
S/s CAPO MELE	3060
M/v CARSO	870
S/s CATERINA CAROLLICH	5429
M/v CATERINA MADRE	750
S/s CERVINO	4363
S/s CHERCA	5345
+ S/s CHERSO	700
M/v CITTA' DI ALESSANDRIA	2498
M/v CITTA' DI BARI	590
M/v CONCORDIA	750
S/s COSTANTE C	834
M/s COSTANZA F	300
S/s DANTE	4901
S/s EDERA	5254
S/s ENRICO	1816
S/s ERNESTO	7272
M/v ESMERALDA	345
S/s EZILDA CROCE	1230
S/s FANNY BRUNNER	2366
M/v FEDE	450
M/t FERNANDA	346
S/s FORTUNATA	2715
M/v FRANCESCA	1580
S/s GAETA	4456
S/s GENNARGENTU	491
S/s GERARCHIA	5342
S/s GIACOMO C	4638
S/s GIAMPAOLO	358
S/s GIUSEPPE MESSINA	872

chartered to MOT London

wine tanker

+ vessels which are property of the Italian Navy.

2839

- 3 -

Continuation of Joint Appendix 4/5 LIST "A"		GRT	Notes
S/s HERMADA		4421	under repair expected date of readiness 30 Aug. 46
S/s IGLESIAS		359	
M/v IMPERATORE		1848	
S/s INES CORRADO		5159	
S/s ISONZO		5440	under repair expected date of readiness August 46
S/s ITU		1517	
M/s JANUS		346	
S/s JASON		532	
S/s LAMPEDUSA		404	
S/s LANGANO		1245	
S/s LAURETTA		1216	
M/v LAZZARO MOCCENIGO		1403	
S/s LETIZIA		391	Pilot boat at Bari
M/v LIBERTÀ		750	
S/s LIDO		1242	
S/s LIMBARA		402	
S/s LUANA		1140	
M/v LUIGI NOLI		342	
S/s LUIGI RAZZA		4333	under repair expected date of readiness August 46
S/s MADDA		5181	chartered to Spanish Govt. as "MONTE NAFARRATE"
M/s MADRE MARIA		329	
M/v MARIA		350	
M/s MARIA SERRA		330	
M/v MARIA VITTORIA		1580	
S/s MARISTELLA		4862	
M/s MAURO SANTE		405	Messina Ferry
S/s MESSINA		1343	
S/s MISENO		1298	
M/v MONTEPELMO		339	
S/s MOTIA		2473	
S/s NIURVO		5164	under repair expected date of readiness Sept. 46
M/v NORA		320	
S/s ORATA		8631	chartered to MOT London
M/s ORIETTA		469	
M/v ORION		358	
S/s PALLADE		1131	
S/s PATRIOTA		358	
S/s PELAGOS		668	

2838

S/s LAURETTA	1216	
M/v LAZZARO MOGENIGO	1403	
S/s LETIZIA	391	Pilot boat at Bari
M/v LIBERTA'	750	
S/s LIDO	1242	
S/s LIMBARA	402	
S/s LUANA	1140	
M/v LUIGI NOLI	342	
S/s LUIGI RAZZA	4333	under repair expected date of readiness August 46
S/s MADDA	5181	chartered to Spanish Govt. as "MONTE NAFAARATE"
M/s MADRE MARIA	329	
M/v MARLA	350	
M/s MARIA SERRA	350	
M/v MARIA VITTORIA	1580	
S/s MARISTELLA	4862	
M/s MAURO SANTE	405	
S/s MESSINA	1343	Messina Ferry
S/s MISENO	1298	
M/v MONTEPELMO	339	
S/s MOTIA	2473	
S/s NERVO	5164	under repair expected date of readiness Sept. 46
M/v NORA	320	
S/s ORATA	8631	chartered to MDT London
M/s ORLETTA	469	
M/v ORION	358	
S/s PALLADE	1131	
S/s PATRIOTA	358	
S/s PELAGOSA	668	
S/s PELORUX	5313	
S/s PERSIA	804	
S/s PERTUSOLA	1504	
M/v POLA	451	
M/v PRINCIPessa DI PIEMONTE	451	
S/s RAMPINO	301	
M/v REGINA ELENA	424	
S/s RESURRECTIO	979	
S/s RINUCCI	1216	
M/v RISVEGLIO	2309	
S/s SALVORE	1593	chartered to MDT London
S/s SANDRINA	792	
S/s SANTA CHIARA	1223	
M/v SCILLA	2807	Messina Ferry expected date of readiness Oct. 46
S/s SENIO	1066	

2838

./.

- 4 -

Continuation of
Joint Appendix 2/3

<u>LIST "A"</u>	<u>GRT</u>	<u>Notes</u>
M/V SESTRIFRE	7992	
S/s SFINGE	4496	
M/V SPES	896	
S/s TERESA	365	wine tanker
S/s TERESA SCHIAFFINO	5189	
M/V TITANIA	1400	
M/V TITO CAMPANELLA	870	
S/s TOSCANA	9442	
S/s TROVATORE	4700	chartered to Spanish Govt. as "CABO DEL AGUA"
S/s TUNISINO	997	
S/s TURIDDU	541	
S/s ULISSE	2226	
S/s USTICA	402	
M/V VELA	380	
S/s VITTORIO VENETO	4595	
M/s VIVARA	500	
S/s VOLUNTAS	5596	

LIST "B". TANKER (over 300 GRT) UNDER COGENA CONTROL AND IN SERVICE.

	<u>GRT</u>	<u>Notes</u>
M/t ANNARELLA	5999	Depot tanker - Naples
M/t CARNARO	5030	expected date of readiness November 1946
S/t CESCO	6160	used as landing stage at Leghorn
S/t FULGOR	6504	chartered to MOT London nominees
M/t ILLIRIA	7900	chartered to MOT London nominees
M/t LAVORO	7885	chartered to MOT London nominees
+ LEFE	750	
+ METAURO	300	
+ MINCIO	375	
+S/t NETTUNO	5088	
+ PAOLA	346	
+ PO	2200	
PORTO VECCHIO	589	

2837

chartered to MOT London nominees

LIST "B". TANKER (over 300 GRT) UNDER COGENA CONTROL AND IN SERVICE.

	<u>GRT</u>	<u>Notes</u>
M/v VERA	380	
S/s VITTORIO VANELO	4595	
M/s VIVARA	500	
S/s VOLUNTAS	5596	
M/t ANNARELLA	5999	Depot tanker - Naples
M/t CATTARO	5030	expected date of readiness November 1946
S/t OESCO	6160	used as landing stage at Leghorn
S/t FULGOR	6504	chartered to MOT London nominees
M/t ILLYRIA	7900	chartered to MOT London nominees
M/t LAVORO	7885	chartered to MOT London nominees
+ LELE	750	
+ METAURO	300	
+ MINCIO	375	
+S/t NEPTUNO	5088	
+ PAOLA	346	
+ PO	2200	
PORTO VECCHIO	589	
M/t POZARICA	7599	chartered to MOT London nominees
PROMETEO	850	
M/t RONDINE	6077	water depot at Leghorn
M/t SERGIO LAGHI	10495	chartered to MOT London nominees
+ SESIA	750	
S/t TAIGETE	4672	
+S/t TARVISIO	5483	chartered to MOT London nominees
+ TIRSO	850	
M/t UGO FIORELLI	1601	
+M/t URANO	5512	under repair expected date of readiness 15 Nov. 46
M/t VITTORIO ZANIBON	1622	
+ vessels which are the property of the Italian Navy.		

2837

Continuation of
Joint Appendix 2/3

- 5 -

LIST "C". VESSELS AND TANKERS (over 300 GRT) under COGENA CONTROL
L.A.S.F. OR REQUIRING LONG-TERM REPAIRS.

	<u>GRT</u>	<u>Notes</u>
M/V ALFREDO ORIANI	3059	L.T.R.
S/s ASSUNZIONE	4531	L.A.S.F.
M/V CITTA' DI MARSALA	2480	L.A.S.F.
S/s COR JESU	3993	L.T.R.
S/s DORA C.	5843	L.A.S.F.
S/s GRADISCA	13870	L.A.S.F.
S/s LUCIANO MANARA	8103	L.T.R.
M/V NINO BIXIO	7715	L.T.R.
S/t OLTERRA	4995	L.T.R.
S/s PAOLO	3825	L.T.R.
M/V PESCARA	1047	L.T.R.
M/V ROSSINI	2424	L.T.R.
S/s RUBICONE	4740	L.T.R.
S/s SABAUDIA	1590	L.T.R.
S/s SANTA RITA	5191	L.T.R.
M/V VERDI	2422	L.T.R.
S/s VOLODDA	4673	L.A.S.F.

LIST "D". VESSELS (over 300 GRT) under COGENA CONTROL UNDER SALVAGE/READY
FOR SALVAGE.

	<u>GRT</u>	<u>Notes</u>
S/s BUCINTORO	1273	Dry cargo ship at Leros (Dodecanese)
S/s PRINCIPESSA MAFALDA	458	Ferry - Naples
S/s RAVELLO	6500	Dry cargo ship - La Spezia
S/s SICULO	1481	Dry cargo ship - Naples
+ S/s STURLA	1195	Water-boat - North Africa

2836

LIST "E". NEW VESSELS (over 300 GRT) under COGENA CONTROL

M/V NINO BIXIO 7715 L.T.R.
 S/t OLTERA 4995 L.T.R.
 S/s PAOLO 3825 L.T.R.
 M/V PESCARA 1047 L.T.R.
 M/V ROSSINI 2424 L.T.R.
 S/s RUBICONE 4740 L.T.R.
 S/s SABAUDIA 1590 L.T.R.
 S/s SANTA RITA 5191 L.T.R.
 M/V VERDI 2422 L.T.R.
 S/s VOLODDA 4673 L.A.S.F.

LIST "D". VESSELS (over 300 GRT) under COGENA CONTROL UNDER SALVAGE/READY FOR SALVAGE.

Notes

GRT

S/s EUCINTORO 1273 Dry cargo ship at Leross (Dodecanese)
 S/s PRINCIPESSA KAFALDA 458 Ferry - Naples
 S/s RAVELLO 6500 Dry cargo ship - La Spezia
 S/s SICULO 1481 Dry cargo ship - Naples
 + S/s STURLA 1195 Water-boat - North Africa

2836

LIST "E". NEW VESSELS (over 300 GRT) under COGENA CONTROL AWAITING COMPLETION

Notes

GRT

M/t COMETA 700 launched - to be completed
 M/V DOMENICO ALBERTO AZUNI 1000 launched - to be completed
 M/t GIACOMO MATTEOTTI 6500 launched - to be completed
 S/s GIOSUE' BORSI 3200 launched - to be completed
 M/t OMBRINA 6500 launched - to be completed
 M/t PUNTA VAGNO 6500 launched - to be completed

+ vessels which are property of the Italian Navy.

Ext. 470

HEADQUARTERS ALLIED COMMISSION
APO 794
Transportation and Shipping Branch

AFS/na

AC/650/In.1

9 October 46

Subject : S/S OUSEL.

To : CO. GE. NA.

1. Reference your PFI/6420 of September 30th.
2. As the shipments made on above steamer were for the account of the American Red Cross it is suggested that you write direct to this organization requesting payment or to the Italian organization to whom the goods were consigned.

A. H. STREET
Lt. Colonel
Director.

197 2835

"CO. GE. NA."
COMITATO ITALIANO GESTIONE NAVI

(DEPARTO L. 145. L. 145. 14-10-1944 N. 314)

OGGETTO	DATA	N.º
s/s "OUSEL" December 1944 Palermo-Naples-Leghorn	NAPOLI September 30th, 1946	Pfi/ 612

(DEPARTO L. 145. L. 145. 14-10-1944 N. 314)

Raccomandata

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission

----- R O M E -----
Via Veneto - Palazzo Corporazioni

We are kindly requesting you to remit to us -
at your earliest convenience - the sum of :

£. 4.313.085,-- in settlement of reight due for the De-

-----cember 1944 s/s "Ousel" s voyage Paler-

mo -Naples -Leghorn, as follows :

- a) Goods loaded at Palermo for Leghorn:

800 tons of foodstuff freight
£.4.305 per ton.....£.3.444.000,--

102 tons clothings on American Red
Gross' account at £.4.305,--p/ton. " 439.110,--

- b) Goods loaded at Naples for Leghorn

105 tons of clothings on American
Red Gross'account at £.4.305,--p.Ton 429.975,--

£. 4.313.085,--

Raccomandata

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission

R O M E

Via Veneto -Palazzo Corporazioni

We are kindly requesting you to remit to us-
at your earliest convenience - the sum of :

£. 4.313.085,-- in settlement of reight due for the De-

-----cember 1944 s/s "Ousel" s voyage Paler-

mo -Naples -Leghorn, as follows :

- a) goods loaded at Palermo for Leghorn:

800 tons of foodstuff freight

£.4.305 per ton.....£.3.444.000,--

102 tons clothings on American Red

Gross' account at £.4.305,--p/ton. " 439.110,--

- b) goods loaded at Naples for Leghorn

105 tons of clothings on American

Red Gross'account at £.4.305,--p.Ton 49.975,--

£. 4.313.085,--

=====

Awaiting your reply, we remain.-

Very truly yours

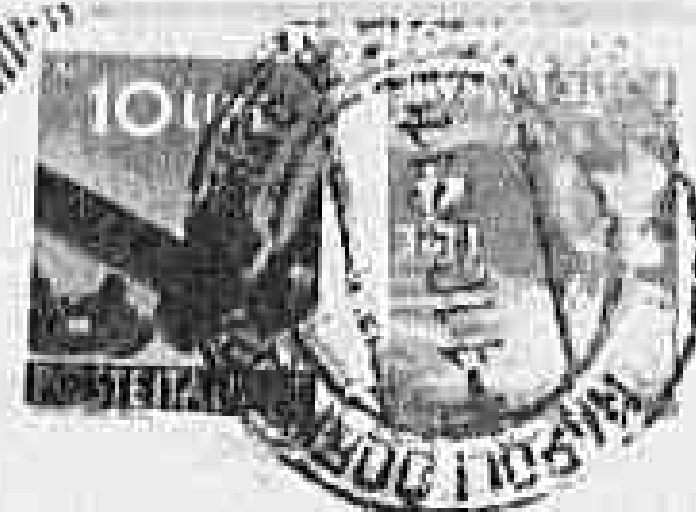
2834

Acting Director

(Rag. E. BOBBA)

[Signature]

1946



RACCOMANDATA

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission

ROME

Via Veneto, Palazzo Corporazioni

R

NAPOLI
(Corr. Fucchi)
4113

2833

TRANSLATION.

FROM : MINISTRY OF MARITIME MATTERS
4th Division

REF.No. : 9465/1

24 September 1946.

SUBJECT : Anchorage Dues for Allied Ships.

TO : Transportation & Shipping Branch,
J. AG. Rome.

Considering inquiries made at this Ministry by some of the Harbour Offices, we deemed it expedient to issue, for greater clarity, a set of rules on anchorage dues and other port & harbour charges to be paid by ships sailing under foreign flag, according to para 319 of the Act of Navigation effective since July 23rd, 1926.

Attached hereto is copy of the circular in which it is made clear that merchant and other ships in U.N. service are exempt from the above taxation, while all others are subject to payment.

Further, it is pointed out that all ships, carrying any sort of cargo (goods, materials etc.) for Allied Forces, or U.N. R.R.A. shipments for Italy, shall be considered as "ships in U.N. service".

(Sgd) illegible,

The Minister

2832

195

TRANSLATION

FROM : MINISTRY OF MERCANTILE MARINE
1st Division

REF. NO. : 7868/P1 6

13 August 1943.

SUBJECT : Anchorage dues for Allied ships.

TO : All Harbour-Offices.

1. According to circular No. 15700, dated 7 July 1944, and No. 755, dated 10 October 1942, it is necessary for the Harbour-Offices to have all unpaid dues for Allied ships recorded, including those for Italian ships in Allied service, since statement on services rendered to the Allied shall be based on such statistics.

Some of the Harbour-Offices asked recently for explanation as to which ships are subject to registration and what documents shall be required as evidence of the transport being actually made for Allied account, therefore, we call the attention of all the appropriate authorities to the fact that all "merchant and other ships in U.S. service" are authorized to sail free within the coasts of Italian territorial waters.

All ships carrying U.S.A.R.A. shipments for Italy or any port of cargo (goods, materials etc.) for Allied Forces, shall be considered as "ships in U.S. service".

The destination of the cargo must be inferred from the tally-sheet.

All foreign ships, other than those aforesaid, are subject to all payments (anchorage dues and other Port & Harbour charges), as soon as they enter the Italian harbours.

2. As for the rate of anchorage dues, it has been decided, in accordance with the Ministry of War, that Allied ships (French, Greek and Yugoslav included) may enjoy the privileges granted to Italian ships, if such privileges were foreseen by contracts made before 10 June 1940.

- 2 -

Foreigners enjoying the same privileges are those mentioned in the circular No. 1737, dated 7 July 1925 (Subject : Port & Harbour Dues - Serie I., No. 1) and in all further additions and modifications thereof.

3. Please acknowledge receipt.

(Sgd) ALBERTO,
The Minister.

TRUE COPY,
(Sgd) de Martino Rosarelli,
Chief of Section.

/ SEAL OF THE MINISTRY OF MARINE /

2830

21 SET 1946

Roma,

Ministero
della Marina Mercantile

Al COMMISSIONE ALLEATA

ROMA

Divisione IV Leg.

Prot. N. 5465/P Allegato I

Risposta al Foglio del
Dir. Leg. N. 2

OGGETTO Tasse ancoraggio navi alleate.

Lo scrivente, in seguito a quesiti mossi da alcune Capitanerie di Porto, ha ritenuto opportuno di fissare i criteri ai quali le Capitanerie predette debbono attenersi per il pagamento della tassa di ancoraggio e dei diritti marittimi previsti dalla Legge 23 luglio 1896, n. 318, dovuti dalle navi di bandiera estera.

A tale scopo è stata emanata la circolare, che si acclude in copia, con la quale si chiarisce che le navi mercantili ed i natanti in genere al servizio delle nazioni alleate sono esenti dal pagamento della tassa di ancoraggio e degli altri diritti di cui alla citata legge 23 luglio 1896, mentre tutte le altre navi estere sono tenute a tale pagamento.

Nella circolare stessa è stato precisato che per navi al servizio delle nazioni unite debbono intendersi tutte quelle che trasportano merci e materiali di qualsiasi genere destinate alle

OGGETTO Tasse encoraggio navi alleate.

Lo scrivente, in seguito a quesiti mossi da alcune Capitane-rie di Porto, ha ritenuto opportuno di fissare i criteri ai quali le Capitane-rie predette debbono attenersi per il pagamento della tassa di encoraggio e dei diritti marittimi previsti dalla Legge 23 luglio 1896, n. 318, dovuti dalle navi di bandiera estera.

A tale scopo è stata emanata la circolare, che si acclude in copia, con la quale si chiarisce che le navi mercantili ed i natanti in genere al servizio delle nazioni alleate sono esenti dal pagamento della tassa di encoraggio e degli altri diritti di cui alla citata legge 23 luglio 1896, mentre tutte le altre navi estere sono tenute a tale pagamento.

Nella circolare stessa è stato precisato che per navi al servizio delle nazioni unite debbono intendersi tutte quelle che trasportano merci e materiali di qualsiasi genere destinate alle forze armate alleate, nonché le navi che trasportano merci della U.N.R.R.A. destinate alla popolazione civile italiana.

Ciò premesso, si prega portare quanto precede a conoscenza degli enti interessati.

IL MINISTRO
2829

S.E.

MINISTERO DELLA MARINA - ROMANO
Direz. Gen. Marina Mercantile

Roma 13 agosto 1946

Dir. IV

Prot. n. 7668/P.E. 6

A TUTTE LE CAPITANERIE DI
PORTO

Oggetto: Tasse ancoraggio navi alleate.

1.- Le Capitanerie di porto, come venne disposto con le circolari 7 luglio 1944, n. 15700, e 10 ottobre 1945, n. 755, debbono registrare le tasse di ancoraggio ed i diritti marittimi non pagati delle navi alleate e delle navi nazionali viaggianti per conto degli alleati allo scopo di poter stabilire, ~~a suo tempo~~ *alla montata* le delle prestazioni rese agli alleati stessi.

Qualche Capitaneria ha ora chiesto per quali bandiere debba farsi la registrazione e quali documenti si debbano richiedere ai comandanti delle navi che dichiarano di effettuare viaggi per conto degli alleati.

Al riguardo si fa presente che, ai termini dell'articolo 17 dell'armistizio del 28 settembre 1945, le navi mercantili e gli altri natanti "al servizio delle nazioni unite" hanno il diritto di usare liberamente le acque territoriali italiane.

In conseguenza, sono da considerarsi "al servizio delle nazioni unite" tutte le navi che trasportano merci dell'U.N. .R.A. destinate all'approvvigionamento della popolazione civile italiana

Oggetto: Tasse ancoraggio navi alleate. =

I.- Le Capitanerie di porto, come venne disposto con le circolari 7 luglio 1944, n. 15700, e 10 ottobre 1945, n. 755, debbono registrare le tasse di ancoraggio ed i diritti marittimi non pagati dalle navi alleate e delle navi nazionali viaggianti per conto degli alleati allo scopo di poter stabilire, ~~a suo tempo, la montata~~ re delle prestazioni rese agli ~~alleati~~ stessi.

Qualche Capitaneria ha ora chiesto per quelli bandiere debbe farsi la registrazione e quali documenti si debbano richiedere ai comandanti delle navi che dichiarano di effettuare viaggi per conto degli alleati.

Al riguardo si fa presente che, ai termini dell'articolo 17 dell'armistizio del 28 settembre 1945, le navi mercantili e gli altri natanti "al servizio delle nazioni unite" hanno il diritto di usare liberamente le acque territoriali italiane.

In conseguenza, sono da considerarsi "al servizio delle nazioni unite" tutte le navi che trasportano merci dell'U.N. R.A. destinate all'approvvigionamento della popolazione civile italiana o merci e materiali di qualsiasi specie destinate alle forze armate alleate.

2828

La destinazione delle merci o dei materiali dovrà essere desunta dai documenti relativi al carico.

All'ignorare dei casi sopraindicati le navi, di qualsiasi bandiera, che approdano nei porti nazionali sono tenute al pagamento della tassa di ancoraggio e degli altri diritti previsti dalla Legge 23 luglio 1896, n. 310.

= 8 =

2.- Circa la misura delle tasse di ancoraggio, si dispone, su
 conforme parere del Ministero degli Esteri, che le navi di
 bandiera alleata (tra queste vanno comprese anche le navi fran-
 cesi, greche e jugoslave) lo quali, in base ai trattati di
 commercio e di navigazione, godevano, prima del 10 giugno
 1940, dello stesso trattamento delle navi nazionali, continui-
 no a godere di tale trattamento.

Si rammenta che le navi che hanno diritto nei nostri
 porti allo stesso trattamento delle navi nazionali sono quel-
 le appartenenti alle nazioni indicate nella circolare del 7 lu-
 glio 1925, n. 1737 (Titolo: Diritti marittimi - Serie I, n. 4)
 e nelle successive aggiunte e modificazioni alla circolare
 stessa.

3.- Si prega di accusare ricevuta.

IL MINISTRO
 P.to: Aldisio

per copia conforme
 IL CAPO DIVISIONE

f.to de Martino Roselli



105

commercio e di navigazione, godevano, prima del 10 giugno 1940, dello stesso trattamento delle navi nazionali, continuando a godere di tale trattamento.

Si rammenta che le navi che hanno diritto nei nostri porti allo stesso trattamento delle navi nazionali sono quelle appartenenti alle nazioni indicate nella circolare del 7 luglio 1925, n. 1707 (Titolo: Diritti marittimi - Serie I, n. 4) e nelle successive aggiunte e modificazioni alla circolare stessa.

3.- Si prega di accusare ricevuta.

IL MINISTRO
F/to: Aldisio

Per copia conforme
IL CAPO DIVISIONE

F.to de Martino



G.A.

1950
2827

TRANSLATION.

FROM : MINISTRY OF MARINE.

REF. No. : 15690/2

18 September 1946.

SUBJECT : Control of Ship Repair Facilities and Dockings in Italy.

TO : Transportation & Shipping Branch ,
HQ. AC. Rome.

1. Reference your AC/650/ Tn 1. , dated 18 July 1946.

2. Formal approval is being given to the draft of agreement on the above subject, provided following modifications be made.

a. Instead of the title: "Agreement made between HQ. AC., on one side, and the Ministries of Marine and Mercantile Marine, on the other."

b. Instead of para 1 : "According to agreement made between HQ. AC., on one side, and the Ministries of Marine and Mercantile Marine, on the other (on behalf of the Italian Gov.)."

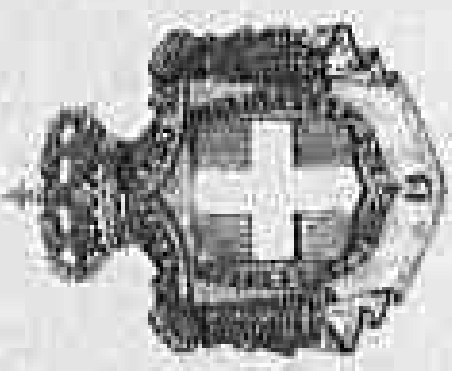
(Sgd) C. di V. G. MARINI,

The Secretary.

194A
2826

2159

Mod. 39



18 SET 1946

Roma

Ministero della Marina

GABINETTO



HQ. ALLIED COMMISSION
TRANSPORTATION AND
SHIPPING BRANCH
MINISTERO DELLA MARINA MERCANTILE-ROMA
MARISEGREGE
=SEDE

INDIRIZZO TELEGRAFICO MARINA - ROMA

Ord. N. 13690/2 Allegato

ARGOMENTO: Controllo dei mezzi per la riparazione delle navi
e delle immissioni in bacino in Italia.-

Con riferimento al vostro foglio AC/650/Tn I in data
18 Luglio 1946, si dà l'approvazione formale all'accordo in
argomento previa effettuazione delle seguenti varianti:

Cambiare il titolo come segue: "Accordo fra la Commissione
Alleata ed i Ministeri della
Marina Militare e Marina Mer-
cantile".

Cambiare il paragrafo 1 come
segue:

"E' qui convenuto fra il Quar-
tier Generale della Commissio-
ne Alleata ed i Ministeri del-
la Marina Militare e Marina
Mercantile, Roma (per il Gover-
no Italiano".

Dist No 13690/2 *Allegato*

ARGOMENTO: Controllo dei mezzi per la riparazione delle navi
e delle immissioni in bacino in Italia.-

Con riferimento al vostro foglio AC/650/Tn I in data
18 Luglio 1946, si dà l'approvazione formale all'accordo in
argomento previa effettuazione delle seguenti varianti:

Cambiare il titolo come segue: "Accordo fra la Commissione
Alleata ed i Ministeri della
Marina Militare e Marina Mer-
cantile".

Cambiare il paragrafo 1 come
segue:

"E' qui convenuto fra il Quar-
tier Generale della Commissio-
ne Alleata ed i Ministeri del-
la Marina Militare e Marina
Mercantile, Roma (per il Gover-
no Italiano".

2825

d'ordine
IL CAPO.DI GABINETTO
C. di V. G.MARINI

M. Marini
194

HEADQUARTERS
MEDITERRANEAN THEATER OF OPERATIONS
UNITED STATES ARMY
OFFICE OF FISCAL DIRECTOR
APO 512

1207

29 August 1946

SUBJECT: PIO Shipping Tickets

TO : Headquarters Allied Commission
APO 794, U. S. Army

Pursuant to instructions contained in paragraph 5, MTOUSA Supply Directive 70, dated 29 September 1945, one (1) shipping ticket covering the return of property of Italian Origin by Hq. Comd. Supply, PBS, is forwarded for your records and file.

For the Fiscal Director:

Charles Linger
CHARLES LINGER,
Major, P. D.,
Executive Officer.

193
A
2824

HEADQUARTERS
MEDITERRANEAN THEATER OF OPERATIONS
UNITED STATES ARMY
OFFICE OF FISCAL DIRECTOR
APO 512

29 August 1946

SUBJECT: PIO Shipping Tickets

TO : Headquarters Allied Commission
APO 794, U. S. Army

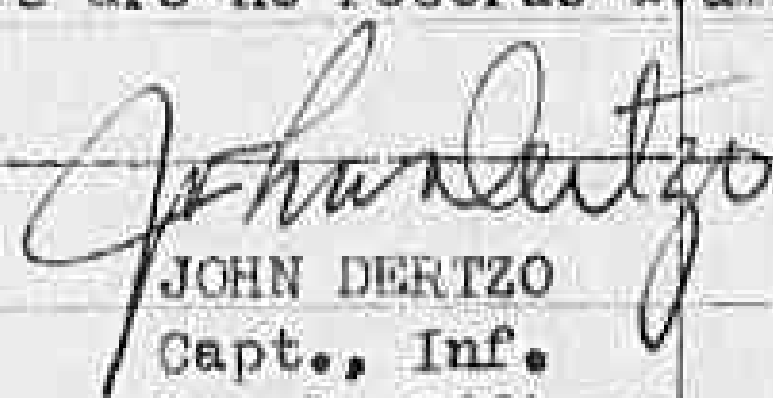
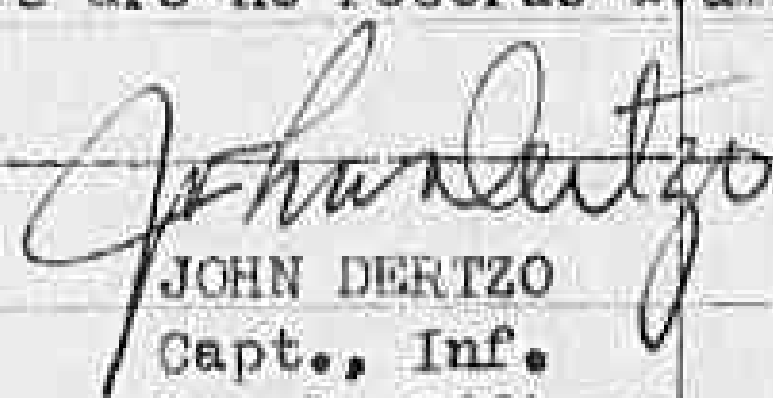
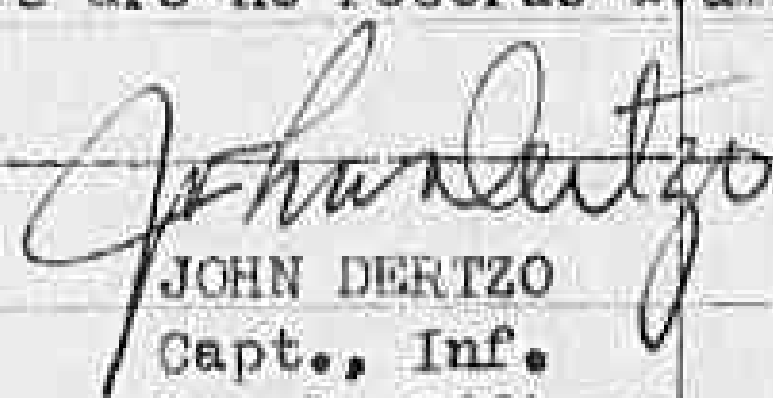
Pursuant to instructions contained in paragraph 5, MTOUSA Supply Directive 70, dated 29 September 1945, one (1) Shipping ticket covering the return of property of Italian Origin by Hq. Comd. Supply, PBS, is forwarded for your records and file.

For the Fiscal Director:

CHARLES LUNGER,
Major, F. D.,
Executive Officer.

(192)

2823

1		2		3		4		5		6		7		8		9		10		11		12		13		14		15		16		17		18		19		20		21		22		23		24		25		26		27		28																																																					
WAR DEPT. SHIPPING DOCUMENT DATE SHIPPED CAR INITIAL & NO. REEL NO. R/L NO. CARRIER VOUCHER NO. C-9 767 STATION 61-100 REQUISITION NO. MO. 8 DAY 26 YR 46 SHEET / TOTAL PAGE TYPE PAGE TOTALS RECAPITUL																																																																																																											
AG Publications Depot - 4-46 - 20th Dec CONSIGNEE Supply Officer, Peninsular Base Section Headquarters Command Supply, APO 782 U.S. Army Italian Direzione, Lavori del Genio Militare Leghorn																																																																																																											
<table border="1"> <thead> <tr> <th>STOCK NUMBER</th><th>DESCRIPTION OF ARTICLES</th><th>UNIT OF MEAS.</th><th>NO. OF PAGE</th><th>NO. OF PAGE</th><th>PRO. NUMBER</th><th>UNIT WT.</th><th>TOTAL WEIGHT</th></tr> </thead> <tbody> <tr> <td></td><td>Tables, writing</td><td>ea</td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td></td><td>Cabinets close</td><td>ea</td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td></td><td>Chairs</td><td>ea</td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td></td><td>Desk</td><td>ea</td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td colspan="8" style="text-align: center;">/////////////////Nothing Follows/////////////////</td></tr> <tr> <td colspan="8"> The above items were on hand when Capt. John Dertzo took over the duty of Supply Officer. There are no records available as to how or where they were procured. </td></tr> <tr> <td colspan="8" style="text-align: right;"> DIREZ CEN </td></tr> <tr> <td colspan="8" style="text-align: right;">  JOHN DERTZO Capt., Inf. Supply Officer </td></tr> <tr> <td colspan="8" style="text-align: center;"> 164 8083 </td></tr> </tbody> </table>																												STOCK NUMBER	DESCRIPTION OF ARTICLES	UNIT OF MEAS.	NO. OF PAGE	NO. OF PAGE	PRO. NUMBER	UNIT WT.	TOTAL WEIGHT		Tables, writing	ea							Cabinets close	ea							Chairs	ea							Desk	ea						/////////////////Nothing Follows/////////////////								The above items were on hand when Capt. John Dertzo took over the duty of Supply Officer. There are no records available as to how or where they were procured.								DIREZ CEN								 JOHN DERTZO Capt., Inf. Supply Officer								164 8083							
STOCK NUMBER	DESCRIPTION OF ARTICLES	UNIT OF MEAS.	NO. OF PAGE	NO. OF PAGE	PRO. NUMBER	UNIT WT.	TOTAL WEIGHT																																																																																																				
	Tables, writing	ea																																																																																																									
	Cabinets close	ea																																																																																																									
	Chairs	ea																																																																																																									
	Desk	ea																																																																																																									
/////////////////Nothing Follows/////////////////																																																																																																											
The above items were on hand when Capt. John Dertzo took over the duty of Supply Officer. There are no records available as to how or where they were procured.																																																																																																											
DIREZ CEN																																																																																																											
 JOHN DERTZO Capt., Inf. Supply Officer																																																																																																											
164 8083																																																																																																											
W. D. A. G. O. Form 436-5-C 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78																																																																																																											

RECAPITULATION OF SHIPMENT										PROPERTY COPY	
REQUISITION NO.	NO.	DAY	YR.	SHEET	TOTAL PAGES	TYPE	DESCRIPTION	TOTAL WEIGHT	TOTAL CUBE	CONSIGNEE	VOUCHER DATE
	8	26	46	/							
					TOTALS						

ARTICLES	UNIT OF MEAS.	NO. OF PKGS.	LY. OF PKGS.	PKG. NUMBER	UNIT WT.	TOTAL WEIGHT	UNIT CUBE	TOTAL CUBE	ITEM NO.	STOCK NO.	TALLY QUANTITY ACTUALLY SHIPPED	QUANTITY RECEIVED
	ea								1		12	12
	ea								2		1	1
	ea								3		2	2
	ea								4		5	5
Nothing Follows on hand when Capt. John Dertzo took over There are no records available as to ured. <i>John Dertzo</i> JOHN DERTZO Capt., Inf. Supply Officer DIREZIONE LAVORI SENSO MIL. FIRENZE CENTRO MACCO MATERIALI DI LIVORNO IL CAPO CENTRO												

ARTICLES SHOWN IN COLUMN "QUANTITY RECEIVED" HAVE BEEN RECEIVED IN FULL AND IN GOOD CONDITION WITH SETS

ARTICLES SHOWN IN COLUMN "QUANTITY RECEIVED" HAVE BEEN RECEIVED IN FULL AND IN GOOD CONDITION WITH SETS

Ext. 470

HEADQUARTERS ALLIED COMMISSION
APO 794
Transportation and Shipping Branch

AMH/fin

AC/650/m.1

18 July 1946

Subject : Control of Ship Repair Facilities
and Dockings in Italy.To : Ministry of Marine
Italian Government
Rome.

1. Formal approval has now been received from the:
Commander in Chief Mediterranean Station,
War Shipping Administration,
Ministry of Transport,
to the draft agreement prepared last December on "Control of Ship Repair and
Dockings in Italy" to which you gave verbal agreement.
2. A copy of draft agreement is attached and we shall be glad to
receive your formal approval so that the draft may be duly implemented.

A. H. STUBBS
Lt. Colonel
Director.1-Encl.
Copy of draft agreement.190
2821

Transport Branch

MINUTES OF SECOND MEETING
OF
ITALIAN SHIPPING BOARD

HELD AT ROME ON FRIDAY 5TH JULY, 1946.

MEMBERS:

- Ministry of Transport (Br.)
- Mr. G.A. Bell (in the Chair)
- SACRED - British Representative
(G. Mov. Liaison Office, Rome)
- Lt. Col. M.P. Laraman.
- War Shipping Administration (Am.)
(Director, Med. Area)
- Mr. W.S. McKeeney.
- Ministry of Marine (Italian)
- Commander Marens.
- Ministry of Transport (Br.)
- Mr. H.W. Hellyer
 - Major Clive N. Eurnett
- War Shipping Administration (Am.)
- Mr. G.W. Kallach.

PRESENT:

The Minutes of the Meeting held on 28th June, 1946, were approved.

The Chairman welcomed Mr. W.H. Hellyer, Director of Tanker Division, Ministry of Transport, to the Meeting.

MINUTE 10. WAR SHIPPING ADMINISTRATION REPRESENTATION: Mr. Kallach introduced Mr. W.S. McKeeney, his successor, as Director in this area. The Chairman welcomed Mr. McKeeney and expressed the regret of the Board at losing Mr. Kallach, one of the original Members of MEDCO, as a colleague.

MINUTE 11. APPENDICES: The Chairman referred to the Summary (Para. 9 of the Statement attached to Minutes of Meeting 28th June 1946) of the Italian Merchant Fleet and mentioned it included vessels which might be long-term repair propositions whose dates of readiness were uncertain. Mr. Bell pointed out that CO. 31.14 would need to check the Appendices closely and report to the Board on the position of such vessels.

During a discussion which followed on vessels on Allied Service, Mr. Kallach enquired, in the event of the "ANTUNIA" and "VULCANIA" (Appendix No. 1) being returned to Italian control, how they would be employed. Commander Marens assured Mr. Kallach that the vessels were urgently required and would be most useful for the repatriation from India, U.K., etc., of Italian prisoners-of-war. Mr. Kallach promised to inform the War Shipping Administration.

MINUTE 12. The Board discussed the position of vessels available for the carriage of overseas cargoes to Italy.

Feon

W 939 608

C.S.O

PRESENT:

- Ministry of Marine (Italian)
- Ministry of Transport (Br.)
- War Shipping Administration (Am.)
- Commander Marena
- Mr. H. W. Hellyer
- Major Clive R. Burnett
- Mr. C. W. Kallioch

The Minutes of the Meeting held on 28th June, 1946, were approved.

The Chairman welcomed Mr. H. W. Hellyer, Director of Tanker Division, Ministry of Transport, to the Meeting.

MINUTE 10. WAR SHIPPING ADMINISTRATION REPRESENTATION: Mr. Kallioch introduced Mr. H. H. McKenney, his son, as Director in this Area. The Chairman welcomed Mr. McKenney and expressed the regret of the Board at losing Mr. Kallioch, one of the original Members of MDEC, as a colleague.

MINUTE 11. APPENDICES: The Chairman referred to the Summary (Para. 2 of the Statement attached to Minutes of Meeting 28th June 1946) of the Italian Merchant Fleet and mentioned it included vessels which might be long-term repair propositions whose dates of readiness were uncertain. Mr. Bell pointed out that C.A.B. would need to check the Appendices closely and report to the Board on the position of such vessels.

During a discussion which followed on vessels on Allied Service, Mr. Kallioch enquired, in the event of the "SATURNIA" and "VULCANIA" (Appendix No. 1) being returned to Italian control, how they would be employed. Commander McKenney assured Mr. Kallioch that the vessels were urgently required and would be most useful for the repatriation from India, U.K., etc. of Italian prisoners-of-war. Mr. Kallioch promised to inform the War Shipping Administration.

MINUTE 12. The Board discussed the position of vessels available for the carriage of overseas cargoes to Italy.

Mr. Bell said a number of Italian vessels were proceeding out of the Mediterranean to return to Italy with commodities from ports as far apart as Plato ports in South America, Rotterdam in the North Sea, as well as Black Sea **2829**. All sailings were controlled as the practice was for ocean-going vessels which were surplus to domestic needs to be considered first, for the carriage of cargo from overseas in the Italian National Programme, and, secondly, in the URENA Ital. Programme.

Commander Marena reported there had been a number of fixtures recently to bring URENA coal to Italy. One of these, the "AMALUSIA" (4499 G.R.T.) was to load at Rotterdam. Two, the "IBES CORADO" (5159 G.R.T.) and the "VITTORIO VENETO" (4595 G.R.T.) had already sailed to load coal at a U.S. port, Northern Range, and three others, the "DANTE" (4900 G.R.T.) "URENA" (4439 G.R.T.) and the "VOLUNTAS" (5597 G.R.T.) had been chartered by URENA also for U.S. loadings. The "AMALUSIA" (4499 G.R.T.), for the voyage northwards, had been taken up for the carriage of crates from Puelva to Antwerp. The "URENA" (4439 G.R.T.) had been chartered for a similar voyage from Puelva, the fixture having been made in prospect of

- 2 -

of a return voyage from Rotterdam with coal, instead of which UMRPA took the ship up for coal from a U.S. Northern Range port. The Chairman asked Commander Marensa if any vessel fixed to load at a U.S. Port was carrying cargo west-bound for discharge in the U.S.A. as he considered that before such cargo was accepted the W.S.A. should be consulted. Mr. Kallach explained the policy of the W.S.A. is to withdraw from operating ships and turn them over to private operations. W.S.A. would, therefore, refrain from berthing ships against privately operated vessels and he was of opinion the Board should examine the case of any vessel operated by COGENA being offered to load for a U.S. port so as to avoid the vessel being berthed against a privately operated American flag vessel.

MINUTE 13. Discussing schooners voyages within the Mediterranean, Mr. Kallach asked what was the lifting capacity of the Italian schooner fleet. Commander Marensa replied that the total estimated lift was about 60,000 tons. It was mentioned that this represents about 750 schooners (under 300 G.R.T.) many of which were having hard work to find cargoes now that larger ships were plying on regular runs between local ports. Some of the bigger schooners had found employment carrying cargoes between Italy and ports in North Africa, Spain and South France.

MINUTE 14. The Chairman referred to the Meeting in Rome on 3rd July called by A.P.H.Q. to meet the Director and Assistant Director of Tanker Division of the Ministry of Transport, Mr. H.W. Hollister and Mr. W.A. Vennart, who had flown out specially to discuss the future employment of Italian Deep Sea Tankers. A full discussion had taken place at that Meeting, which Members of the Board had attended, on the carriage from overseas of petroleum products to Italy and the coastwise distribution. Mr. Bell reminded the Board that the Chairman (Major Atkinson of P.D.S. Pet.Div.) of the A.P.H.Q. Meeting was to obtain clarification on the following points:-

(A) Matters of direct interest to Italian Shipping Board on which Major Atkinson is to seek clarification

- (i) FMH 658. Whether para.2(b) over-rides para.5 under which latter OSAB allowed certain ships to be chartered to M.C.T.
- (ii) In the event of Italian deep sea tankers being recalled as a military necessity for coastwise shuttling of petroleum products, whether they would be on nominal charter.
- (iii) In the event of it being ruled that return of Italian deep sea tankers is necessary for Italian economy, whether they are to be allocated for the carriage of petroleum products from overseas in order to be fully employed as deep sea vessels as against their use in shuttling cargoes on light draught coastwise.

(B) Other matters which had a bearing on the above points and on which Major Atkinson was also to seek clarification were:-

(iv) The interpretation of:-

that, this represents about 750 schooners (under 300 G.R.T.) many of which were having hard work to find cargoes now that larger ships were plying on regular runs between local ports. Some of the bigger schooners had found employment carrying cargoes between Italy and ports in North Africa, Spain and South France.

MINUTE 14. The Chairman referred to the Meeting in Rome on 3rd July called by A.F.H.Q. to meet the Director and Assistant Director of Tanker Division of the Ministry of Transport, Mr. H.W. Hollister and Mr. W.A. Vennart, who had flown out specially to discuss the future employment of Italian Deep Sea Tankers. A full discussion had taken place at that Meeting, which Members of the Board had attended, on the carriage from overseas of petroleum products to Italy and the coastwise distribution. Mr. Bell reminded the Board that the Chairman (Major Atkinson of R.F.S. Pet.Div.) of the A.F.H.Q. Meeting was to obtain clarification on the following points:-

(A) Matters of direct interest to Italian Shipping Board on which Major Atkinson is to seek clarification

(i) PAR 658. Whether para.2(b) over-rides para.5 under which latter CSAB allowed certain ships to be chartered to M.O.T.

(ii) In the event of Italian deep sea tankers being recalled as a military necessity for coastwise shuttling of petroleum products, whether they were to be on minimal charter.

(iii) In the event of it being ruled that return of Italian deep sea tankers is necessary for Italian economy, whether they are to be allocated for the carriage of petroleum products from overseas in order to be fully employed as deep sea vessels as against their use in shuttling cargoes on light draught coastwise.

(E) Other matters which had a bearing on the above points and on which Major Atkinson was also to seek clarification were:-

(iv) The interpretation of:-

(a) C.O.D. Directive 19 March 1946 to MPT to procure on behalf of H.M.N.R.A. and to deliver to the theatre.

(b) SACRED has represented to CSB that distribution of all POL in Italy is a military responsibility.

(v) Actual terms under which T.2 tankers are now chartered and terms for two-port discharge.

Mr. Kailoch said he would like to have it recorded that W.S.A. Washington, had indicated to Ministry of Transport, London, that they had no objection to more than one port of call or discharge of T.2 tankers.

The position of three Italian coastal tankers engaged in shuttling cargoes programmed by the Central Mediterranean Tanker Control Committee was raised by Lt.Col. Laraman who enquired of the basis on which they were operating. Mr. Hollister

and clarification should come on this point from the matters left in Major Atkinson's hands. Commander Marens then mentioned the coastal tanker "COMET" (700 G.R.T.) now ready for service. CO. G.L.N.A. proposed she should be treated the same as the "POMPO VECCHIO" (450 G.R.T.) and taken up on commercial charter rather than requisitioned by the Italian Ministry of Marine, as experience had proved this was the more efficient way of operating. The Chairman pointed out that the question of payment and operating control went entirely matters for the Italians but the Board thought COGEMA might well deal with the "COMET" on the same lines as the "POMPO VECCHIO", pending word on matters left with Major Atkinson.

MINUTE 15. Commander Marens drew attention to the position of the Italian passenger ship "ARADISCH" (13870 G.R.T.). The vessel has been aground on Gavdos Island since January 23rd 1946, and the Greek Government has so far not agreed to an Italian merchant ship ("GIUSEPPE MISSINA" 862 G.R.T.) with accompanying tug and a party of 80 civilians to proceed to the ship to effect salvage, notwithstanding the fact that representations had been made through the Royal Navy by the Navy Sub-Commissioner the Allied Commission at the request of the Board. Commander Marens said that the Ministry of Marine had been told the matter should be taken up by the Italian Government with the Greek Government direct through normal diplomatic channels, but so far these were not open. The Italian Ministry of Marine, which was prepared to undertake the salvage, feared the loss of the vessel unless advantage was taken of the summer weather to bring the work to completion before the autumn storms broke. Commander Marens asked the Board's assistance to obtain Greek permission for the work to begin without delay and the Board decided to telegraph the Ministry of Transport, London, and W.S.A. Washington, to ask the Foreign Office and State Department respectively, to make the necessary representations to the Greek Government.

MINUTE 16. The next Meeting was called for Thursday, 18th July, 1946, at 11.00 hrs and fortnightly thereafter.

DISTRIBUTION:

G (Government) G.N.C., G.M.T.
G-4 (FOUSA) (6)
Q (Nav.) Liaison Office Rome (2)
Ministry of Transport (6)
War Shipping Administration (6)
COGEMA (2)
Allied Commission (2)
S.S.T.C. Caserta (2)

accompanying tug and a party of 80 civilians to proceed to the salvage, notwithstanding the fact that representations had been made through the Royal Navy by the Navy Sub-Commission of the Allied Commission at the request of the Board. Commander Marona said that the Ministry of Marine had been told of the Board. Commander Marona said that the Italian Government with the Greek Government the matter should be taken up by the Italian Government but so far these were not open. The direct through normal diplomatic channels, but so far these were not open. The Italian Ministry of Marine, which was prepared to undertake the salvage, feared the loss of the vessel unless advantage was taken of the summer weather to bring the work to completion before the autumn storms broke. Commander Marona asked the Board's assistance to obtain Greek permission for the work to begin without delay and the Board decided to telegraph the Ministry of Transport, London, and W.S.A. Washington, to ask the Foreign Office and State Department respectively, to make the necessary representations to the Greek Government.

MINUTE 16. The next Meeting was called for Thursday, 18th July, 1946, at 11.00hrs and fortnightly thereafter.

DISTRIBUTION:

C (Movements) C.A.C., C.M.F.
 C-4 MTOUSA (6)
 C (Mov.) Liaison Office Rome (2)
 Ministry of Transport (6)
 War Shipping Administration (6)
 COGEM (2)
 Allied Commission (2)
 E.S.T.O. Caserta (2)

189

2010

Ext. 470

HEADQUARTERS ALLIED COMMISSION
APO 794
Transportation and Shipping Branch

AES/vr

AC/650/Tn.1

5 July 1946

Subject : Cable - Lorries ex-Eritrea.

To : Ministry of Marine
Italian Government
Rome.

1. Reference attached copy of cable, 27858/OET, dated 3 July 1946.
2. Can you furnish this office with the information requested.

A.H. STREET
Lt. Colonel,
Deputy Director.

FILE

188

2818

INCOMING MESSAGE *Tu*

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: 27858/OET

Message Centre No: H/4418

Date/Time of Origin: JULY 031130B

Date Time Rec'd: JULY 041130B

Precedence: PRIORITY

FROM: MIDEAST

TO: ALCOM ROME

UNCLASSIFIED.

REFERENCE LORRIES EX-ERITREA.

UNDERSTAND PRIVATE ENTERPRISE SHIPPING FURTHER 130 TO ITALY. BALANCE REMAINING 200
REQUEST FOLLOWING INFORMATION. WHETHER ITALIAN GOVERNMENT WILLING TO PAY STERLING
FOR SHIPPING AND FROM WHAT SOURCE WITH APPROXIMATE DATE SHIPPING WILL BE MADE
AVAILABLE.

ACTION

AC DIST

ACTION: TN BR 2

INFO: CHIEF COMMISSIONER

ECON 2

FILE

FLOAT 2



2817

Ext. 182

HEADQUARTERS ALLIED COMMISSION
APO 794
Transportation and Shipping Branch

WPS/vr

AC/650/Tn.1

4 June 1946.

Subject : Payment for Port Services - W.S.A. Steamers at Italian Ports.

To : Ministry of Marine
Director General of Merchant Marine
Italian Government
Rome.

Attention: Gen. Mittelein.

1. There is attached a copy of a letter from War Shipping Administration, Naples, dated May 22, 1946, subject as above, which attaches copies of letters from the Capitaneria di Porto of Genoa and from one of the W.S.A. sub-berth agents at Venice to his principals, the American Export Lines at Genoa, relative to payment of expenses for pilotage, tug boats, mooring etc. at Italian Ports.

2. Your comments on this matter will be greatly appreciated.

WALTER F. SCOGGINS
Lt. Colonel, QMC
Director.Incl.- 3
Copies of ltr.186
2816

COPY

16th May 1946

To: American Export Lines, Inc.
Via Alia Rinsiate 1
Gen

We are informed by the Capitaneria di Porto of Venice and Ancona that we have to pay all expenses for pilotage, tug boats, mooring etc. According to a telegram from Naples signed WSA, it seems that these expenses are not to be paid for steamers which carry cargo for Italy and not for other countries. We have presented this telegram at a meeting at the Capitaneria di Porto, Venice, but it seems that they have no received instructions from Rome after having reached an agreement there with WSA.

We shall be glad to receive your definite instructions because the Companies in charge of the different services are insisting with us for payment.

Yours very truly,

ADRIATIC SHIPPING COMPANY
Gino Premara - President

185

2815-

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

Ref: ES/6.00

8 April 1946

SUBJECT: Shipbuilding Agreement

TO : Lt. Col. W. P. Seeggins, Director
Transportation & Shipping Branch

1. Capt. Mentz informs me that he drew up a shipbuilding agreement in December and turned same over to the Economic Section. Transportation Branch, please inform Capt. Mentz of the present status of this agreement.

2. Capt. Mentz has read press dispatches regarding the construction of a 17,000 ton vessel under a contract with Norwegians in the Monfalcone yards. The press releases have stated that the Allies are encouraging this contract.

3. Capt. Mentz, aware of the terms of the agreement, knows that such a contract should clear through the Navy Sub-Commission. Therefore he wishes to know:

- (a) What agency cleared the contract;
- (b) Who is encouraging the contract;
- (c) What is the present status of the construction?

4. Transportation Branch please obtain the necessary information and inform Capt. Mentz.

Charles W. Walton
CHARLES W. WALTON
Colonel, AC
Acting Vice President

CC: Lt. Col. Tirmans
Capt. Mentz

184

2814

650

WAR SHIPPING ADMINISTRATION

Naples, Italy
May 22nd, 1946

The Allied Commission
Rome

Gentlemen: Payment for Port Services - W.S.A. Steamers
at Italian Ports

We attach herewith copy of letter dated May 7th, 1946, written to one of our berth agents, the American Export Lines, Inc., at Genoa, by the Capitaneria di Porto of Genoa and we also enclose a copy of a letter dated May 15th written by one of the W.S.A. sub-berth agents at Venice to his principals, the American Export Lines, Inc., at Genoa. As you will note, both of these letters are intimations to W.S.A. berth agents that they are to pay all expenses for pilotage, tug boats, mooring etc., and in the case of Genoa the Capitaneria states that the services are performed by private concerns and that the agent will be responsible for any deficiency in the performance of port services.

We have had no advice from any source as to any alteration in the Armistice terms which, we understand, rule in this matter, and so far as we know, these port services are in the category of services to be rendered to Allied vessels by the Italian Government free of expense to the vessels.

We shall greatly appreciate your advice on this subject and in the meantime we are instructing our berth agents to the effect that such payments are not to be made until further advice and that if any USA vessel is delayed owing to the failure of the Italian Government authorities to furnish such services, we shall take a most serious view of the matter and shall also take all steps open to us in such cases.

Very truly yours,

[Signature]
Lewis Kart
Assistant to Director Med. Area

LN:TF

183 2813

650

R. CAPITANERIA DI PORTO
Del Compartimento Marittimo di
G e n o v a

Genova - 7 Maggio 1946

American Export Lines
Genova

Argomento - Impiego di mezzi, attrezzi e galleggianti
portuali

Conformemente a quanto già si pratica in altri porti nazionali, il Ministero della Marina ha dato disposizioni affinché il pagamento delle spese per la fornitura d'acqua alle navi, quelle di pilotaggio, rimorchio e assistenza all'ormeggio non sia più effettuato da questa Capitaneria.

Il Ministero ha poi ripetutamente affermato che le nuove disposizioni di cui sopra sono state prese in pieno accordo con le Autorità contrattuali Allate. Il prefato Ministero ha anche avvertito che, poiché i servizi vengono disimpegnati da Ditte private, queste non potranno provvedere ai servizi richiesti se non verranno egualmente remunerate. Questa Capitaneria, peraltro, non sarà provvista di fondi per i pagamenti in oggetto.

Codesta Agenzia, dovrebbe pertanto provvedere al pagamento di tutte le spese suddette, inerenti al disbrigo delle navi, cautelandosi, per quelle che ritiene di spettanza delle Autorità Italiane, con esplicita dichiarazione di aver inteso pagare per conto del Governo Italiano.

La responsabilità di ogni deficienza di servizio che ne conseguisse dovrebbe pertanto ricadere su codesta Agenzia.

IL COLONNELLO DI PORTO

(f.to) Filiberto Ruffini

182 2812

TRANSLATION :

FROM : HARBOUR OFFICE , GENOA .

7 May 1946 .

SUBJECT : Payment for Port Services.

TO : American Export Lines,
Genoa.

The Ministry of Marine has decided that Port Offices are not to pay the expenses for supplying the steamers with water, pilotage, tug boats and mooring. This Port Office is accordingly involved by the a/m decision.

The Ministry of Marine has subsequently reaffirmed that the above decision has been reached in full agreement with Allied Authorities. The same Ministry communicated to us that the private concerns will be unable to continue doing this work, unless they are duly paid. This office has no funds available for these payments.

Your Agency should pay all a/m expenses relating to port services, but in return should be reimbursed for work carried out for the Italian Authorities, by the Italian Government.

Your office will also be responsible for any deficiency in performance of port services.

(Sgd) Filiberto Ruffini,

Colonel i/c of Port.

180
2811

Q (Movements) Liaison Office
ROME

507/MS/11

8 March 46

Subject : Italian Shipping Board

To : Transportation & Shipping Branch
HQ. AC. Rome.

1. Please note a special meeting was held in Rome on 2 March to consider the draft Memorandum for the future control of Italian Shipping with the cessation of U.M.A.

2. Control will be exercised by the Italian Shipping Board, which will meet in Rome and consist of :-

M.W.T. (R)
W.S.A. (R)
Representative of SACMED
Representative of Italian Ministry of Marine

This Board will work in close liaison with UNRRA. It will be responsible for ensuring the conditions and controls proposed in London and Washington are satisfactorily fulfilled and performed and also, when the terms of the Peace Treaty are known, that they can speedily and accurately be implemented in respect of Italian Merchant tonnage.

3. After a full discussion at this meeting it was agreed that the proposals could be made a workable proposition. The M.W.T. organisation in Italy has agreed to continue its present supervision of Italian tonnage through Co-ge-na and will set up a Secretariat for the proposed Shipping Board.

4. It should be noted that the representative of the Ministry of Marine becomes a full member of the Board.

5. Pending the proposals in the draft Memorandum becoming effective, M.W.T./W.S.A. will continue to exercise Sacmed's control over Italian tonnage. You will be advised of formation of Board when the agreement of London and Washington is received.

6. Please note that this meeting also agreed to the reconstitution of the Import Programming and Port Reception Committee as Italian Ports Working Committee and a Sub-Committee of the proposed Shipping Board. All users of port services will be invited to

Control will be exercised by the Italian Shipping Board, which will meet in Rome and consist of :-

M.W.T. (R)
W.S.A. (R)

Representative of SACRED
Representative of Italian Ministry of Marine

This Board will work in close liaison with UNHRA. It will be responsible for ensuring the conditions and controls proposed in London and Washington are satisfactorily fulfilled and performed and also, when the terms of the Peace Treaty are known, that they can speedily and accurately be implemented in respect of Italian Merchant tonnage.

3. After a full discussion at this meeting it was agreed that the proposals could be made a workable proposition. The M.W.T. organisation in Italy has agreed to continue its present supervision of Italian tonnage through Co-ge-na and will set up a Secretariat for the proposed Shipping Board.

4. It should be noted that the representative of the Ministry of Marine becomes a full member of the Board.

5. Pending the proposals in the draft Memorandum becoming effective, M.W.T./W.S.A. will continue to exercise Sacred's control over Italian tonnage. You will be advised of formation of Board when the agreement of London and Washington is received.

6. Please note that this meeting also agreed to the reconstitution of the Import Programming and Port Reception Committee as Italian Ports Working Committee and a Sub-Committee of the proposed Shipping Board. All users of port services will be invited to send representatives to the Committee Meetings.

179

2810

L. Laraman
L.P.L. LARAMAN,
Major R.E.
A.Q.M.G.(M)

for

MPL/mb

Ext. 842

HEADQUARTERS ALLIED COMMISSION
APO 794
Transportation and Shipping Branch

WPS/vr

AG/650/Tn.1

27 June 1946.

Subject : Italian Government Representative on Italian Shipping Board.

To : British Ministry of Transport
Rome.

For your information Lieutenant General Carlo Matteini, Director General of Italian Merchant Marine, has been named as the Italian Government Representative on the Italian Shipping Board.

WALTER F. SCOGGINS
Lt. Colonel, GSC
Director.

FILE

178

2809

650



Ministero della Marina

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

Disposizione S.G. *In*
Per *N.º* *Allegati*

OGGETTO *Comitato Italiano per i trasporti via
mare.=*

HEADQUARTERS ALLIED
COMMISSION APO 794
Transportation and Ship-
ping Branch - ROMA

Proposta al f. del
Da *In* *N.º*

In esito alla nota n° AC/650 Tn.1 in da-
ta 18 giugno u.s. si comunica che, in rap-
presentanza del Ministero della Marina pres-
so il Comitato Italiano per i trasporti via
mare, viene designato il Ten.Gen.A.N.Prof.Ing.
Dott. Carlo MATTEINI, Direttore Generale del
la Marina Mercantile.=

IL MINISTRO

[Handwritten signature]

177A
2808

TRANSLATION :

FROM : MINISTRY OF MARINE ,
Direction General of Merchant Marine

REF.No. : 477 26 June 1946.

SUBJECT : Italian Shipping Committee.

TO : Transportation & Shipping Branch,
HQ.AC.Rome.

In reply to your letter AC/650 Tn.1, dated 18 June 1946, we beg to inform you that Lt. General Carlo Matteini, Director General of Merchant Marine, has been appointed Representative of the Ministry of Marine to the Italian Shipping Committee.

(Sgd) Illegible,

The Minister.

177

2807

Ext. 482

HEADQUARTERS ALLIED COMMISSION
APO 794
Transportation and Shipping Branch

WFB/vr

AC/650/Tn.1

22 June 1946.

Subject : Sale of Italian Ship "Sandro Sestri" in China.

To : Ministry of Foreign Affairs
Italian Government
Rome.

1. Reference is made to your letter, Ref. C/2229/831, subject, as above, dated May 26, 1946.

2. The Supreme Allied Commander has approved the sale of the Italian river ship "Sandro Sestri" by the Italian firm Bocca Gussini to a Chinese firm.

WALTER F. BOCCONE
Lt. Colonel, GSC
Director.

176

2806

656

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: FX67349
Date/Time of Origin: JUN. 181033AMessage Centre No: H/4055
Date Time Rec'd: JUN. 201230A
Precedence: ROUTINEFROM: A.F.H.Q.
TO: H.Q.A.C. ROME

UNCLASSIFIED

NO OBJECTION TO SALE.

AC.DISTRIBUTION

ACTION - TN.BR.(2)

INFO - C.COMMISSIONER

ECON.SEC.(2)

FILE

FLOAT (2)

ACTION

HEADQUARTERS

20 JUN 1946

175 1805

2805

Ext.482

HEADQUARTERS ALLIED COMMISSION
APO 794
Transportation and Shipping Branch

WPS/1

AC/650/Tn.1

21 June 1946

Subject : Distribution of Special Offering
List No.41

To : Ministry of Marine
Italian Government
Rome.

Attached hereto is one (1) copy of Special Offering List, No.41, itemising Surplus Property of the United States of America. Bids for this offering will be closed on 15 July 1946.

FILE

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

Encl.- 1
S.O.L. No.41

174

2804

650

UNITED STATES OF AMERICA
Office of the Foreign Liquidation Commissioner
Headquarters, Mediterranean Theater Field Commissioner
APO 512

5.08
050

MTOLC:

17 June 1946

SUBJECT: Distribution of Special Offering List No. 41

TO : Chief Staff Officer, Economic Section, Alcom,
APO 794.

1. Inclosed herewith is one (1) copy of Special Offering List No. 41 itemizing Surplus Property of the United States of America. Bids for this offering will be closed on 15 July 1946.

FOR THE ACTING FIELD COMMISSIONER:

Jerome A. Dreyfuss
JEROME A. DREYFUSS
Major, Air Corps,
Disposal Division

Incl:
S.O.L #41

173

2803

ALCOM TPTN

MAY 29 1950

AFHQ FOR G-5

RESTRICTED

3351

PARA ONE PD THIS HEADQUARTERS HAS REQUESTED ENTRY PERMITS FROM UNITED STATES OFFICE OF MILITARY GOVERNMENT FOR GERMANY FOR FOUR ITALIAN GOVERNMENT OFFICIALS CMA NAMELY GIUSEPPE PERLSSCH CMA MAURIZIO GRIMALDI CMA GIUSEPPE SCALA AND ICINIO SANBAR TO ENTER UNITED STATES OCCUPIED GERM IN GERMANY TO DISCUSS TRADE WITH UNITED STATES MILITARY GOVERNMENT OFFICIALS PD

PARA TWO PD AUTHORITY IS REQUESTED FOR THESE FOUR ITALIAN OFFICIALS TO TRAVEL TO BERLIN BY UNITED STATES MILITARY AIRCRAFT UPON RECEIPT OF PERMITS PD ALL COSTS OF TRAVEL TO BE BORNE BY INDIVIDUALS PD

PARA THREE PD THE COMMERCIAL ATTACHE UNITED STATES EMBASSY HERE IN SPONSORING ARRANGEMENTS PD

COPY TO ECONOMIC SECTION

PRIORITY

TRANSPORTATION & SHIPPING BRANCH

WPS
VALTER P. SCORINS
LT. COL. GNC

NICHOLAS POMBINO
CSO. USA
ASST. ADJT.

2802

462

650

INCCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: F 67163

Message Centre No: H/3609

Date/Time of Origin: 041040B

Date Time Rec'd: JUNE 041630

Precedence: PRIORITY

FROM: AFHQ SIGNED SACRED CITE PHOG

TO: ALCOM ROME

RESTRICTED

RESTRICTED

This Headquarters has no objection to the 4 named Italian Government officials travelling to Berlin by United States military aircraft to discuss trade with United States military government officials provided proper entry permits are obtained from Usfet and all costs of travel are borne by them and paid in dollars. (Refer 3351 of 29 May 46.) Suggest that state department be contacted in regards to air travel.

AC DIST

ACTION: TN BR 2

INFO: CHIEF COMMISSIONER

ECON SEC

FLOAT 2

FILE

ACTION

RESTRICTED

HEADQUARTERS

- 1 JUN 1946

2801

TRANSLATION

From : Ministry of Marine
Direction General of Merchant Marine.

Ref.No. : 10266/R

Rome, 10 May 1946

Subject : Departure of Committee for Purchasing Liberty Ships.

To : Transportation and Shipping Branch
HQ. AC. Rome.

A committee of technical experts is supposed to leave for the U.S.A with the task of selecting and purchasing Liberty Ships, as foreseen by the agreement made between this office and Allied authorities.

As the a/n committee has to leave soon, we apply to you to make possible air transportation for the members.

The dates of departure should be:

From 15 - 18 May for :	Com. ALBERTO RAVANO and Ing. ZACCARIA CESARE	} Members
From 20 - 25 May for :	Gen. DONDOIA FILIBERTO, Ing. IVO AURELI and Com.te ARRIVABENE LEONARDO	

From 28 May to 3 June for :	Ing. RUSSO MICHELE, Ing. MATTEO BERARDO, Dr. Ing. RINALDO CORRADO Capt. EUGENIO GENIA, Ing. AGOSTINO LAURO, Ing. RAIMONDO DE VESCOVI, Dott. ERMANNO GUANI.	} Experts
-----------------------------	--	-----------

Hoping to receive your prompt reply,

(sgd) C. MATTEINI
for
The Minister

2800

170

SECRET

Ext. 482

HEADQUARTERS ALLIED COMMISSION
APO 794
Transportation and Shipping Branch

WPS/vr

AG/650/Tn. 1

18 June 1946.

Subject : Italian Shipping Board.

To : Ministry of Marine
Italian Government
Rome.

1. There is attached copy of signal FAN 658, dated 12 April 1946, relative to the establishment of an Italian Shipping Board in lieu of the Mediterranean Shipping Board, which will now be considered as a directive.

2. So much of paragraph 1 of FAN 658 as reads "Italian Government's Comitato Marittimo Armamenti (Cogema)" should be amended to read "Italian Government's Comitato Gestione Navi (Cogena)".

3. It is requested that the Italian Government nominate their representative on the Board and advise this office his name at the earliest practicable date.

WALTER P. SCORGINS
Lt. Colonel, GSC
Director.

1.-Incl.
Copy of FAN 658.

SECRET

CONFIDENTIALSubject : Italian Shipping Board.

Q (Movements)
Liaison Office,
Rome.
Tel. Firebox 843191
Ext. : 9302

To : Allied Commission,
ROME.

MS/507/25.
17/6/46.

1. Reference our letter 507/MS/12 of 4 May 46.
2. Fan No 653 may now be treated as a directive to the Italian Government, except that in para 1 Comitato Gestione Navi (COGENA) should be read in place of Comitato Marittimo Armamenti (COCEMA).
3. The contents of the signal may be advised to the Italian Government who should be asked to nominate their representative on the Board.
4. It is requested that you should reply direct to the British Ministry of Transport ROME, who are providing the secretariat of the Italian Shipping Board.

L. Laraman
M.P. LARAMAN, Lt. Col. R.E.
A.C.M.G.(M);

2798

JAT/sm

SECRETQ (Movements) Liaison Office
ROME

507/MS/12

4 May 46

Subject : Italian Shipping Board

To : Allied Commission, Rome

Copy to : British Ministry of Transport
25, Corso d'Italia, Rome

1. Reference Q (Movements) G.H.Q. C.M.F. communication PDGB/DWC of 16 April enclosing copy of message No. Fan 658 and recent conversation (Lt. Col. Webster - Maj. Laraman spoke).
2. It is confirmed that, after discussion with representatives of Allied Shipping authorities, certain amendments have been requested in this directive which, it is understood, will be issued in the near future.
3. It is therefore requested that the terms of reference for the Italian Shipping Board should not be passed to the Italian Government until these modifications have been notified.

for

M.P. LARAMAN, Major R.E.

A.Q.M.G.(M)

MPI/mb

167
2797

SECRET"Q" (MOVEMENTS)GHQ CMFSECRET16 Apr 46

6096

Econ

To : Secretary,
Italian Shipping Board,
c/o M.V.T.,
ROME.

Herewith for information and guidance copy of message No. FAN 658 dated 12 Apr 46 laying down terms of reference for the proposed Italian Shipping Board. It will be seen that they follow very closely the draft directive which was considered at the Special Meeting held in ROME on 2nd March, and hence represent the covering authority for the institution of this Board.

P. D. G. Buchanan
P.D.G. BUCHANAN, Col.,
for Brigadier,
D.Q.M.G. (M).

FDGB/DAG

Copy to : M.V.T., ROME. (6)

W.S.A. Director Med Area. (6)
ALCOM - For information of Italian Government (3 copies).
Q(Mov) Liaison Office, ROME. (6)

2796

SECRET

COPY OF SIGNAL FROM AGWAR, UNDER DATE OF 12 APRIL, REF W84095

This is JAN 658.

1. The Combined Chiefs of Staff desire you to transfer control of Italian Mediterranean merchant shipping from Mediterranean Shipping Board (MEDSO) to Italian Government's Comitato Marittimo Armamenti (COMARMA), subject to over-all control of an Italian Shipping Board which should be created for this purpose and composed of representatives of yourself, War Shipping Administration (WSA), Ministry of War Transport (MOT), and Italian Minister of Marine. This board will receive its instructions from the Combined Shipping Adjustment Board (CSAB).
2. The Italian Shipping Board will
 - (A) Assign to COMARMA operation, operating and planning control of the following classes of vessels:
 - Class I - small coasters and harbour craft.
 - Class II - Ships capable of Mediterranean or other voyages outside ITALY.
 - Class III - Tankers.
 - (B) Limit the employment of shipping to meeting civil requirements of ITALY including UNRRA cargoes and prohibit employment in cross trades as long as there is a shortage of tonnage for meeting aforementioned civil requirements.
3. Charters proposed in JAN 342 dated 17 November 1943, on Class II and Class III vessels are suspended as from the date of change of control.
4. The Allies retain all rights and authority for eventual settlement of reparations and terms of Peace Treaty with ITALY.
5. Ships capable of making voyages outside the Mediterranean which have hitherto been under allocation by CSAB to MOT and WSA and which it is desired to retain on this service should be taken on charter, and control continued at the option of MOT and WSA. In the case of ships retained by the MOT and WSA for direct military service such as troopships, naval auxiliaries and hospital ships, nominal hire should be paid to the Italian Government, and for other ships retained in direct service, charter hire should be paid at fair and reasonable rates in relation to their service.
6. The Allies shall retain the right in the case of any vessel which is returned to Italian operating control, to resume service on nominal charter if ~~it~~ ^{27.95} us. military use or on commercial terms if required for commercial or semi-sea.
7. Italian vessels afloat or readily repairable will be employed under the direction of the Italian Shipping Board. They may NOT trade free.
8. Italian vessels under construction and 50 per cent completed may be completed with Allied concurrence, wrecks which are salvageable may be repaired and brought into the category of paragraph 7 above, or otherwise disposed of.
9. Italian wrecks on the Italian coast which are NOT salvageable may be disposed of

Class II - Ships capable of Mediterranean or other voyages outside limits.

Class III - Tankers.

(B) Limit the employment of shipping to meeting civil requirements of ITALY including URRAL cargoes and prohibit employment in cross trades as long as there is a shortage of tonnage for meeting aforementioned civil requirements.

3. Charters proposed in PAN 312 dated 17 November 1943, in Class II and Class III vessels are suspended as from the date of change of control.

4. The Allies retain all rights and authority for eventual settlement of reparations and terms of Peace Treaty with ITALY.

5. Ships capable of making voyages outside the Mediterranean which have hitherto been under allocation by CSAB to MWT and USA and which it is desired to retain on this service should be taken on charter, and control continued at the option of MWT and USA. In the case of ships retained by the MWT and USA for direct military service such as troopships, naval auxiliaries and hospital ships, nominal hire should be paid to the Italian Government, and for other ships retained in direct service, charter hire should be paid at fair and reasonable rates in relation to their service.

6. The Allies shall retain the right in the case of any vessel which is returned to Italian operating control, to resume service on nominal charter if ²⁸⁷⁹⁵ military use or on commercial terms if required for commercial or semi-sev. use.

7. Italian vessels afloat or readily repairable will be employed under the direction of the Italian Shipping Board. They may NOT trade free.

8. Italian vessels under construction and 50 per cent completed may be completed with Allied concurrence, wrecks which are salvageable may be repaired and brought into the category of paragraph 7 above, or otherwise disposed of.

9. Italian wrecks on the Italian coast which are NOT salvageable may be disposed of as the Italian Government may direct.

10. Vessels may NOT be chartered by COCEMA except with permission of the Italian Shipping Board.

11. In the case of vessels retained for military service expenses in lire for charterer's account, in so far as they relate to vessels' service on behalf of the occupying forces or to reconversion or reconconditioning liabilities, will be borne by the Italian Government. Any advance required for owners' account (e.g. Italian crews' wages) in currencies other than Lire will be provided, where necessary, by the managers or operators appointed by MWT or USA, and recovered from the Italian Government either in dollars sterling or the currency advanced. Total loss risks and insurances of Italian crews will be borne by the Italian Government.

/Contd... over... para 12...

SECRET

- 2 -

12. The managers or operators appointed by MIT and WSA for vessels retained for semi-services or commercial use and chartered will, if necessary, advance owners' expenses in currencies other than Lire, in accordance with the charter party, and recover from the Italian Government.
13. The Italian Government and its agents must be entirely responsible for the financial arrangements on vessels returned to COGEM for operation.
14. All other provisions of the CUNNINGHAM-DE COURTEN agreement, E.A.N 312, and other enlargements or amendments of these papers remain in effect.

HEADQUARTERS
LOMBARDIA REGION LIAISON GROUP
ALLIED COMMISSION
TRANSPORTATION DIVISION
APO 394

Tel. 12641 Ext. 2297

Milan 12 June 1946

616/A/TF

SUBJECT : German "F" Lighters

TO : L'AUSILIARE INTERNAZIONALE
Via Lancetti, 36
MILANO

1. The attached letter from the Commander in Chief Mediterranean Station is passed to you for reply.

2. As by my letter 614/A/TF of June 8th. 1946, please address your future correspondence direct to the Commander in Chief Mediterranean, copies to Transportation & Shipping Branch HQ Allied Commission Rome, R.F.O. Venice and M.C.I.C. Trieste.

FOR THE CHIEF DIALECT OFFICER

H.A. Symons
H.A. SYMONS

Major

Chief of Transportation Division

COPY TO : Transportation & Shipping Branch

HQAC Rome

R.F.O. Venice

M.C.I.C. Trieste

C. in C. Mediterranean (ref. your letter dated June 1st)

2794

164

650

C O P Y

OFFICE OF THE COMMANDER IN CHIEF,
MEDITERRANEAN STATION,
1st. June 1946

Med.46/935/2/18
HEADQUARTERS IOMBARDEA REGION
LIAISON GROUP ALLIED COMMISSION
TRANSPORTATION DIVISION.

GERMAN "F" LIGHTERS.

The receipt of your letter No.590/M/TN dated 15th May, 1946 enclosing letter from L'Ausiliare Internazionale dated 9th May 1946 is acknowledged.

This organisation has exercised its option to purchase the eight lighters in question for a sum of £ 14.000 sterling. Paragraph 20 of the agreement in respect of each craft establishes the pre conditioned cost and as the total for the eight amounts to £ 15.750, it is requested that L'Ausiliare Internazionale may be invited to forward their comments and the reason why the offer to purchase is below the agreed price.

The Commander-in-Chief, Mediterranean's letter Med.46/935/2/18 dated 24th May 1946 refers.

Peter Onzolet
for ADMIRAL

2793
163

HEADQUARTERS
 FAMBARDIA REGION LIAISON GROUP
 ALLIED COMMISSION
 TRANSPORTATION DIVISION
 AVO 394

Tel: 12641 Ext. 2297

3 June 1946

614/11/TF

SUBJECT : German F.Lighters on loan to
 "L'Auxiliare Internazionale".
 TO : "L'Auxiliare Internazionale"
 Via Lancetti 35
 Milan.

1. In view of the early closing down of this office,
 please address all correspondence re German F.Lighters direct
 to the Commander in Chief Mediterranean, copies to R.N.C. Venice,
 NCIC Trieste and Transportation & Shipping Branch, HQ AC Rome.

For the Chief Liaison Officer

W. A. Stevens

W. A. STEVENS
 Major.

copies to: Commander in Chief Mediterranean
 R.N.C. Venice
 N.C.I.C. Trieste
 Transportation & Shipping Branch HQ AC Rome.

SUBJECT : German P. Lighters on loan to "L'Ausiliare Internazionale".

TO : Circolo Internazionale
Via Innocenti 36
Milan.

1. In view of the early closing down of this office, please address all correspondence re German Pilgrims direct to the Commander in Chief Mediterranean, copies to R.N.O. Venice, HQIC Trieste and Transportation & Shipping Branch, HQ.AS.Rome.

For the Chief Liaison Officer

H.A. SYMONS
Major -

copies to: Commander in Chief Mediterranean
R.N.C. Venice
N.O.I.C. Trieste
Transportation & Shipping Branch

2622

102

T.N. Br.

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: FX 67349

Date/Time of Origin: 071515B

Message Centre No: H/3719

Date Time Rec'd: JUNE 080900B

Precedence: ROUTINE

FROM: AFHQ SIGNED SACMED CITE FHGEG
 TO: CINC MED INFO ALCOM ROME (TFEN)

RESTRICTED

INFO - ACTION

RESTRICTED

Para 1. Following signal received from Alcom.

"Para 1. The following memorandum dated 26 May 1946 has been received from the ministry of foreign affairs italian government".

Para 1. The italian consulate in Shanghai has informed by signal that the italian firm Rocco Guzzi, owner of the river ship Sandro Sandri registered in the consulate, wants to sell her to a chinese firm and has requested urgently the necessary authorization to perform the sale.

Para 2. The ship can only be used for fluvial navigation on the upper Yangtze and could not sail in the open sea since she was hoisting the japa- nese flag and a chinese firm had on her an option which was expiring on 20 April 1946.

Para 3. The ministry of marine, approached on the matter, has approved the foregoing sale, pending the necessary authorization of the allied authori- ties, which is hereby requested to the Allied Commission.

Para 4. The ministry for foreign affairs would be very grateful if, under the circumstances, an early reply could be given to the matter so that in- structions may be cabled to Shanghai accordingly.

2791

"Para 2. Request approval of the sale be signalled this Headquarters at the earliest practicable date."

Para 2. Propose to grant approval of sale by this Headquarters if you concur.

OVER

RESTRICTED

161

650

INCOMING MESSAGE

RECEIVED AT THE COMMISSION

RECEIVED AT THE COMMISSION
DATE: 1964
TIME: 10:00
FROM: [illegible]
SUBJECT: [illegible]

AC DIST

INFO ACTION: TW BR 2
INFO: CHIEF COMMISSIONER
ECON SEC 2
FILE
FLOAT 2

RESTRICTED

1. The following information was received from the Ministry of Foreign Affairs, Government of the Republic of China, dated 10/10/64, and was forwarded to the Commission on 10/11/64.

2. The Ministry of Foreign Affairs, Government of the Republic of China, advised that the Chinese Government is currently conducting a campaign to attract foreign investment in the field of foreign exchange, and that it is seeking to attract foreign investment in the field of foreign exchange.

3. The Ministry of Foreign Affairs, Government of the Republic of China, advised that the Chinese Government is currently conducting a campaign to attract foreign investment in the field of foreign exchange, and that it is seeking to attract foreign investment in the field of foreign exchange.

4. The Ministry of Foreign Affairs, Government of the Republic of China, advised that the Chinese Government is currently conducting a campaign to attract foreign investment in the field of foreign exchange, and that it is seeking to attract foreign investment in the field of foreign exchange.

5. The Ministry of Foreign Affairs, Government of the Republic of China, advised that the Chinese Government is currently conducting a campaign to attract foreign investment in the field of foreign exchange, and that it is seeking to attract foreign investment in the field of foreign exchange.

6. The Ministry of Foreign Affairs, Government of the Republic of China, advised that the Chinese Government is currently conducting a campaign to attract foreign investment in the field of foreign exchange, and that it is seeking to attract foreign investment in the field of foreign exchange.

7. The Ministry of Foreign Affairs, Government of the Republic of China, advised that the Chinese Government is currently conducting a campaign to attract foreign investment in the field of foreign exchange, and that it is seeking to attract foreign investment in the field of foreign exchange.

8. The Ministry of Foreign Affairs, Government of the Republic of China, advised that the Chinese Government is currently conducting a campaign to attract foreign investment in the field of foreign exchange, and that it is seeking to attract foreign investment in the field of foreign exchange.

9. The Ministry of Foreign Affairs, Government of the Republic of China, advised that the Chinese Government is currently conducting a campaign to attract foreign investment in the field of foreign exchange, and that it is seeking to attract foreign investment in the field of foreign exchange.

10. The Ministry of Foreign Affairs, Government of the Republic of China, advised that the Chinese Government is currently conducting a campaign to attract foreign investment in the field of foreign exchange, and that it is seeking to attract foreign investment in the field of foreign exchange.

HEADQUARTERS
IONIA REGION LIAISON GROUP
ALLIED COMMISSION
TRANSPORTATION DIVISION
AFO 394

tel. 12641 Ext 2297

Milan 6 June 1946

611/2/TH

SUBJECT : German F. Fighters on loan to Soc. Ausiliaria Internazionale
TO : Commander in Chief Mediterranean

The attached copy of letter from L'AUSILIARIA INTERNAZIONALE addressed to this Office is passed to you for your information and record.

FOR THE SHIP LIAISON OFFICER

N. A. Johnson

N. A. JOHNSON
Major
Chief of Transportation Divi

COPY TO / D.C.I.C. - Trieste

R.I.C. - Venice

L'AUSILIARIA INTERNAZIONALE - Milan
(ref. you letter of 27th May 1946)

HQ. Allied Commission
Transportation & Shipping Branch
ROME

2790

160

C O P Y

"L'AUSILIARE INTERNAZIONALE"
ORGANIZZAZIONE TRASPORTI TERRESTRI, FLUVIALI, MARITTIMI, AEREI
SERVIZI AUSILIARI COMMERCIO ED INDUSTRIA

S. R. L.

SEDE VENEZIA

MILANO - ROMA - GENOVA - NAPOLI - BARI

Genova 27th May 1946

TO : Transportation S/C. Milan.

Ref. F. Lighters No. 5 and 10

We beg to inform you that the two above mentioned F. Lighters are about to be completed and we have now been submitted employment. In accordance with Para. No. 3 and 4 of respective contracts, we beg to notify that the employment of these two craft, or other craft that may become available in the meantime, would be for voyages between Arsa and Trieste.

Cargo: Coals to be carried under a contract concluded between the Allied Authorities of Trieste and the Firm of Ernest Audoly also of Trieste.

The freight money will be paid to us by Mr. Ernest Audoly and will be accounted for by us in accordance with Para. No. 6 of respective contracts.

We shall make it our duty to inform R. M. C. Venice of such employment?

We shall be glad to have your acknowledgement of the above.

Yours faithfully

L'AUSILIARE INTERNAZIONALE

FILIALE DI GENOVA

Il Procuratore

(Signed)

159 2789

2207

MAY. 300547

H/3491

MAY. 310900B

ROUTINE

C IN C MED XX

ALCOM

UNCLASSIFIED.

Your letter E S Stroke 601 dated 17th May 1946 concerning ship repair facilities and dockings in Italy request copy your letter E S Stroke 601 dated 12th February 1946 and draft agreement which were not received in this office.

AC DIST

ACTION ECON SEC 2
INFO CHIEF COMMISSIONER
TN BR 2
FILE
FLOAT 2

158A

Econ Sec Distr

ACTION:

INFO:

HEADQUARTERS

2788

31 MAY 1946

650

7 2 0 8

HEADQUARTERS ALLIED COMMISSION
Office of the Chief Commissioner
APO 794

Ref. 33/6.01

4. June 1946.

Subject : Control of Ship Repair Facilities and Dockings in Italy.
To : Commander in Chief, Mediterranean Station.

In accordance with your signal of 30 May 1946, I am attaching
copy of my letter, Ref. 33/6.01, dated 12 February 1946, subject as above.

M S. LUSH

Brig.
WILLY W. STORF
Rear Admiral, USN
Chief Commissioner.

Incl. - 3
Copy ltr. with prop. agreement.

158
2787

650

2209

MAY. 300547

H/3491

MAY. 310900H

ROUTINE

G IN G AND EX

ATCOM

UNCLASSIFIED.

Your letter H H Stroke 601 dated 17th May 1946 concerning ship repair facilities and dockings in Italy request copy your letter H H Stroke 601 dated 12th February 1946 and draft agreement which were not received in this office.

AS DIST

ACTION ECON SEC 2
INFO CHIEF COMMISSIONER
TH BR 2
FILE
FLOAT 2

157
2786
31 H

HEADQUARTERS
LOMBARDIA REGION LIAISON GROUP
ALLIED COMMISSION
TRANSPORTATION DIVISION
AFC 354

Tel: 12641 Ext. 2297
608/M/TN
3 June 1946

SUBJECT : Purchase of German 'P' Lighters
Numbers 3, 4, 5, 8, 9, 10, 11 and 12.

TO : Ausiliare Internazionale
Via Lancetti 36
Milano.

1. Forwarded herewith is a letter from the Office of the
Commander-in-Chief, Mediterranean Station, Malta in reply to
your "offer to purchase German F. Lighters", your letter dated
9 March 1946 refers.

For the Chief Liaison Officer

CHIEF Liaison Officer
H.A. DUNNONS
Major.

2785

copies to: Transportation & Shipping Branch
HQ AC Rome
R.N.O. Venice
R.O.I.C. Trieste

(155)

608/M/TN

SUBJECT : Purchase of German 'P' Lighters
Numbers 3,4,5,8,9,10,11 and 12.

TO : Ausiliare Internazionale
Via Lancetti 36
Milano.

1. Forwarded herewith is a letter from the Office of the Commander-in-Chief, Mediterranean Station, Malta in reply to your "offer to purchase German P.Lighters", your letter dated 9 March 1946 refers.

For the Chief Liaison Officer

CHIEF Liaison Officer

E.A. SYMONS
Major.

2785

copies to: Transportation & Shipping Branch ✓
HQ AC Rome
R.N.O. Venice
K.O.I.C. Trieste

1 Enclosure.

HAS/vb.

650

COPY

Office of the Commander-in-Chief
Mediterranean Station
MALTA.

21st May, 1946

Med. 46/935/2/18/
THE CHIEF LIAISON OFFICER,
HEADQUARTERS, LOMBARDIA REGION
LIAISON GROUP,
ALLIED COMMISSION
TRANSPORTATION DIVISION.

PURCHASE OF GERMAN F LIGHTERS - NUMBERS
3, 4, 5, 8, 9, 10, 11 and 12.

Receipt of your letter No. 575/M/TK of 23rd April, 1946 is acknowledged. The offer of £ 14,000 for the German F. Lighters is under consideration by the Admiralty, who have been asked to communicate the payment arrangements to the Flag Officer Liaison, Italy.

Peter Cazalet
COMMODORE (ADMINISTRATION)

155-2784

HEADQUARTERS ALLIED COMMISSION

Office of the Chief Commissioner

APO 794

28 May 1946

ES/605

My dear Mr. Prime Minister:

I refer to your letter, dated 15 April 1946, No. 68956/560212/19.10, subject, Sinking of Allied ammunition, in which you approved the use of the ports of Ancona and Molfetta for the dumping of allied ammunition into the sea, provided certain precautionary measures were taken by the Allies to safeguard lives and nearby property.

The Supreme Allied Commander has authorized me to assure you that the precautionary measures desired by the Italian Government at the ports of Ancona, Molfetta and Barletta will be strictly adhered to.

Very truly yours,

/s/ Ellery W. Stone

ELLERY W. STONE
Rear Admiral, USN
Chief Commissioner

Doctor Alcide De Gasperi
The President of the Council of Ministers
Italian Government
Rome

154
2283

650

ALLIED FORCES HEADQUARTERS
G-5 Section
APO 512

G-5: 471.

18 May 1946

SUBJECT: Dumping of Ammunition through the
Ports of ANCONA, MOLFETTA and
BARLETTA

TO : Headquarters, Allied Commission,
APO 394.

1. Reference the letter No. 66956/56024.2/19.10 of 15 April 1946 from the office of the President of the Council of Ministers, forwarded with your letter AC/650/Tn.1 of 23 April 1946.

2. You may assure the President of the Council of Ministers that the precautionary measures desired by the Italian Government will be adhered to.

BY COMMAND OF LIEUTENANT GENERAL MORGAN:

(Sgd) A.L. HAMBIEN
Brigadier General, GSC
Assistant Chief of Staff, G-5.

Copies to: '3'
3 (Mov).
AHQ.

153

2782

ALBANY FIFTH

MAY 31 1935

AFHQ FOR 8-5

3443

RECEIVED

PARA ONE IN THE FOLLOWING MEMORANDUM DATED TWO ELEVEN ONE NINE FOUR SIX
 HAS BEEN RECEIVED FROM THE MINISTRY OF FOREIGN AFFAIRS ITALIAN GOVERNMENT
 QUOTE PARA ONE THE ITALIAN CONSUL IN SHANGHAI HAS INFORMED BY SIGNAL
 THAT THE ITALIAN FISH BOAT GEMINI WAS OWNER OF THE RIVER SHIP GEMINI BARKER
 REGISTERED IN THAT CONSULATE WAS WENT TO SELL HER TO A CHINESE FIRM AND
 WAS REQUESTED URGENTLY THE NECESSARY AUTHORIZATION TO PERFORM THE SALE PD
 PARA TWO THE SHIP CAN ONLY BE USED FOR FLUVIAL NAVIGATION ON THE UPPER
 YANG TSE AND COULD NOT SAIL IN THE OPEN SEA SINCE SHE WAS HOISTING THE
 JAPANESE FLAG AND A CHINESE FIRM HAD AN OPTION WHICH WAS EXPIRING
 ON TWO EIGHT APRIL ONE NINE FOUR SIX PD PARA THREE THE MINISTRY OF MARINE
 HAS APPROVED ON THE MATTER AND HAS APPROVED THE PROPOSED SALE AND
 FURNISHING THE NECESSARY AUTHORIZATION OF THE ALLIED AUTHORITIES AND WHICH IS
 BEING REQUESTED TO THE ALLIED COMMISSION PD PARA FOUR THE MINISTRY FOR
 FOREIGN AFFAIRS WOULD BE VERY GRATEFUL IF THE UNDER THE CIRCUMSTANCES AND
 AN EARLY REPLY COULD BE GIVEN TO THE MATTER SO THAT INSTRUCTIONS MAY BE
 ISSUED TO SHANGHAI ACCORDINGLY PD REQUEST PD
 PARA TWO PD REQUEST APPROVAL OF THE SALE BE CIRCULAR TO THE HEADQUARTERS
 AT THE EARLIEST PRACTICABLE DATE PD

COPIES TO: MEMO. OFF.
 COMM. SECTION

PRIORITY

TRANSMISSION A SHIPING BUREAU

422

WALTER F. BODDING
 LT. COLONEL MC

NICHOLAS FICHERO
 CAPT. USN.
 ADJUT. ADJUT.

650

152
 2781

Ministero degli Affari Esteri

St/Sa

MEMORANDUM FOR THE ALLIED COMMISSION

Subject: Sale of Italian ship "Sandro Sandri" in China.

1. The Italian Consulate in Shanghai has informed by signal that the Italian firm Rocco Guzzi, owner of the river ship "Sandro Sandri" registered in that Consulate, wants to sell her to a Chinese firm and has requested urgently the necessary authorization to perform the sale.
2. The ship can only be used for fluvial navigation on the upper Yang-Tzé and could not sail in the open sea; she was hoisting the Japanese flag and a Chinese firm had on her an option which was expiring on 20 April 1946.
3. The Ministry of Marine, approached on the matter, has approved the foregoing sale, pending the necessary authorization of the Allied Authorities, which is hereby requested to the Allied Commission.
4. The Ministry for Foreign Affairs would be very grateful if, under the circumstances, an early reply could be given to the matter so that instructions may be cabled to Shanghai accordingly. *A*

Rome, May 26th, 1946



6/22/46/881
Ec. Rec.
E 5/6.01

2217

1. The Italian Consulate in Shanghai has informed by signal that the Italian firm Rocco Guzzi, owner of the river ship "Sandro Sandri" registered in that Consulate, wants to sell her to a Chinese firm and has requested urgently the necessary authorization to perform the sale.

2. The ship can only be used for fluvial navigation on the upper Yang-Tsé and could not sail in the open sea; she was hoisting the Japanese flag and a Chinese firm had on her an option which was expiring on 20 April 1946.

3. The Ministry of Marine, approached on the matter, has approved the foregoing sale, pending the necessary authorization of the Allied Authorities, which is hereby requested to the Allied Commission.

4. The Ministry for Foreign Affairs would be very grateful if, under the circumstances, an early reply could be given to the matter so that instructions may be cabled to Shanghai accordingly. *A*

Rome, May 26th, 1946



EC-DIST-28 May 1946

ATTN. ECON SEC

INFO - EC

151

TN 101.

MAY. 300547

H/3491

MAY. 310900B

ROUTINE

C IN U 220 EX

ALCOM

UNCLASSIFIED.

Your letter B S Stroke 601 dated 17th May 1946 concerning ship repair facilities and dockings in Italy request copy your letter B S Stroke 601 dated 12th February 1946 and draft agreement which were not received in this office.

AC DIST

ACTION ECOM SEC 2
INFO CHIEF COMMISSIONER
TH BR 2
FILE
FLOAT 2

HEADQUARTERS

31 MAY 1946

C. 2779

650

Ext. 482

HEADQUARTERS ALLIED COMMISSION
APO 794
Transportation and Shipping Branch

WPS/vr

AC/650/Tn.1

24 May 1946

Subject: Seizure of Italian Vessels.

To : Ministry of Marine
Director General of Merchant Marine
Italian Government
Rome.

1. Reference is made to your letter, Ref. No. 8304-G,
dated 19 April 1946, subject, Italian Ships Detained.

2. Allied Force Headquarters have advised that the Bari
office has been instructed that the ships in question were to
be turned over to the Italian Naval Authorities, to whom the
necessary background information was to be supplied.

WALTER P. SCOGGINS
Lt. Colonel, QMC
Director.

149

2778

Hrt. 482

HEADQUARTERS ALLIED COMMISSION
APO 794
Transportation and Shipping Branch

WPS/vr

Memorandum.

24 May 1946

Subject: Dumping of Allied Ammunition.

To : Economic Section.

Inclosed is letter for signature of the Chief Commissioner to the President of the Council of Ministers, Italian Government, assuring him that the precautionary measures desired by the Italian Government in the dumping of Allied ammunition through the ports of Ancona, Molfetta and Barletta, will be strictly adhered to, in accordance with AFHQ letter, dated 18 May, also inclosed.

WALTER P. SCOGGINS
Lt. Colonel, QMC
Director

148 2777

650

xt.482

HEADQUARTERS ALLIED COMMISSION
APO 794
Transportation and Shipping Branch

WPS/vr

Memorandum.

23 May 1946.

Subject: Delay in Unloading of Ships in Port of Genoa.

To : Economic Section.

1. Reference is made to your Memorandum, file ES/6.01, dated 7 May 1946, relative to delay in unloading of ships in port of Genoa.
2. There is attached a report from Captain J.H. Lloyd Davies Transportation Liaison Officer, Liguria Liaison Group, relative to the delay in the unloading of the two ships in question.
3. It will be noted that the unloading of the "SS Raymond Clapper" was controlled by an officer from the U.S. Forces in Austria and not by Allied Commission of Italy.
4. In the case of the "SS Notre Dame" twelve (12) days were required in the unloading of the 6,344 tons which is not excessive as it is considered that the unloading of 500 tons of general cargo per day is satisfactory. This figure was obtained from Shipping Division of UNRRA, who in turn had obtained it from American Export Lines.
5. The ports of Genoa and Naples, including the docks, are rather "jammed up" now and the berthing and docking facilities at these two ports cannot properly handle the present heavy arrivals of ships as fast as they arrive, which accounts for the delay in berthing.

WALTER P. SCOGGINS
Lt. Colonel, QMC
Director.

Encl.- Report.

147 2776

650

2222

ALLIED FORCES HEADQUARTERS
G-5 Section
APO 512

18 May 1946

G-5: 471.

SUBJECT: Dumping of Ammunition through the
Ports of ANCONA, MONFETTA and
BARIETTA

TO : Headquarters, Allied Commission,
APO 394.

1. Reference the letter No. 66956/56024.2/19.10 of 15 April 1946
from the office of the President of the Council of Ministers, forwarded
with your letter AG/656/Tn.1 of 23 April 1946.

2. You may assure the President of the Council of Ministers that
the precautionary measures desired by the Italian Government will be
adhered to.

BY COMMAND OF LIEUTENANT GENERAL MORGAN:

(Sgd) A.L. HANSEN
Brigadier General, GSC
Assistant Chief of Staff, G-5.

Copies to: 'Q'
(Rev).
AMC.

146
2775

HEADQUARTERS ALLIED COMMISSION

Office of the Chief Commissioner

APO 794

Ref. 122/6.01

17 May 1946

Subject : Control of Ship Repair Facilities and Dockings in Italy.

To : Commander in Chief, Mediterranean Station.

1. Reference is made to my letter 122/6.01, dated 12 February 1946, subject as above, with which I attached a proposed agreement with the Italian Ministry of Marine for the control of ship repair facilities and dockings in Italy for your approval, according to your directive of 12 November 1945.

2. In order that this Headquarters may proceed with the formal completion of the agreement with the Italian Ministry of Marine, your approval of the proposed agreement would be appreciated.

For Henry W. Stone

HENRY W. STONE
Rear Admiral, USN
Chief Commissioner

145
2774
2773

650

7244

ES/6.00
CSU
copy

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

G-5: 912.2-2

16 May 1946

SUBJECT: Seizure of Italian Vessels.

TO : Headquarters, Allied Commission,
APO 394.

Reference your AC/650/Tnl dated 25 April 1946.

Information has now been received that the Bari office of 808 CS Bn under reference 38/EM/66 of 6 May has been instructed that the ships in question were to be made over to the Italian Naval Authorities, to whom the necessary background information was to be supplied.

BY COMMAND OF LIEUTENANT GENERAL MORGAN:

[Signature] GP

[Signature]
A. L. HAMBLIN
Brigadier General, G.S.C.
Assistant Chief of Staff, G-5

144

2773

2 2 2 5

ACC 10000/148/268 650/TN/1
(2072 fides)

GENERAL PORTS, SHIP + WHSE

Sept. - 1944 — Feb. 1947

2/2

TS, SHIP + WHSE

1944 — Feb. 1947

Ext. 470

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Branch

AHS/vr

AG/650/Tn.1

16 May 1946.

Subject : Purchase of Liberty Ships.

To : Ministry of Marine
Italian Government,
Rome.

Gentlemen.

Reference your III Nav. Sez. I No 70286/N of 10th May.

Following signal has been received from A.F.H.Q. in
reply to our signal No 3026 of 11th May copy of which was sent
you :" No A.F.H.Q. objection. Ensure that air travel cleared with
American Embassy Rome. Your 3026 of 13 May refers ".

Yours truly

A.H. STREET
Lt. Colonel,
Deputy Director.*Reginald L. Street*
*Deputy Director*277211
143

C O P Y

HEADQUARTERS
ALLIED COMMISSION
LIGURIA LIAISON GROUP
CMF - APO 394

Tel: 22635
Ref: Lot/304

15 May 1946

To : Transportation and Shipping Sub-Commission
A.C. ROME
Attn. Lt. Col. Scoggins.

Subject : Report on SS "Raymond Clapper" and SS "Notre Dame" Victory.

1. Reference your AC/650/Tn.1 dated 9 May 45.
2. The SS "Raymond Clapper" arrived in the Port of Genoa on 18 Feb. 46 with a cargo of general merchandise destined for Austria. Unloading commenced 19 Feb. and was completed on 17 March. The vessel sailed from Etheopia Quay on 23 March. The period of 6 days between 17 and 23 March being employed in taking on ballast.
3. The unloading of the ship was controlled by Lt. William D. Wasson Hdqs. U.S. Forces in Austria, U.S.A.C.A. Civilian Supply, APO 777, c/o P.M. N.Y., N.Y.
4. The a/m officer stated that the ship had been loaded at Naples with all manner of canned goods. The Bill of Lading not specifying the contents of the cases nor stating the tonnage. He also stated that great difficulty was encountered in sorting the various cases which in his opinion had been very badly loaded.
5. Lt. Wasson has since returned to his unit together with his assistant officer 2nd Lieut. H. Moogaw.
6. Allied Commission was in no way responsible for the discharging of the vessel concerned.
7. The SS "Notre Dame" docked in Genoa on 2 March with 6,344 tons of general cargo. Unloading commenced 8 March, due to lack of berthing space, and was completed 20 March. The ship sailed 26 March, general cargo being taken on from 18 to 23 March.
8. Neither in this case can A.C. be held responsible for delay in unloading as this HQ has no control in the Port of Genoa since

Unloading commenced 19 Feb. and was completed on 17 March. The vessel sailed from Etheopia Quay on 23 March. The period of 6 days between 17 and 23 March being employed in taking on ballast.

3. The unloading of the ship was controlled by Lt. William D. Wasson Hdqs. U.S. Forces in Austria, U.S.A.C.A. Civilian Supply, Apo 777, c/o P.M. N.Y., N.Y.

4. The a/m officer stated that the ship had been loaded at Naples with all manner of canned goods. The Bill of Lading not specifying the contents of the cases nor stating the tonnage. He also stated that great difficulty was encountered in sorting the various cases which in his opinion had been very badly loaded.

5. Lt. Wasson has since returned to his unit together with his assistant officer 2nd Lieut. H. Moomaw.

6. Allied Commission was in no way responsible for the discharging of the vessel concerned.

7. The SS "Notre Dame" docked in Genoa on 2 March with 6,344 tons of general cargo. Unloading commenced 8 March, due to lack of berthing space, and was completed 20 March. The ship sailed 26 March, general cargo being taken on from 18 to 23 March.

8. Neither in this case can A.C. be held responsible for ~~the~~ delay in unloading as this HQ has no control in the Port of Genoa since the closing of AMG on 31 Dec. 46 and the withdrawal of the Port Officer.

(Sgd) J.H. Lloyd Davies. Capt.
Transportation Liaison Officer.

Copy to: Major Symons Transportation A.C. MILAN

HEADQUARTERS
LOMBARDIA REGION LIAISON GROUP
ALLIED COMMISSION
TRANSPORTATION DIVISION
APO 394

Tel: 12641 Ext. 2297

15 May 1946

590/M/TN

SUBJECT : German F. Lighters.

TO : Commander in Chief Mediterranean.

Ref. German F. Lighters taken over on loan by the AUSILIARE
INTERNAZIONALE; my letter 423/M/TN of 28 February 1946 refers.

1. The attached further communication from the AUSILIARE
INTERNAZIONALE is passed to you, please.

For the Chief Liaison Officer

H. A. Symons
H. A. SYMONS
Major.

Copies to: Transportation & Shipping Branch
HQ AC Rome
AUSILIARE INTERNAZIONALE Via Lancetti 36, Milano
R.F.O. Venice
N.O.I.C. Trieste

1 Enclosure.

HAS/vb.

141

2770

630

"L'AUSILIARE INTERNAZIONALE"
ORGANIZZAZIONE TRASPORTI TERRESTRI, FLUVIALI, MARITTIMI, AEREI,
SERVIZI AUSILIARI COMMERCIO ED INDUSTRIA
S.R.L.
SEDE VENEZIA
MILANO - ROMA - GENOVA - NAPOLI - BARI

Genova 9th.Mat 1946
Via Sottoripa, 57 r.int.5
Telefono 21993

Milan/Venice

TO : H.Q.Lombardia Region Liaison Group
Allied Commission Transportation Division
APO 394
Palazzo Montecatini - Milan.

SUBJECT: ex German F.Lighters 3.4.5.8.9.10.11.and 12.

With reference to our letter of the 4th.March we hereby beg to inform that we have paid to our contractors a further third of the contracted cost, for each respective lighter.

Consequently and in accordance with the readings of Paragraphs No.5 and 9 of the contracts in question, the value of the first liens already existing against each respective craft, as per our letter of the 4th.March, are doubled.

These first liens apply to each respective craft and are in our favour.

Yours faithfully

"L'AUSILIARE INTERNAZIONALE"
Filiale di Genova

2769

140

MABA V MEAV SR 140045 QVR Q



MABA V MEAV SRL 140045 QVR 1
FROM ALCOM LIAISON GP LIGURIA 141050 B
TO AC ROME TRANSPORTATION AND SHIPPING SUB COMMISSION
ATTN LT COL SCOGGINGS

AC MILAN TRANSN ATTN MAJ SYMONS

QSH GR 53 BT

1898 (.) UNCLASSIFIED (.)

REFERENCE TELEPHONIC COMMUNICATION MAJOR SYMONS YOUR AC/650TNI DATED
9-5-46 " SS RAYMOND CLAPPER AND NOTRE DAME VICTORY" FULL
INVESTIGATION IS BEING MADE AND REPORT FORWARDED DIRECT TO
YOU WITH COPY A C MILAN (.) A C GENOA PORT OFFICE
NOT REPEAT NOT RESPONSIBLE FOR DELAY SHIPS (.) REPORT TO FOLLOW
WILL EXPLAIN WHO IS RESPONSIBLE

LLOYD DAVIES

BT 1050

SENT SRL 140045 SGW 1637/14 AR (KK)

RD ,NR140045 CB AR



2768

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: C 43224
Date/Time of Origin: MAY. 14 1445AMessage Centre No: W/2937
Date Time Rec'd: MAY. 15 0900B
Precedence: PRIORITYFROM: AFHQ
TO: ALCOM TPTN

ACTION

UNCLASSIFIED.

No AFHQ objection. Ensure that air travel cleared with
American Embassy Rome. Your 3026 of 13 May refers.

AC DIST
ACTION TN BR 2
INFO CHIEF COMMISSIONER
ECON 2
FILE
FLOAT 2

HEADQUARTERS

MAY 146

A.C.

138

165

2767

Control of Ship Repair Facilities and Dockings in Italy.

1. 14 May Col. Walton
A/Vice Pres.
Economic
Section.

1. Attached is a letter, above subject, prepared for the signature of the Chief Commissioner, for your approval.

Trans.
& Shipp.
Branch.

2. The letter refers to a letter, this HQ, dated 12 February 1946, to Commander in Chief, Mediterranean Station, copy marked in file for your ready reference, to which we have not received a reply. Directive, dated 14 November 1945, from Commander in Chief, Mediterranean Station, is also marked in file for your ready reference.

3. The War Shipping Administration and British Ministry of Transport have both concurred in the proposed agreement, which are marked in file for reference.

WALTER P. SOGGINS
Lt. Colonel, GMD
Director.

2766

(137)

ALSO: UPTN

DAY 110130

AFHQ FOR G-5

1026

UNCLASSIFIED
RESTRICTED

PARA ONE PD THE ITALIAN GOVERNMENT HAS MADE AN AGREEMENT WITH UNITED STATES OFFICIALS TO PURCHASE APPROXIMATELY FIFTY LIBERTY SHIPS FROM THE UNITED STATES TO THE FOLLOWING ITALIAN GOVERNMENT COMMITTEE OF TECHNICAL EXPERTS DESIRE TO GO TO THE UNITED STATES BY AIR ON THE DATES INDICATED TO INSPECT AND PURCHASE THE SHIPS AND FROM ONE FIVE TO ONE EIGHT MAY CMA COMMANDANT ALBERTO BAVANO AND INSPECTOR RAOBRIA CRESCE PD FROM TWO ZERO TO TWO FIVE MAY CMA GENERAL DANDONA FILIPETTO CMA INSPECTOR IVO ARNELI AND COMMANDANT ARRIVABENE LEON RAO PD FROM TWO EIGHT MAY TO THREE JUNE CMA INSPECTOR RIMBO RICHARD CMA INSPECTOR MATTEO BORDINO CMA DOTTOR INSPECTOR RINALDO CORRADO CMA CAPTAIN ROBERTO CANTA CMA INSPECTOR GIOVINO RABBO CMA INSPECTOR RALFORDO DE VECCHI AND DOTTOR RAOBRIA GUARDI PD

PARA TWO PD ALL PASSENGERS AND VISAS ARE IN ORDER PD COST OF TRANSPORTATION TO BE BORNE BY INDIVIDUALS PD REQUEST AIR TRAVEL TO NEW YORK WASHINGTON DC BE AUTHORIZED PD

NOTE TO HQ: WDC.

URGENT GENERAL ITALIAN MERCHANT MARINE

RESTRICTED PRIORITY

THROUGHT LINE 8 110130 110130

402

WALTER F. JOHNSON

LT. COLONEL USA

SEBASTIAN W. HARRIS
CWO. USA.
ANAL. ANLT.

2765

650

TRANSLATION

From : Ministry of Marine
Direction General of Merchant Marine.

Ref.No. : 10286/H

Rome, 10 May 1946

Subject : Departure of Committee for Purchasing Liberty Ships.

To : Transportation and Shipping Branch
HQ. AC. Rome.

A committee of technical experts is supposed to leave for the U.S.A with the task of selecting and purchasing Liberty Ships, as foreseen by the agreement made between this office and Allied authorities.

As the a/m committee has to leave soon, we apply to you to make possible air transportation for the members.

The dates of departure should be:

From 15 - 18 May for :	Comm. ALBERTO RAVANO and Ing. ZACCARIA CESARE	} Members
From 20 - 25 May for :	Gen. DOMENICO FILIBERTO, Ing. IVO AURELI and Com.te ARRIVABENE LEONARDO	

From 26 May to 3 June for :	Ing. RUSSO MICHELE, Ing. MATTEO BERAILO, Dr. Ing. RINALDO CORRADO Capt. EUGENIO GENTA, Ing. AGOSTINO LAURO, Ing. RAIMONDO DE VESCOVI, Dott. ERMANNO GUANI.	} Experts
-----------------------------	--	-----------

Hoping to receive your prompt reply,

(sgd) C. MATTEINI
for
The Minister



Ministero della Marina

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

Roma, 10 MAG 1946

LA COMMISSIONE ALLEATA
Transportation and Shipping Branch
(all'attenzione del Col. Scoggins)

Quaranta III Nav. I
Prot. V. 70286/14 Maggio

ROMA

Risposta al Foglio del
Dir. 242

OGGETTO Navi Liberty. Partenza Commissione acquisto.

Come dagli accordi a suo tempo concretati con le Autorità Alleate è stata costituita una Commissione tecnica che si dovrà recare negli Stati Uniti d'America per la scelta e l'acquisto di navi Liberty.

Poichè viene ora sollecitata la partenza di detta Commissione si prega di volersi interessare affinché i membri della Commissione stessa possano essere avviati per via aerea.

Le partenze dovrebbero essere effettuate nei termini sotto indicati:

Comm. Alberto Ravano e Ing. Zaccaria Cesare, membri, tra il 15 e il 18 corrente;

Gen. Dondona Filiberto, Presidente, e Ing. Ivo Aureli e Com.te Arrivabene Leonardo, membri, tra il 20 e il 25 corrente;
Ing. Russo Michele, Ing. Matteo Beraudo, Dott. Ing. Rinaldo Corrado, Capitano Eugenio Genta, Ing. Agostino Lauro, Ing. Raimondo De Vescovi, Dott. Francesco...

OGGETTO Navi Liberty. Partenza Commissione acquisto.

Come dagli accordi a suo tempo concretati con le Autorità Alleate è stata costituita una Commissione tecnica che si dovrà recare negli Stati Uniti d'America per la scelta e l'acquisto di navi Liberty.

Poichè viene ora sollecitata la partenza di detta Commissione si prega di volersi interessare affinché i membri della Commissione stessa possano essere avviati per via aerea.

Le partenze dovrebbero essere effettuate nei termini sotto indicati:

Comm. Alberto Ravano e Ing. Zaccaria Cesare, membri, tra il 15 e il 18 corrente;

Gen. Dondona Filiberto, Presidente, e Ing. Ivo Aureli e Com.te Arrivabene Leonardo, membri, tra il 20 e il 25 corrente;

Ing. Russo Michele, Ing. Matteo Beraudo, Dott. Ing. Rinaldo Corrado, Capitano Eugenio Genta, Ing. Agostino Lauro, Ing. Raimondo De Vescovi, Dott. Ermanno Guani, esperti a disposizione della Commissione, tra il 28 corr. e il 3 giugno p.v..

Si gradirà un cortese cenno di risposta.

IL MINISTRO

2764

Marshall

134

650

Ext. 482

HEADQUARTERS ALLIED COMMISSION

TPS/vr

APC 134

Transportation and Shipping Branch

AC/65C/Tn.1

9 May 1946.

Subject : Conditions in the Port of Genoa.

To : Chief Liaison Officer, Alcom, Lombardia
Milan, Italy.Attention: Major H.A. Symons
Transportation Officer.

1. The following has been extracted from an Embassy report on conditions in the Port of Genoa :

" That some vessels were held in Genoa for as long as 27 days, such, for example, as in the case of the S.S. Raymond Clapper. Sig. Mantelli of the Port of Genoa stated that the "entirely unjustified" delay was due to the fact that the Genoa office of the Allied Commission had ordered the discharge of the vessel in such a way that a mixed cargo of canned goods of various kinds and qualities had to be loaded on trucks according to quantities and kinds. The entire operation had to be by hand and was an extremely slow process. He stated that such operation would never have been permitted in normal times, but he had no alternative other than to obey orders. After having tied up a working pier for about a week the vessel was finally moved to another pier which was not equipped with cranes to complete the operation. The same sort of situation was true, but to a certain more limited extent, in the case of the S.S. Notre Dame Victory which remained in port 22 days. This vessel, however, was delayed largely because it was awaiting merchandise to be exported and this was coming from the interior of the country."

2. It is requested that this matter be investigated 2262

1. The following has been extracted from an Embassy report on conditions in the Port of Genoa:

"That some vessels were held in Genoa for as long as 27 days, such, for example, as in the case of the S.S. Raymond Clapper. Sig. Mantelli of the port of Genoa stated that the "entirely unjustified" delay was due to the fact that the Genoa office of the Allied Commission had ordered the discharge of the vessel in such a way that a mixed cargo of canned goods of various kinds and qualities had to be loaded on trucks according to quantities and kinds. The entire operation had to be by hand and was an extremely slow process. He stated that such operation would never have been permitted in normal times, but he had no alternative other than to obey orders. After having tied up a working pier for about a week the vessel was finally moved to another pier which was not equipped with cranes to complete the operation. The same sort of situation was true, but to a certain more limited extent, in the case of the S.S. Notre Dame Victory which remained in port 22 days. This vessel, however, was delayed largely because it was awaiting merchandise to be exported and this was coming from the interior of the country."

2. It is requested that this matter be investigated **2762** soon as possible and this office furnished with a complete report at the earliest practicable date.

By Command of Rear Admiral Stone :

WALTER P. SCOTT
Lt. Colonel, QMC
Director.

HEADQUARTERS ALLIED COMMISSION
ECONOMIC SECTION
APO 394

MEMORANDUM ES/601

7 May 1946

TO : Lt. Col. Scoggins

1. The following has been extracted from an Embassy report on conditions in the Port of Genoa.

"That some vessels were held in Genoa for as long as 27 days, such, for example, as in the case of the S.S. Raymond Clapper. Sig. Mantelli of the Port of Genoa stated that the "entirely unjustified" delay was due to the fact that the Genoa office of the Allied Commission had ordered the discharge of the vessel in such a way that a mixed cargo of canned goods of various kinds and qualities had to be loaded on trucks according to qualities and kinds. The entire operation had to be by hand and was an extremely slow process. He stated that such operation would never have been permitted in normal times, but he had no alternative other than to obey orders. After having tied up a working pier for about a week the vessel was finally moved to another pier which was not equipped with cranes to complete the operation. The same sort of situation was true, but to a certain more limited extent, in the case of the S.S. Notre Dame Victory which remained in port 22 days. This vessel, however, was delayed largely because it was awaiting merchandise to be exported and this was coming from the interior of the country."

2. Colonel Walton directs that this be investigated by your department, and a report rendered as soon as possible.


CARLOS G. WEBSTER Jr.
Lt. Col. M.
Chief Staff Officer

132 2761

MAY 3 1946

Proposed Purchase of 50 Liberty Ships from the United States
War Shipping Administration by the Italian Government.

1. 2 May Col. C.W. Walton, A/Vice Pres. Economic Section.
1. There is a delegation of 5 Italian Trans. Government Officials, headed by an Italian & Shipp. Navy General, who will leave for the United Branch States as soon as passports and permission from the States are obtained and received, to confer with United States Officials relative to the purchase of 50 Liberty ships by the Italian Government.
 2. The United States Maritime Commission has not as yet issued any regulations governing the sale of ships but it is expected that such regulations will be issued after arrival of the delegation in the United States.
 3. The present plan is that, after the Maritime Commission authorizes the sale of certain ships, they will be offered to American ship owners first and then to the Italian Government second.
 4. The proposed financial arrangements are that the Italian Government will pay 20 percent of the selling price in cash and the balance in 20 years.
 5. The Italian Government will make the purchase but will in turn sell the ships to the Italian Ship owners, who have agreed to purchase the fifty ships from the Italian Government.

2760

650

2244

Transportation B2

Bureau of Requirements and Distribution

000/mi
Sol. 200

RD/23.2/2/PAS

6 May 1946

SUBJECT : Ancona Port.

TO : Ministry of Labor and Social Insurance
Cabinet of the Minister.

Gentlemen,

Please refer to your letter Ref. 4170/10 S, to AD.

UNRA: Italian Mission makes every effort to equalize the work throughout all Italian ports. We are somewhat limited in that we must put ships into the ports where the cargo is most urgently needed.

Please be assured that we will use the port of Ancona whenever possible.

Yours truly,



RL

BRUNO LUZZATO
Acting Deputy Chief of Mission

cc - Lt. Col. W. B. Soogins - AC
Chief of Mission
Bureau of R & D (2)
SUPOP (3)
Port & Ship. Div. (2)
Reading

130

TO : Ministry of Labor and Social Insurance
Cabinet of the Minister.

Gentlemen.

Please refer to your letter Ref. 4170/10 S, to AC.

UNGER Italian Mission makes every effort to equalize the work throughout all Italian ports. We are somewhat limited in that we must put ships into the ports where the cargo is most urgently needed.

Please be assured that we will use the port of Ancona whenever possible.

Yours truly,



Bl.
ERINO LUZZARO
Acting Deputy Chief of Mission

cc - Lt. Col. W.P. Scoggins - AC
Chief of Mission
Bureau of R & D (2)
SUPOP (3)
Port & Ship. Div. (2)
Reading

130

2759

650

MAY 3 1946

Proposed Purchase of 50 Liberty Ships from the United States
War Shipping Administration by the Italian Government.

1. 2 May Col. C.W. Walton, A/Vice Pres. Economic Section.
 1. There is a delegation of 5 Italian Government Officials, headed by an Italian Navy General, who will leave for the United States as soon as passports and permission from the States are obtained and received, to confer with United States Officials relative to the purchase of 50 Liberty ships by the Italian Government.
 2. The United States Maritime Commission has not as yet issued any regulations governing the sale of ships but it is expected that such regulations will be issued after arrival of the delegation in the United States.
 3. The present plan is that, after the Maritime Commission authorizes the sale of certain ships, they will be offered to American ship owners first and then to the Italian Government second.
 4. The proposed financial arrangements are that the Italian Government will pay 20 percent of the selling price in cash and the balance in 20 years.

The Italian Government will make the

2760

2 2 4 7

Proposed Purchase of 50 Liberty Ships from the United States
War Shipping Administration by the Italian Government.

1. 2 May Col.C.W.

1. There is a delegation of 5 Italian Government Officials, headed by an Italian Navy General, who will leave for the United States as soon as passports and permission from the States are obtained and received, to confer with United States Officials relative to the purchase of 50 Liberty ships by the Italian Government. Trans.
Walton, A/Vice Pres.
Economic Section.

2. The United States Maritime Commission has not as yet issued any regulations governing the sale of ships but it is expected that such regulations will be issued after arrival of the delegation in the United States.

3. The present plan is that, after the Maritime Commission authorizes the sale of certain ships, they will be offered to American ship owners first and then to the Italian Government second.

4. The proposed financial arrangements are that the Italian Government will pay 20 percent of the selling price in cash and the balance in 20 years.

5. The Italian Government will make the purchase but will in turn sell the ships to the Italian Ship owners, who have agreed to purchase the fifty ships from the Italian Government.

2780

650

6. The Italian Delegation, after arrival in the States, may call over other ship experts to make inspections of ships to be purchased.

7. The Italian Delegation will be accompanied by the Italian Government.

8. The Italian Delegation will be accompanied by the Italian Government.

9. The Italian Delegation will be accompanied by the Italian Government.

10. The Italian Delegation will be accompanied by the Italian Government.

11. The Italian Delegation will be accompanied by the Italian Government.

Transportation B2.

Bureau of Requirements and Distribution

000/mi
Ref. 200

RD/23.2/2/PAS

8 MAY 1946

SUBJECT : Ancona Port.

TO : Ministry of Labor and Social Insurance
Cabinet of the Minister.

Gentlemen,

Please refer to your letter Ref. 4170/10 S. to AC.

UNRRA Italian Mission makes every effort to equalize the work throughout all Italian ports. We are somewhat limited in that we must put ships into the ports where the cargo is most urgently needed.

Please be assured that we will use the port of Ancona whenever possible.

Yours truly,



Bl.
BRUNO LUZZATO
Acting Deputy Chief of Mission

cc - Lt. Col. W. B. Scoggins - AC
Chief of Mission
Bureau of R & D (2)
SUROP (3)
Port & Ship. Div. (2)
Reading

130

Gentlemen,

Please refer to your letter Ref. 4170/10 S, to AG.

UNTER Italian Mission makes every effort to equalise the work throughout all Italian ports. We are somewhat limited in that we must put ships into the ports where the cargo is most urgently needed.

Please be assured that we will use the port of Ancona whenever possible.

Yours truly,



R.L.

EMILIO LUZZATO
Acting Deputy Chief of Mission

cc - Lt. Col. W.P. Scoggins - AG
Chief of Mission
Bureau of R & D (2)
SUPCP (3)
Port & Ship. Div. (2)
Reading

130

2759

650

Q (Movements) Liaison Office
ROME

512/MS/73

29 April 46.

Subject : Reclassification of Port
of Messina.

To : Ministero della Marina,
Direzione Generale della Marina
Mercantile, Rome.

Copy to : British Ministry of Transport, Rome
H.Q. Allied Commission, Transportation
& Shipping Sub-Commission, Rome.
U.N.R.R.A., Ports & Shipping Division, Rome.

1. With reference to Transportation A.C. letter AC/540/26/Tn.3., 31 Dec. 45, re Classification of ports of Messina and Augusta.
2. G.H.Q. now advise receipt of C. in C. Mediterranean notification that the Royal Navy withdrew from the port of Messina on 13 April 46.
3. Will you please note, therefore, that the port of Messina became a category 'A' port without an Allied Naval or Military residual commitment on that date.

J.H. Hazelton
for J.H. HAZELTON, Capt. R.E.
A.Q.M.G.(M)

129

2758

GR/mb

650

Ext.482

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Branch

WPS/fm

AC/650/Tn.1

26 April 1946

Subject : Ancona Port.

To : Ministry of Marine
Director of Merchant Marine
Italian Government
Rome.

There is attached a copy of translation of letter from the Ministry of Labor and Social Insurance, Italian Government, Ref.4170/10 S, dated 15 April 1946, subject, Situation at Ancona Port, for your information and any action deemed necessary.

WALTER F. SCOGGINS
Lt. Colonel, QMC.
Director.1-Incl.
Copy of trans of ltr.128
2757

2 2 5 3

Ext.482

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Branch

WPS/fin

26 April 1946

AC/650/Tn.1

Subject : Ancona Port.

To : Ministry of Labor and Social Insurance
Italian Government
Rome.

1. Reference is made to your letter, Ref.4170/10 S, dated 15 April 1946, subject, Situation at Ancona Port.

2. The Allied Commission has returned all control of Italian Shipping and Ports to the Ministry of Marine, Italian Government. A copy of your letter is being forwarded to that Ministry for their information and any action they deem necessary, also a copy to UNRRA - Rome, who are now handling the shipments of wheat, coal and other food commodities arriving in Italy.

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

127

2756

Ext. 482

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Branch

WPS/fm

AC/650/Tn.1

26 April 1946

Subject : Ancena Port.

To : UNRRA - Rome
Attention : Mr. Crecks
Port and Shipping Division.

There is attached a copy of translation of letter from the Ministry of Labor and Social Insurance, Italian Government, Ref. 4170/10 S, dated 15 April 1946, subject, Situation at Ancena Port, for your information and any action deemed necessary.

WALTER P. SCOGGINS
Lt. Colonel, QMC.
Director.1-Encl.
Cpy of trans of ltr.

126

275524

Ext. 482

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Branch

WPS/fm

AC/650/Tn.1

25 April 1946

Subject : Newspaper Article.

To : Ministry of Marine
Director General of Merchant Marine
Italian Government
Rome.

There is enclosed for your information, newspaper article, "La Tariffa Nazionale" which appeared in the newspaper Notiziario di Messina under date of 11 April, which was sent to this office by the Compagnia Periodica "Italia" Messina.

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

1-Encl.
Newspaper.

125

2754

Ext.482.

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Branch

WPS/vr

AC/650/Tn.1

25 April 1946

Subject : Seizure of Italian Vessels.

To : Director of Civil Affairs
General Headquarters
C.M.F.

1. With further reference to our letter, Ref.AC/650/Tn.1 dated 12 April 1946, subject as above.
2. There is attached a copy of translation of letter from the Ministry of Marine, Italian Government, Ref.No.8304-G, dated April 19, 1946, subject, Italian Ships Detained, for your information.
3. It is requested that instructions be issued to this headquarters in order that the Ministry of Marine, Italian Government may be advised accordingly.

For the Acting Chief Commissioner :

WALTER F. SCOGGINS
Lt.Colonel, QMC
Director.

1 - Encl.
Cpy of Trans.of ltr.

124

2753

Rxt.482

HEADQUARTERS ALLIED COMMISSION
AFG 394
Transportation and Shipping Branch

WPS/vr

AO/550/Tn.1

23 April 1946.

Subject : Use of Ports of Ancona and Polfetta
for Dumping Allied Ammunition.

To : G-5, AFHQ.,
Caserta, Italy.

1. There are attached two copies of translation of letter No 66956/56024.2/19.10 dated 15 April 1946, subject, The Sinking of the Allied Munitions, from the President of the Council of Ministers, Italian Government, authorizing the use of the ports of Ancona and Polfetta for the dumping of Allied ammunition into the sea.

2. It is requested that information be furnished this headquarters as to whether the precautionary measures as desired by the Italian Government will be adhered to.

For the Acting Chief Commissioner :

WALTER P. HOGGINS
Lt. Colonel, USMC
Director.

123

2752

Ext.482

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION AND SHIPPING BRANCH

WPS/fm

AC/650/Tn.1

23 April 1946

SUBJECT : Commercial Shipments

TO : Ministry of Marine
Director General Merchant Marine
Italian Government
Rome.

1. Information has been received that the vessel "Saint Claud-Victory" is due in the civilian section of Leghorn port to load marble for commercial shipment to the United States. The marble is now in port but unable to load ship without assistance of a US military loan of a floating crane.

2. The only crane at Leghorn in excess of US military needs is a 175 ton crane that has been declared surplus and has been sold to UNRRA for shipment to Greece. This crane is highly valuable and there are no Italian personnel capable of operating it.

3. We regret to inform you that the US Army cannot assist in loading or unloading commercial vessels and that no shipments should be planned until it is verified that sufficient equipment is available in port to handle them. Heavy loads such as marble blocks tie up rail cars when unable to be unloaded in ports.

WALTER P. SCOGGINS
Lt. Colonel, QMC.
Director

2751

ext. 482

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Branch

WPS/fm

AG/650/Tn.1

23 April 1946

SUBJECT : Discharge Expenses.

TO : UNRRA - Rome.
Attention : Mr. Crooks
Ports and Shipping Division.

The attached correspondence relative to discharge expenses is forwarded
as a matter pertaining to your office.

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

Encl.
Corresp.

121

2750

HEADQUARTERS
LOMBARDIA REGION LIAISON GROUP
ALLIED COMMISSION
TRANSPORTATION DIVISION
APO 394

Tel: 12641 Ext. 2458

23 April 1946

575/M/TN

SUBJECT : German F-Lighters.

TO : Commander in Chief Mediterranean.

1. I beg to forward letter from the "L'Ausiliaria Internazionale S.R.L." re Purchase of German F-Lighters F.3 - 4 - 5 - 8 - 9 - 10 - 11 and 12.

For the Chief Liaison Officer

H.A. Symons
H.A. SYMONS
Major.

Copies to: Transportation & Shipping Branch ✓
HQ Allied Commission - Rome
Resident Naval Officer - Venice
Naval Officer in Charge - Trieste
"L'Ausiliaria Internazionale" S.R.L.
Via Lancetti 46 - Milan.

HAS/vb.

2749

120

2261

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: C 39021

Message Centre No: H/2213

Date/Time of Origin: APRIL 191752B

Date Time Rec'd: APRIL 200900B

Precedence: PRIORITY

FROM AFHQ G-5

TO :ALCOM ROME ,INFO: ALCOM LIAISON OFFICER LEGHORN

UNCLASSIFIED:

ACTION

- Commercial shipment . Following is preais of signal PBS 53 of 18 April :
1. Vessel Saint Cloud Victory due in civilian section Leghorn. Port to load Carraramarble for commercial shipment US . Marble now in Port but unable load ship without assistance US Military loan of floating crane. Only crane at Leghorn excess to Military needs is 175 ton crane which was declared surplus to ONLC and sold to Unrra for shipment to Greece. Equipment highly valuable and Italians have no personnel capable of operating it. "
 2. Considered here undesirable to get US Army involved in loans of equipment or service to assist Italian or American business interests. Request, therefore , you inform Italian Authorities that US Army cannot assist in loading or unloading Commercial vessels , and that no shipments should be planned until it is verified that sufficient equipment is available in Port to handle them.
 3. Heavy loads such as marble blocks tie up rail cars when unable to be unloaded in Ports.

AC DIST

ACTION - ECON SEC 3
 INFO - CHIEF COMMISSIONER
 TN BR 2
 FILE 2
 FLOAT

20 APR 1946

2748

20 APR 1946

Econ Sec Distr

ACTION:

INFO:

TRANSMISSION

From : Ministry of Marine
 Direct. Gen. of Merchant Marine
 Division II, Section I.

Ref. No 8304 - G

Rome, April 19th, 1946

TO : :Tptn & Shipping S/O
 HQ, Allied Commission.

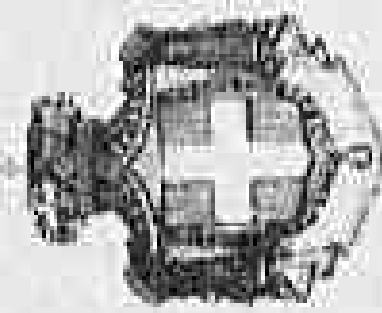
SUBJECT: Italian ships detained.

1. With further reference to our letter No. 7607 dated 29 March 1946, we beg to inform you that further information has been received by us from the Harbour Office Bari in which they state that the auxiliary schooner "Pietro", the fishing crafts "Nettuno" and "Elia" and their crews are at the Port Security Officer's disposal at any time.
2. The Bari harbour office have informed us that they approached the Port Security Officer for permission to operate the vessels, guaranteeing that the crews will be at hand any time they will be needed. No answer has yet been received from the Port Security Officer.
3. This Ministry asks for some decision to be made so that the ships can be put into operation again.

The Minister.

118A

2747



Ministero della Marina

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

Divisione II Sez. 1
Prot. N. 8304 G. - Allegati

OCCETTO Perno di navi italiane

Headquarters Allied Commis-
sion A FO 324 Transportation and
Shipping Branch R O L A

Resposta al Foglio del
Civ.

1) - A seguito della nota 29 marzo u.s. n. 7607, si crede oportuno comunicare che da un ulteriore rapporto pervenuto dalla Capitaneria del Porto di Bari, risulta confermato che il motoveliero "Pietro", i motopescherecci "Nettuno" e "Dalia" sono tuttora a disposizione del Port Security Officer insieme con i relativi equipaggi.

2) - La Capitaneria stessa ha confermato che interessò a suo tempo lo stesso Port Security Officer affinché, dopo effettuate le sue indagini, consentisse la utilizzazione delle navi con le garanzie che avesse creduto porre, salvo a tenere a disposizione gli equipaggi; ma nessuna determinazione ha preso fino ad ora il Port Security Officer.

3) - Questo Ministero rinnova quindi la preghiera a codesto Comando di intervenire perchè non sia ulteriormente ritardato l'impiego utile dei battelli.

IL MINISTRO

[Signature]

2264

1) - A seguito della nota 29 marzo u.s. n. 7607, si crede opportuno comunicare che da un ulteriore rapporto pervenuto dalla Capitaneria del Porto di Bari, risulta confermato che il motoveliero "Pietro", i motopescherecci "Nettuno" e "Dalia" sono tuttora a disposizione del Port Security Officer insieme con i relativi equipaggi.

2) - La Capitaneria stessa ha confermato che interessò a suo tempo lo stesso Port Security Officer affinché, dopo effettuate le sue indagini, consentisse la utilizzazione delle navi con le garanzie che avesse creduto porre, salvo a tenere a disposizione gli equipaggi; ma nessuna determinazione ha preso fino ad ora il Port Security Officer.

3) - Questo Ministero rinnova quindi la preghiera a codesto Comando di intervenire perchè non sia ulteriormente ritardato l'impiego utile dei battelli.

IL MINISTRO

[Handwritten signature]

2746

118

Tel. 478420

C/1k

HEADQUARTERS ALLIED COMMISSION
AEO 394
FOOD AND AGRICULTURE BRANCH

51-7/PA

18 April 1946

SUBJECT: - Transportation bills for sea shipment.

TO : - HQ AC Economic Section. Attn: Transportation and shipping Branch.

1. Enclosed is translation of letter dated 12 April from Federazione Italiana dei Consorzi Agrari, Servizio Alimentari di Importazione.

2. The attached is sent to you for your action and reply direct to the Federconsorzi.

V. R. A. Cowper, Maj.
V. R. A. COWPER.
Lt. Colonel.
Director FOOD AND AGRICULTURE.

Copy to: Federazione Italiana dei Consorzi Agrari. Attn. Mr. Bettei.

117
2745

650

TRANSLATIONFROM:Ministry of Labour and Social Insurance
Cabinet of the Minister

ES/6.05

C.S.O.

TO:

A.C. Sub-Commission of Labour

THEIR FILE N°:

4170/10 S

15 April 1946

SUBJECT:

Situation at Ancona port.

1) This Ministry has received reports from various sources regarding the situation due to unemployment at Ancona port, which heavy damages have rendered unserviceable.

2) Although the A.C. directs a certain amount of shipping to be unloaded at this port, it is nevertheless necessary that the number of vessels be increased as much as possible while dredging operations are being carried out as ordered by this Ministry.

3) In view of this situation and the fact that such a large part of the city's population derives its living from port activities, we earnestly request the A.C. to have a greater tonnage of cargoes (coal, wheat, other goods) unloaded at this port.

By order of the Minister

Head of Cabinet

sgd.

116
B
2744

*Ministero del Lavoro
e della Previdenza Sociale*

GABINETTO DEL MINISTRO

Roma, 15 APR 1946 19

7 ES/6.05

Alla COMMISSIONE ALLEATA-Sottocom-
missione per il lavoro - Via Veneto

R O M A

*che si prega
citare nella risposta*

Respectuallf. N.º
del

Oggetto Situazione del Porto di Ancona.

- 1) Sono pervenute da più parti a questo Ministero ripetute segnalazioni in merito alla situazione della disoccupazione nella città di Ancona a causa della inefficienza del relativo porto che le distruzioni di guerra hanno reso presso che impraticabile.
- 2) Pur risultando che da parte di codesta A.C. vengono assegnati di tanto in tanto a tale porto dei piroscafi per lo scarico si rende tuttavia necessario che, in attesa del completamento dei lavori di dragaggio, del porto, già disposti dal competente Ministero, venga incrementata, nella misura massima possibile, la affluenza di piroscafi per l'effettuazione delle operazioni di scarico.
- 3) Si prega pertanto codesta Spettabile Commissione Alleata, di voler svolgere il proprio interessamento, in vista della situazione precaria della grande maggioranza della popolazione anconetana, che vive quasi totalmente dell'attività portuale, perchè venga possibilmente inviato nel porto di Ancona un tonnellaggio di merci (carbone, grano, merci varie, ecc.) in misura maggiore di quello fino ad ora attribuitogli.

2268

*Disposta alla M.
del*

Oggetto: Situazione del Porto di Ancona.

- 1) Sono pervenute da più parti a questo Ministero ripetute segnalazioni in merito alla situazione della disoccupazione nella città di Ancona a causa della inefficienza del relativo porto che le distruzioni di guerre hanno reso presso che impraticabile.
- 2) Pur risultando che da parte di codesta A.C. vengono assegnati il tutto in tanto a tale porto dei piroscafi per lo scarico si rende tuttavia necessario che, in attesa del completamento dei lavori di dragaggio, del porto, già disposti dal competente Ministero, venga incrementata, nella misura massima possibile, la affluenza di piroscafi per l'effettuazione delle operazioni di scarico.
- 3) Si prega pertanto codesta Spettabile Commissione Allentata, di voler svolgere il proprio interessamento, in vista della situazione precaria della gran de maggioranza della popolazione anconetana, che viva quasi totalmente dell'attività portuale, perchè venga possibilmente inviato nel porto di Ancona un tonnellaggio di merci (carbone, grano, merci varie, ecc.) in misura maggiore di quello fino ad ora attribuitogli.

D'ORDINE DEL MINISTRO
Il Capo di Gabinetto

2743

116
A

Argenti

GU/jc

ALTERNATIVE MILITARY INTELLIGENCE

che e pregio
citare nella risposta

TRANSLATIONFROM:

Ministry of Labour and Social Insurance

Cabinet of the Minister

TO:

A.C. Sub-Commission of Labour

THEIR FILE No:

4170/10 9

15 April 1946

SUBJECT:

Situation at Ancona port.

1) This Ministry has received reports from various sources regarding the situation due to unemployment at Ancona port, which heavy damages have rendered unserviceable.

2) Although the A.C. directs a certain amount of shipping to be unloaded at this port, it is nevertheless necessary that the number of vessels be increased as much as possible while dredging operations are being carried out as ordered by this Ministry.

3) In view of this situation and the fact that such a large part of the city's population derives its living from port activities, we earnestly request the A.C. to have a greater tonnage of cargoes (coal, wheat, other goods) unloaded at this port.

By order of the Minister

Head of Cabinet

sgd.

116
2742

Translation

PRESIDENZA

DEL CONSIGLIO DEI MINISTRI

-Gabinetto-

Rome, 15 April 1946.

No. 66956/56024.2/19.10

TO THE ALLIED COMMISSION
Office of the Chief Commissioner

R O M E

SUBJECT: The sinking of the Allied Munitions.

Following letter No. 65156/56024.2/19.10 dated 5 April we communicate that the Navy Department states, that the preference in choosing a port for the embarkation of the munitions for sinking in the sea, should depend on the convenience. This is manifested by the Torre Annunziata incident. It should be avoided for the traffic of the damaged munitions to take place near the inhabited localities, or those frequented by the civil population, in other words, where there would be difficulty to inspect and to enclose.

These considerations justify the objections raised by the General Director of the Navy Department, General Matteini, against the request made by the Allied Authorities to use the ports of Ancona and Molfetta for the embarkation of the munitions for sinking. As regards the port of Molfetta the operations could only be done in the very centre of the dwellings, and at Ancona in a place frequented by the work people of the port, and very difficult to watch over.

On account of circumstances obliging the Allies to use the a/m ports, it is necessary that the Command in charge of the embarking operations, in concord with the harbour master, shall give instructions, and adopt ^{the} cautionary measures, so as to guarantee as far as possible, the safety of the public.

Under these conditions the Navy Department will agree to the use of the ports in question for the purpose already expressed, confirming all that has already been referred to your Commission, which is, that the port of Ancona is already in use, since more than a month, by the Allies for the embarkation of the munitions,

DIST. EC 1727.
ACTION. ECON SEC. ./.
INFO - CC
- EC.

(50)

= 2 =

and that the local Marine Authorities have protested for the danger to the citizenship on account of the prolonged deposit of the explosives on the warfs of the port.

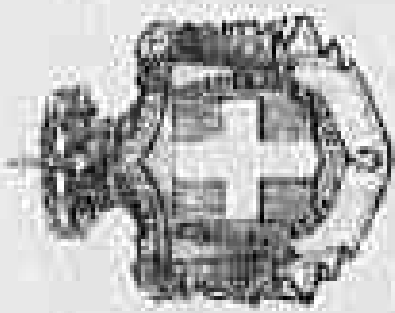
The s/m Ministry in order to avoid as far as possible damage to the fishing industry, in consequence of the sinking of chemical substance, states that the occasion requires the greatest exigency, and that the poisonous explosives must be sunk at a determined distance from the coast, where the depth of the sea will give a sufficient surety, that no harm will be forthcoming for the fishermen.

THE SOTTOSEGRETARIO DI STATO

/s/ P. Arpesani

(AB)

115A
2740



*Presidenza
del Consiglio dei Ministri*

Gabinetto

N.º 66056/56024.2/19.10

Risposta al Foglio del

N.º

Off. 1052

15 APR 1946

19

Roma

ALLA COMMISSIONE ALLEATA

Ufficio del Commissario Capo

=RCMA=

OGGETTO - Affondamento munizioni alleate -

A seguito del foglio n. 65156/56024.2./19.10 del 5 corrente mese, si comunica che il Ministero della Marina ha ritenuto di precisare, in merito alla questione in argomento, che la preferenza nella scelta di un porto anziché di un altro per l'imbarco delle munizioni da gettare in mare deriva soprattutto dall'opportunità - resa più manifesta con l'incidente di Torre Annunziata - di evitare che il traffico delle munizioni avariate avvenga in luoghi troppo vicini agli abitati, o molto frequentati da civili, ovvero che presentino difficoltà ad essere sorvegliati o recintati.

Tali considerazioni giustificano le obiezioni già mosse dal Direttore Generale della Marina Mercantile - Generale Matteini - alla richiesta avanzata dall'Autorità Alleata di servirsi dei porti di Ancona e Wulfetta per l'imbarco delle munizioni da affondare in mare, in quanto a Wulfetta, l'imbarco potrebbe avvenire solo in pieno cen-

OGGETTO - Affondamento munizioni alleate -

A seguito del foglio n. 65156/56024.2./19.10 del 5 corrente mese, si comunica che il Ministero della Marina ha ritenuto di precisare, in merito alla questione in argomento, che la preferenza nella scelta di un porto anziché di un altro per l'imbarco delle munizioni da gettare in mare deriva soprattutto dall'opportunità - resa più manifesta con l'incidente di Torre Annunziata - di evitare che il traffico delle munizioni avariate avvenga in luoghi troppo vicini agli abitati, o molto frequentati da civili, ovvero che presentino difficoltà ad essere sorvegliati e recintati.

Tali considerazioni giustificano le obiezioni già mosse dal Direttore Generale della Marina Mercantile - Generale Matteini - alla richiesta avanzata dall'Autorità Alleata di servirsi dei porti di Ancona e Molfetta per l'imbarco delle munizioni da affondare in mare, in quanto a Molfetta, l'imbarco potrebbe avvenire solo in pieno centro abitato e ad Ancona in luogo molto frequentato dagli operai portuali e di difficile sorveglianza.

2739
Dato peraltro che motivi di forza maggiore impongono alle Autorità l'uso dei suddetti porti, occorrerebbe almeno che i Comandi preposti alle operazioni di imbarco, in accordo con le Capitanerie di porto interessate, emanassero norme e adottassero cautele dirette a garantire, più che sia possibile, la pubblica incolumità.

(115) .11.

2274

In tale intesa il Ministero della Marina aderisce alla richiesta di uso dei porti in questione per lo scopo in argomento, confermando in ogni caso quanto già riferito dalla scrivente a codesta Commissione col foglio, cui si fa seguito, e cioè che il porto di Ancona è già da oltre un mese utilizzato dai Comandi Alleati per l'imbarco delle munizioni e che le locali Autorità Marittime hanno segnalato il pericolo che alla cittadina derivi dalla lunga permanenza del materiale esplosivo sulle banchine del porto.

Il suddetto Ministero, infine, ha segnalato l'assoluta esigenza che, al fine di evitare più che sia possibile danni all'industria della pesca in conseguenza del gettito di sostanze chimiche, le munizioni tossiche vengano affondate ad una determinata distanza dalla costa, dove la profondità delle acque è tale da escludere ogni pregiudizio per i pescatori.

IL SOTTOSGREGARIO DI STATO

S. Auperant

2 2 7 5

In tale intesa il Ministero della Marina aderisce alla richiesta di uso dei porti in questione per lo scopo in argomento, confermando in ogni caso quanto già riferito dalla scrivente a codesta Commissione col foglio, cui si fa seguito, e cioè che il porto di Ancona è già da oltre un mese utilizzato dai Comandi Alleati per l'imbarco delle munizioni e che le locali Autorità Marittime hanno segnalato il pericolo che alla cittadina deriva dalla lunga permanenza del materiale esplosivo sulle banchine del porto.

Il suddetto Ministero, infine, ha segnalato l'assoluta esigenza che, al fine di evitare più che sia possibile danni all'industria della pesca in conseguenza del gettito di sostanze chimiche, le munizioni tossiche vengano affondate ad una determinata distanza dalla costa, dove la profondità delle acque è tale da escludere ogni pregiudizio per i pescatori.

IL SOTTOSEGRETARIO DI STATO

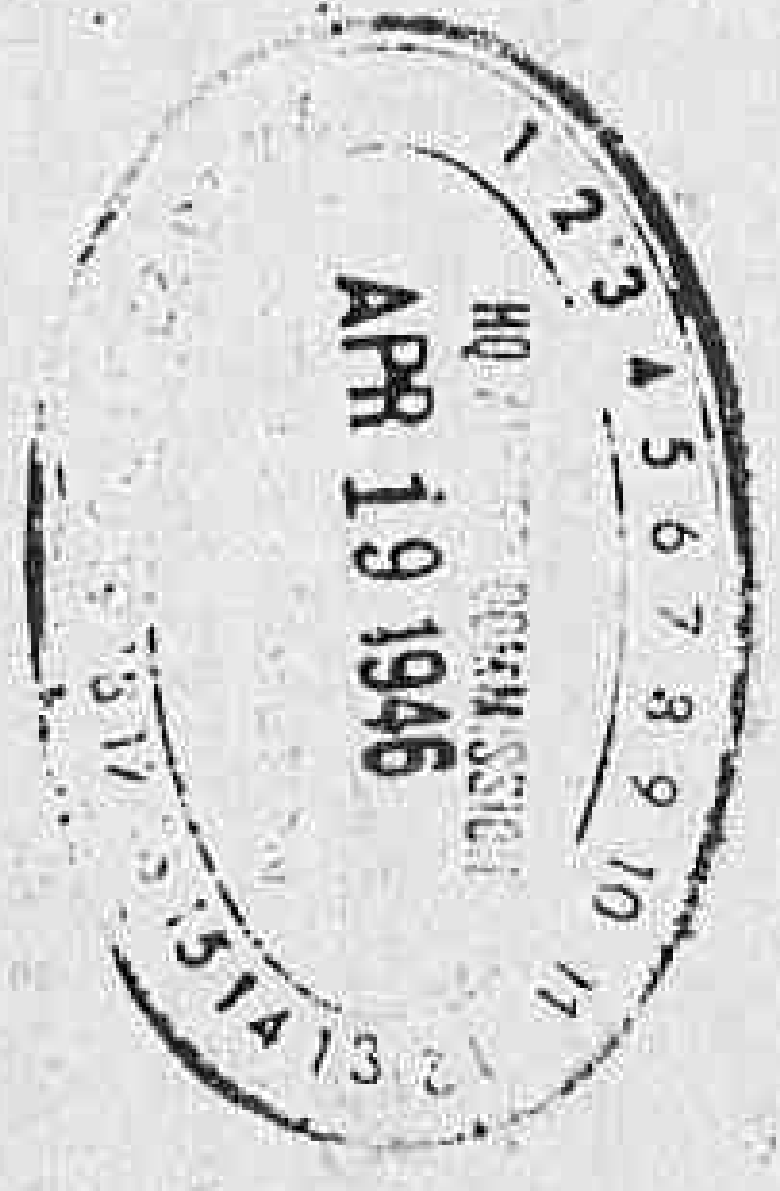
S. Arpesani

da oltre un mese utilizzato dai Comandi Alleati per l'imbarco delle munizioni e che le locali Autorità Marittime hanno segnalato il pericolo che alla cittadina deriva dalla lunga permanenza del materiale esplosivo sulle banchine del porto.

Il suddetto Ministero, infine, ha segnalato l'assoluta esigenza che, al fine di evitare più che sia possibile danni all'industria della pesca in conseguenza del gettito di sostanze chimiche, le munizioni tossiche vengano affondate ad una determinata distanza dalla costa, dove la profondità delle acque è tale da escludere ogni pregiudizio per i pescatori.

IL SOTTOSEGRETARIO DI STATO

S. Auperant



15/6
6/51

COPYI N C O M I N G M E S S A G E
HEADQUARTERS ALLIED COMMISSIONOriginator's refer.: FX 64980
Date/Time of origin: APRIL 191233BMessage centre No: H/2212
Date/time rec'd: APRIL 200900B
Precedence: PRIORITYFROM::MTOUSA SIGNED COMGENMED
TO :AGWAR CITE NAGDS
INFO:/PBS NAFGD RAC FR OFLC ALCOM

CONFIDENTIAL

AUTHORITY IS REQUESTED FOR DISPOSAL OF ALL GROUND FORCE AMMUNITION, APPROXIMATELY 30,000 TONS PREVIOUSLY COMMITTED FOR DUMPING AT SEA, TO THE ITALIAN GOVERNMENT UNDER AGREEMENT WHEREBY THE ITALIAN GOVERNMENT WILL TAKE OVER THE SAFEGUARDING OF DUMPS AND THE DEMILITARIZATION OF THE AMMUNITION IN ABL E SPECIFIED TIME (3 TO 4 MONTHS) UNDER THE SUR = VEILLANCE OF QUALIFIED US MILITARY PERSONNEL. RECENT CONVERSATIONS WITH THE ITALIAN GOVERNMENT REPRESENTATIVES INDICATE THE GOVERNMENT WILLING= NESS TO UNDERTAKE THIS TRANSACTION PROVIDED MATERIALS OBTAINED FROM DEMILITARIZATION ARE FURNISHED THE GOVERNMENT FOR INDUSTRIAL REHABILI+ TATIONWITHOUT COST. THIS COURSE OF ACTION IS RECOMMENDED IN VIEW OF THE SLOW AND COSTLY OPERATION NOW UNDERWAY OF DUMPING THIS AMMUNITION AT SEA IN ACCORDANCE WITH W D LETTER AGMP-M 400.7 (17 SEPTEMBER 45)SPOPP DATED 18 SEPTEMBER 45 WHICH NECESSTATES KEEPING A LARGE MILITARY ORGA- NIZATION TO SAFEGUARD AND CARRY OUR THE DUOPERATION AND SECONDLY TO REMOVE MOST EXPEDITIOUSLY THE CAUSE FOR REPEATED COMPLAINTS MADE BY THE ITALIAN GOVERNMENT ABOUT THE AZARDS THESE DUMPS PRESENT TO THE LOCAL IN- HABITANTS IN THE VICINITY OF THE DUMPS. IT IS CONSIDERED JUSTIFIABLE TO FURNISH THE MATERIALS REALIZED FROM DEMILITARIZATION TO THE ITALIAN

-2-

GOVERNMENT WITHOUT COST TO THE U S GOVERNMENT IN DUMPING AND SAFEGUARDING THIS MATERIAL. THE ESTIMATED SAVING TO THE U S GOVERNMENT WOULD BE APPROXIMATELY 2,000,000 DOLLARS. DISPOSAL ACTION ON AIR FORCE AMMUNITION BY OFLC IS PENDING, REFERENCE WARX 82214 DATED 9 NOVEMBER 45, WARX 98179 DATED 22 FEBRUARY 46, AND WARX 98750 DATED 7 MARCH 46, THE OUTCOME OF STUDIES BY THE WD AND STATE DEPARTMENT OF THE DISPOSAL OF AMMUNITION TO FOREIGN GOVERNMENT.

INFO ACTION: ECON SEC 2 AC DIST INFO: CHIEF COMMISSIONER EXEC COMMISSIONER
FILE SKELETON

2737

114

2279

Ext.482

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Branch

WPS/vr

AC/650/Tn.1

18 April 1946

Subject : Dumping of Explosives.

To : Chief Liaison Officer
Naples Liaison Group
Allied Commission
Naples, Italy.

1. Reference is made to your letter, dated 9 April 1946, Ref. NLG/5/240, subject as above.

2. Inasmuch as 7,000 of the 16,000 tons of ammunition, referred to in the above letter, is now to be dumped through the port of Bagnoli, it would appear that this would lessen by several weeks the total time required for the dumping of this ammunition at Miseno and that no further action is necessary.

For the Acting Chief Commissioner:

WALTER P. SCOGGINS
Lt. Colonel, QMC
Director.

113 2736

650

Ext. 470

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Branch

AHS/vr

AG/16/11/Tn.4

15 April 1946

Subject : Motor Barges moored at Villa San Giovanni.

To : Director General
Italian State Railways.

1. Re: hence your TV 25 253/600.25 of 29th March.
2. Enclosed is copy of letter No 1.3/1/1635 of 18th Dec. 1945 from the Senior Naval Officer, Eastern Sicily.
3. We would specially draw your attention to para 2. of the letter from the Senior Naval Officer.

WALTER P. BOEGINGE
Lt. Colonel, QMC
Director,

Copy to : File 650/Tn.4

112

2735

650

Office of
Senior Sea Transport Officer
Caserta.
G.H.Q., C.M.F.

Ref. 339/GEN/1398

16th April, 1946.

OFFICER-IN-CHARGE
TRANSPORTATION AND SHIPPING BRANCH
ALLIED CONTROL COMMISSION
A.P.O. 394
ROME.

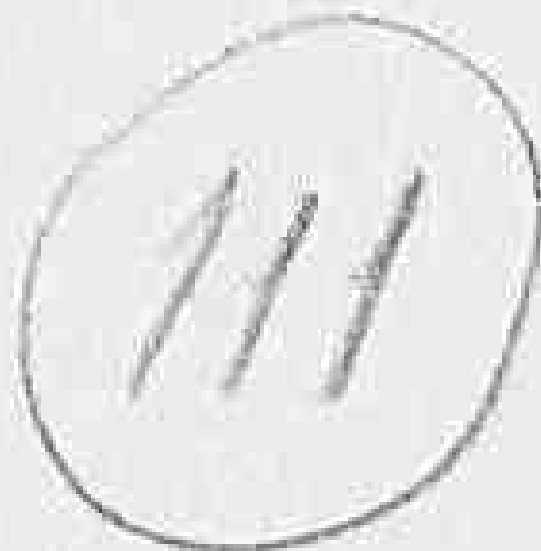
FREIGHT CHARGES.

With reference to the letter from this Office of the 11th March, enclosing statements of freight due for shipments made on your behalf, and your letter AC/650/57/Tn1 of the 26th March to the Federazione Consorzi Agrari concerning this matter. It is requested that you will expedite this matter in order that final settlement can be made of the charges due.

2. In addition a further statement of cargoes shipped from North Africa to Italy, for which freight is due, was forwarded to you on the 28th March and an early reply would be appreciated.

Salerno
COMMANDER, R.N.V.R.

2731



File
211

Ext. 482.

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation and Shipping Branch

WPS/vr

Memorandum.

AC/650/20.1

15 April 1946.

Subject : Control of Ship Repair Facilities and Dockings in Italy.

To : Director, Navy Sub-Commission
HQ., AC
Attention : Captain Wentz.

1. The ship-building agreement drawn up by you in December was presented to the Italian Ministry of Marine for their reaction, which was verbally approved by them, however, they raised certain questions regarding the financial aspects of the agreement. The financial points were transmitted to G-5 APHQ for their decision in the matter and no answer has been received to date.
2. The draft of the ship-building agreement was submitted to the Commander-in-Chief-Mediterranean for his approval with copies to War Shipping Administration and British Ministry of Transport for their concurrence or comments.
3. The War Shipping Administration and British Ministry of Transport have both concurred in the agreement but the Commander-in-Chief-Mediterranean has not yet approved.
4. Immediately upon receipt of approval from the Commander-in-Chief-Mediterranean and instructions from G-5, APHQ regarding the financial side, the agreement will be presented to the Italian Government for signature and you will be advised accordingly.

FILE

HQ., AC

Attention: Captain Pentz.

1. The ship-building agreement drawn up by you in December was presented to the Italian Ministry of Marine for their reaction, which was verbally approved by them, however, they raised certain questions regarding the financial aspects of the agreement. The financial points were transmitted to G-5 APHQ for their decision in the matter and no answer has been received to date.
2. The draft of the ship-building agreement was submitted to the Commander-in-Chief-Mediterranean for his approval with copies to War Shipping Administration and British Ministry of Transport for their concurrence or comments.
3. The War Shipping Administration and British Ministry of Transport have both concurred in the agreement but the Commander-in-Chief-Mediterranean has not yet approved.
4. Immediately upon receipt of approval from the Commander-in-Chief-Mediterranean and instructions from G-5, APHQ regarding the financial side, the agreement will be presented to the Italian Government for signature and you will be advised accordingly.

2733

WALTER P. BOGGS
Lt. Colonel, G-5
Director

Copy to: Economic Section.

650

Econ. Sec.
ES/6.05
C.S.O.

Ref. : 3642/116/EG

13 April 1946.

SUBJECT: Dumping of Ammunition Bagnoli.

TO : The President of the Council of Ministers.

1. The Allied Forces are dumping explosives into the sea at Miseno. This dumping is proceeding satisfactorily however since the quantity is very large it is proposed to use the port of Bagnoli independently to dump about 7000 tons of non explosive small arms ammunition. It is requested that you concur with this arrangement.

2. In addition to the above a request has been received that an Italian Government ammunition inspector be sent to Naples to contact the Peninsular Base Section Ordnance Officer, Major Miseli. The purpose of this is to agree on the types of non explosive ammunition to be dumped independently by this route. The name of this inspector is requested so we may notify the proper authorities.

3. May this matter be considered urgent.

SIMON R. HOLMES

Brigadier,
Acting Chief Commissioner.

109

Copy for Econ. Sec.

2732

EXT. 482

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Branch

WPS/vr

AC/650/Tn.t

12 April 1946.

Subject : Seizure of Italian Vessels.

To : Director of Civil Affairs
General Headquarters
C.M.F.

1. Reference is made to your letter, Ref. 4-5:383.7-5 dated 20 February 1946, subject, Seizure of Italian Vessels.
2. There are attached copies of our letter, Ref. AC/650/58/Tn.t of 26 March to the Ministry of Marine, Italian Government and translation of their letter, dated 25 March 1946, Ref. 7607, for your information.
3. Attention is invited to the fact that, according to the Italian Ministry of Marine, the vessels "PIETRO" and "DANIA" and their crews, have not been turned over by the Port Security Officer to the Italian Naval Authorities for their necessary action.

FILE

For the Acting Chief Commissioner :

108

WALTER P. SCOTT
Lt. Colonel, USMC
Director.2 incl.
Copies of ltrs.

2731

610

TRANSLATIONLEAGUE OF ITALIAN AGRICULTURAL SYNDICATES

Food Import Section.

Subject : Shipping Freights

Rome, 12 April 46.

To : ~~ALLIED COMMISSION, Transportation & Shipping Branch~~
~~Rome~~ *Principal Sea Transport Officer*
Mediterranean - GAB - EMF

We beg to inform you that we received from you the estimates and the b/l. regarding liquidation of freights of shipments we are charged with (your letter N° AC/650/57/Tn.1 of March 26th, 1946).

The shipping freights were liquidated at Co.Ge.Na. as a rule, and Co.Ge.Na. issued the respective bills.

We wish to know whether the cost of transportation figures on your estimates may be considered as definite regarding the liquidation of freights, since we have found during the control of the estimates that Co.Ge.Na. requests £.774.259,20 for the transportation effected on 1 August 1945 (S/S SALVORE), and £.1.277.270,15 for the transportation effected on 3 May 1945 (S/S DESPINA), both on the line Ancona - Venezia, while the respective costs according to your estimate are : £.390.940 and £.891.165,50

Faithfully yours,

Chief of Section

.....

107A

2730

650

Federazione Italiana dei Consorzi Agrari

FONDATA NEL 1892 - SEDE CENTRALE ROMA - REGISTRO IMPRESE ROMA

SERVIZIO ALIMENTARI DI IMPORTAZIONE

Per telegrammi:
FEDERALIMENTARI-ROMA
TELEFONI: 43251 - 44102 - 43045

a p.c.

HEADQUARTERS ALLIED COMMISSION
TRANSPORTATION AND SHIPPING BRANCH

PRINCIPAL SEA - TRANSPORT OFFICER
MEDITERRANEAN - GIZ - CMF

ROMA

ROMA 12 Aprile 1946

VIA XXIV MAGGIO, 43 - CHIUSO POSTALE N. 1217

SPESA NOLO

MF	PV
----	----

Da parte della Transportation and shipping branch ci sono stati rimessi con lettera n° AC/650/57/Ta 1 del 26 marzo c.a. alcuni prospetti e copie di polizze di carico al fine di porci in grado di esaminarli e di liquidare le spese di nolo dovute per quelle consegne per le quali noi siamo responsabili.

Riteniamo che tutti i noli dovuti per trasporti via mare sono stati regolati di volta in volta dai nostri rappresentanti ai porti direttamente con il Co.Ge.Na. dal quale vengono emesse le relative fatture.

Vorremmo pregarvi pertanto di precisarci quale valore hanno i prospetti in parola e se gli importi dei noli segnati sugli stessi debbono essere da noi ritenuti definitivi agli effetti della liquidazione, avendo riscontrato, nel corso del controllo che stiamo effettuando, che per due partite e precisamente per il viaggio da Ancona a Venezia del Vapori Salvore e Despine rispettivamente del 1/8/45 e 3/5/45 ci sono stati richiesti dal Co.Ge.Na. per nolo L. 774.252,20 per il S/S Salvore e L. 1.277.270,15 per il S/S Despine mentre sui prospetti sono segnati come dovuti L. 330.940,- e L. 891.165,50.

Restiamo in attesa di chiarimenti in merito.

107
del SERVIZIO

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: ECON 463

Message Centre No: H/ 1931

Date/Time of Origin: APRIL 111900A

Date Time Rec'd APRIL 121500

Precedence: OP PRIORITY

FROM: ACABRIT VIENNA FROM GENERAL WINTERTON

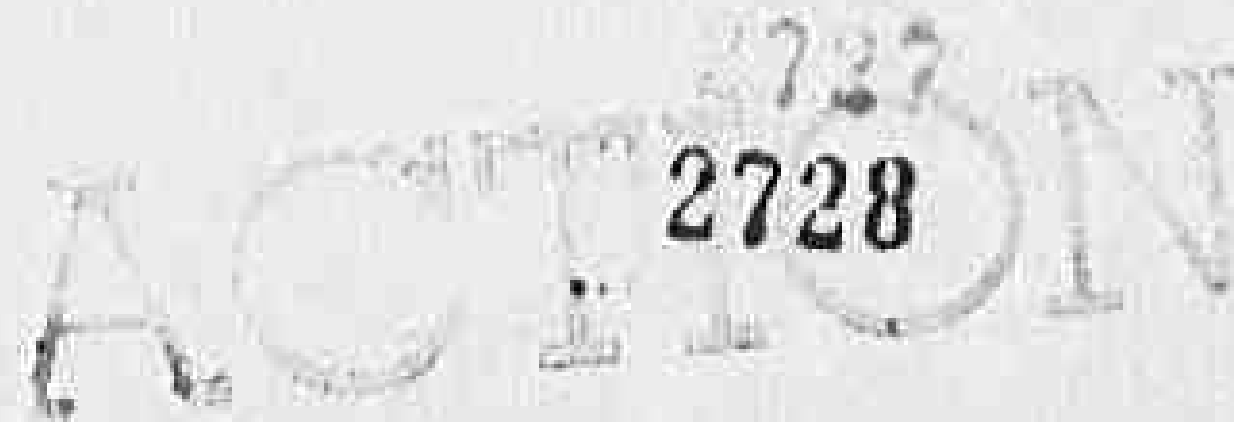
TO : AFHQ ALCOM, INFO: HQ, BTA 13 CORPS MOVEMENTS TRIESTE FOR CAPTAIN ROWE FOR
GENERAL DUFF

UNCLASSIFIED:

1. AM sending representatives from Economic and Finance Divisions to Venice to take opportunity presence there AFHQ and Alcom representatives on UNRRA Conference on 15 th April to discuss financial arrangements for use of Tarvisio/Trieste line and Port of Trieste for general export and import purpose I E for Austrian world trade.
2. Consider it now matter of urgency to set up arrangements on lines as normal as possible and to clear ground without delay for possible Italo-Austrian talks in this regard.
3. Representatives will be Lt Col HANSEN Economic and Lt Col BACK Finance who are also joining Transport Division representatives for railway discussions at Villach on 17th April. They will require visit Trieste for discussions with Port Detachment.
4. Would be grateful if AFHQ and Alcom representatives attending UNRRA Conference could be Briefed on this subject.

AC DIST

ACTION - TPTN BR
FINANCE BR
INFO - CHIEF COMMISSIONER
EC COMM
ECON SEC 2
FILE 2
FLOAT



H/

T r a n s l a t i o n

From : Federazione Italiana Consorzi Agrari, Rome-Office
(Food Importation Section).

To : AC. HQ. Transport & Shipping Branch

Subj.: Hiring expences

Rome, 12 April 1946

The Transportation & Shipping Branch has sent us with a letter dated March 26th, (AC/650/57/Tu) some schedules and copies of bills of loading in order to enable us to pay the expenses for delivery, which have to be paid by us.

We believe that all hiring expences for sea-transportation have been paid every time at the arrival of ships directly by our port-agents to Co. Ge. Na., which issued the corresponding bills.

We are therefore to ask you which value and importance are to be given to those schedules we received from AC. and if the amounts signed on them are to be considered definitive, as we noticed during our actual check-up that there is a difference between the amounts requested by Co. Ge. Na. and those cited by A.C. Shipping Branch.

The Co. Ge. Na. asked for the S/S SALVORE from Ancona to Venice 774.259,20 Lire while the AC. schedule indicates 390.940.- and for the S/S DESPINA 1.277.270,15, while the A.C. schedule indicates for the same trip 891.165,50 Lire. That refers to journeys on 1.8.45 and 3.5.45.

A reply about this subject will be appreciated.

sgnd. by the Director of Food Importation-Service - Head-Off.

105

2727

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

Ref. : KS/605

11 April 1946

Subject: Port of Ancona

To : Lt. Col. W. P. Scoggins, Director
Transportation & Shipping Branch

1. I have noted your 9 April report to G-5, AFHQ, on the use of the port of Ancona.

2. It seems to me that we would have been justified in asking G-5 for information on any arrangements which that Headquarters is about to make to relieve the Italians of their concern over the accumulation of munitions at the quay. It may well be that the Molfetta letter will be in the same tone as the Ancona letter. If this is true I would like to have our informal report to G-5, such as your 9 April letter, ask for such information for both Ancona and Molfetta.

C W W
CHARLES W. WALTON
Colonel, AC
Acting Vice President

104

2726

650

2291

RESTRICTED

ALLIED FORCE HEADQUARTERS
APO 312

59/6-00
Tr + Hays
/olk

AG 323.3 -0

11 April 1946

SUBJECT: Re-classification of Ports - LEGHORN.

TO: President
Allied Commission
ITALY

Effective 5 April 1946, a portion of the port of LEGHORN will be transferred to the Italian authorities for operation, and the port will be re-classified on that date as a Category "C" Port, ie, a military operated (American) port with a civil controlled area.

BY COMMAND OF LIEUTENANT GENERAL MORGAN:

Ralph C. Tilley
RALPH C. TILLEY
Colonel, AGD
Adjutant General

DISTRIBUTION:

A & B plus
CAO
G-3
G-4
G-5
NLO
PSTC
MWT
WSA

103

2725

650

RESTRICTED

ALCON TPTH

APR 191200

AFHQ 8-5

2423

UNCLASSIFIED

PARA ONE PD SUBJECT IS USE OF PORT OF MOLFETTA FOR DUMPING AMMUNITION PD
 PARA TWO PD THE COUNCIL OF MINISTERS ITALIAN GOVERNMENT HAS APPROVED
 THE USE OF THE PORT OF MOLFETTA UNDER THE SAME CONDITIONS AS STATED
 IN THEIR LETTER OF FIVE APRIL APPROVING THE USE OF THE PORT OF ANCONA
 TRANSLATION OF WHICH WAS TRANSMITTED TO YOUR HEADQUARTERS BY OUR LETTER
 ABLE CHARLIE SLANT SIX FIVE ZERO SLANT TARE HAN ONE DATED NINE APRIL PD
 TRANSLATION OF LETTER APPROVING USE OF MOLFETTA WILL BE FORWARDED
 IMMEDIATELY UPON RECEIPT FROM ITALIAN GOVERNMENT PD

COPY TO : HIRC COMMISSIONER
 ECONOMIC SECTION
 Q MOVEMENTS ROME
 ITALIAN MINISTRY OF MARINE ROME, ATT: GEN. MATERIA
 PRIORITY

TRANSPORTATION & SHIPING BRANCH

482

[Signature]
 RALPH F. BOGGS
 LT. COLONEL, USA

C. J. LEONE
 CPO USA
 ASST ASST

file

2723

650

Naples, Italy.

April 10, 1946.

TO: Federazione Italiana dei Consorzi Agrari
Rome, Italy.

c.c. War Shipping Administration, Rome.
c.c. Allied Commission - Transportation
Sub-Commission - Rome
c.c. U.S.R.R.A. Italiana Mission-Rome
c.c. Delegazione Del Governo Italiano
per Rapporti con U.S.R.R.A. Rome
c.c. Ministero del Tesoro - Rome
Alto Commissariato Della
c.c. Alimentazione - Rome

c.c. Fratelli Triccoli Di Giovanni
Crotone.

Subject: Stevedoring

Gentlemen:

We acknowledge receipt of your letter of March 25th, 1946, with reference to a letter that you received from our sub-Agent at Crotone in connection with stevedoring expenses.

We note that our sub-Agent at Crotone wrote to you that stevedoring expenses are paid by the vessel, but we further note that he failed to point out that these expenses are paid by the vessel "on behalf of the U.S. Army, for account of the Italian Government".

We therefore confirm that all stevedoring expenses covering the handling of grain from hold to end of ship's tackle are for account of the Italian Government.

For your information, it has been agreed some time ago with the Direzione Generale Della Marina Mercantile that U.S.A. Agents in the Italian ports shall advance the above mentioned expenses under the condition heretofore outlined, up to the time when the Capitanerie di Porto, or receiving Italian Government Agency will have been placed in funds for a direct and prompt payment to ship's Agents or Ship-Agent stevedores.

In this connection we wish to advise that we are not adverse to your paying for the stevedoring expenses direct, provided that you are in a position to do so avoiding whatever circumstance that may hamper the quick discharge of our vessels.

Very truly yours,


V. E. VECCHI
Asst. to Director, Med. Area

102
2724

ALCON TPTN

APR 10 1200

AFHQ G-5

2423

UNCLASSIFIED

PARA ONE PD SUBJECT IS USE OF PORT OF HOLVETTA FOR DUMPING AMMUNITION PD
 PARA TWO PD THE COUNCIL OF MINISTERS ITALIAN GOVERNMENT HAS APPROVED
 THE USE OF THE PORT OF HOLVETTA UNDER THE SAME CONDITIONS AS STATED
 IN THEIR LETTER OF FIVE APRIL APPROVING THE USE OF THE PORT OF ANCONA
 TRANSLATION OF WHICH WAS TRANSMITTED TO YOUR HEADQUARTERS BY OUR LETTER
 ABLE CHARLIE SEANT SIX FIVE ZERO SLANT TANK HAN ONE DATED NINE APRIL PD
 TRANSLATION OF LETTER APPROVING USE OF HOLVETTA WILL BE FORWARDED
 IMMEDIATELY UPON RECEIPT FROM ITALIAN GOVERNMENT PD

COPY TO : EXCO COMMISSIONER
 ECONOMIC SECTION
 2 MOVEMENTS HOME
 ITALIAN MINISTRY OF MARINE HOME, ATT: GEN. MATTEINA
 PRIORITY

TRANSPORTATION & SHIPING BRANCH

WALTER P. SCOGGINS
 LT. COLONEL. QMC.

C.J. BROWN
 GPO USA
 ASST ASST

482

file

2723

650

Q (Movements) Liaison Office
ROME

512/MS/69

Subject : Reclassification of port
of Leghorn.

10 April 46.

To : Ministero della Marina
Direzione della Marina
Mercantile, Rome.

Copy to : British Ministry of Transport, Rome
A.G. Allied Commission, Transportation
& Shipping Sub-Commission, Via Veneto, Rome
UNRRA, Ports & Shipping Division, Rome

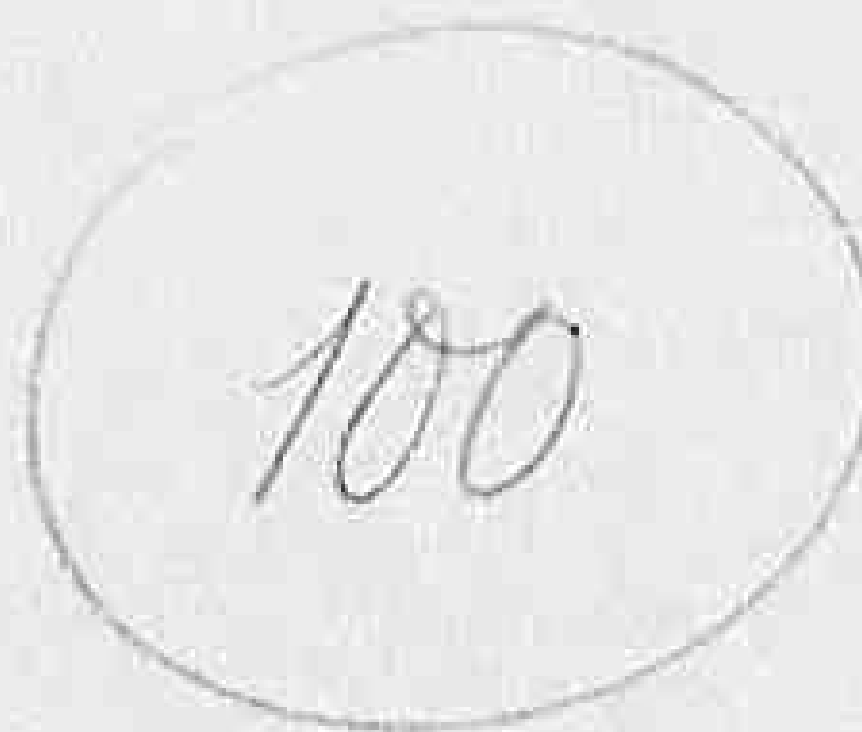
1. Please note G.H.Q., C.E.F. have notified that the official reclassification of the port of Leghorn as a category 'C' port took effect on 5 April.
2. Ships carrying civil cargoes have been routed to Leghorn for some time, but the allocation of a civil area in this port has now been officially recognized by G.H.Q.

M.P. Laraman
M.P. LARAMAN, Major R.E.

for

A.G.M.C.(M)

MBT/mh



2722

650

Ext. 482.

HEADQUARTERS ALLIED COMMISSION
APO 354

WPS/vr

Transportation and Shipping Branch

AC/650/PB.1

10 April 1946

Memorandum.To : Navy Sub-Commission
HQ. AC.

Attention : Captain Reitz.

1. Reference is made to the recent press release relative to the loss of contract by Trieste Shipyards to build a 17,000 ton liner for a Norwegian Shipping Company.
2. Lt. Col. Bickerteth of A.M.G. XIII Corps at Venezia-Viulia was contacted and he furnished the following information on the subject :

- a. The contract for the construction of the ship has not yet been made. However, a representative of the Montefalcone Yards has gone to Norway to endeavor to close the contract.
- b. That A.M.G. XIII Corps had not cleared the proposed contract but they thought the Italian Ministry of Marine in Rome had cleared it. The Italian Ministry of Marine was contacted and they advised that they had not cleared any construction contract at Trieste as they have no authority in A.M.G. Territory, but have had several discussion with Norwegian officials on the matter but would definitely clear with the Navy Sub-Commission A.C., before any definite steps are taken.
- c. A.M.G. XIII Corps is encouraging the contract as they interpret the present policy of the Supreme Allied Commander as not including the construction of ships for an Allied country.
- d. No construction has started on the ship as there never has been a contract.

FILE

1. Reference is made to the recent press release relative to the loss of contract by Trieste Shipyards to build a 17,000 ton liner for a Norwegian Shipping Company.

2. Lt. Col. Bickersteth of A.M.G. XIII Corps at Venezia-Giulia was contacted and he furnished the following information on the subject:

a. The contract for the construction of the ship has not yet been made. However, a representative of the POFAL- come yards has gone to Norway to endeavor to close the contract.

b. That A.M.G. XIII Corps had not cleared the proposed contract but they thought the Italian Ministry of Marine in Rome had cleared it. The Italian Ministry of Marine was contacted and they advised that they had not cleared any construction contract at Trieste as they have no authority in A.M.G. Territory, but have had several discussion with Norwegian officials on the matter but would definitely clear with the Navy Sub-Commission A.C., before any definite steps are taken.

c. A.M.G. XIII Corps is encouraging the contract as they interpret the present policy of the Supreme Allied Commander as not including the construction of ships for an Allied country.

d. No construction has started on the ship as there never has been a contract.

2721

WALTER R. SCODDINS
Lt. Colonel, M.C.
Director.

Copy to : Economic Section.
Exec. Commission.

99

5882

HEADQUARTERS
NAPLES LIAISON GROUP
ALLIED COMMISSION
APO. 394.

E. C. Sec

Ref.

NLG/5/240

9 April, 1946

SUBJECT : Dumping of Explosives.

FS/6.05

TO : HQ. A. C. ✓

CSO

1. With reference to our NLG/1487 of 8th April, the restrictions placed by the Italian Government on the embarkation of explosives from Miseno limit activity to 150 Tons per day.
2. Even assuming good weather the rate of dumping of ammunition can hardly be expected to exceed 1000 Tons a week. As there are now reported to be about 16,000 tons of this ammunition for disposal, it will not be got rid of until August, assuming no hitch occurs.
3. If the Italian Government would modify their restrictions the time of dumping could be shortened, and the risks reduced, of subjecting this explosive to exposure to the heat of another Summer.
4. Though theoretically safe the stability of high explosive is apt to be capricious and the sooner it is got rid of the better.

C/2401.

JAS. Pennyquick

J. A. C. PENNYQUICK
Colonel

Chief Liaison Officer
Naples Liaison Group
Allied Commission.

Copy to : HQ. PBS. Bagnoli R/H.

2720

2299

Ext. 482

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Branch

WPS/vr

AG/650/Tn.1

9 April 1946.

Subject : Dumping of Ammunition in the sea.

To : G-5, AFHQ.

There are attached two copies of translation of letter, dated 5 April 1946, received from the Under Secretary of State, Italian Government, authorizing the use of the port of Ancona for the loading of Allied Ammunition to be dumped into the sea.

For the Acting Chief Commissioner:

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

1 - Encl.
Ltr. (Dup).

97

2719

INCOMING MESSAGE
Headquarters Allied Commission

Originator's Reference: M 4179
Date/Time of Origin: Apr 041015

Message Centre No: H/1756
Date Time Rec'd: Apr 081430
Precedence: ROUTINE

FROM: KALIOCH WEL.

TO: D ELLERY STONE REAR ADMIRAL USNA CHIEF COMMISSIONER HEADQUARTERS ALLIED
COMMISSION NOTE

UNCLASSIFIED.

WASHINGTON CABLED THEY IN AGREEMENT CONDITIONS OUTLINED YOUR MEMORANDUM
FEBRUARY 12TH ADDRESSED TO COMMANDER IN CHIEF ALLIED PORTLAN STATION. THIS
REFERS TO AGREEMENT MADE BETWEEN ALLIED COMMISSION AND ITALIAN MINISTRY OF
MARINE ROBE ON CONTROL OF S.I.T REPAIR FACILITIES AND DOCKING IN ITALY.

AC LIST

ACTION: ECON SEC 2
CHIEF COMMISSIONER
INFO: TD & UTH S/C
MOVEMENTS DIV-4PM S/C
PORTS & WAREHOUSES DIV S/C
NAVY S/C
EXEC COMMISSIONER
FILE 2
FLOTT

ACTION



APR 8 1946

650

INCOMING MESSAGE
Headquarters Allied Commission

Originator's Reference: M 4179
Date/Time of Origin: Apr 041015

Message Centre No: H/1756
Date Time Rec'd: Apr 081430
Precedence: ROUTINE

FROM: KALIOCH WEA

TO : D ELLERY STONE REAR ADMIRAL USNR CHIEF COMMISSIONER HEADQUARTERS ALLIED
COMMISSION ROME

UNCLASSIFIED.

WASHINGTON CABLED THEY IN AGREEMENT CONDITIONS OUTLINED YOUR MEMORANDUM
FEBRUARY 12TH ADDRESSED TO COMMANDER IN CHIEF MEDITERRANEAN STATION. THIS
REFERS TO AGREEMENT MADE BETWEEN ALLIED COMMISSION AND ITALIAN MINISTRY OF
MARINE ROLES ON CONTROL OF S.H.P. REPAIR FACILITIES AND DOCKING IN ITALY.

AC LIST

ACTION: ECON SEC 2
CHIEF COMMISSIONER

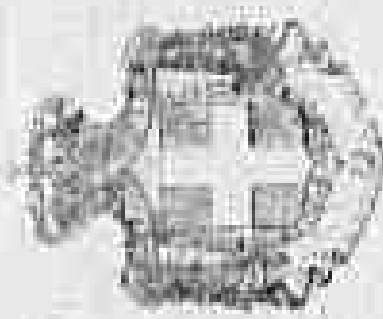
INFO: TD & VTR S/C
MOVEMENTS DIV-MAIN S/C
PORTS & WAREHOUSES DIV S/C
NAVY S/C
EXEC COMMISSIONER
FILE 2
FLOTT

ACTION



APR 8 1946

650



*Presidenza
del Consiglio dei Ministri*

N. 65186/56024.2/19.10

Risposta al foglio del

N. 2

Off. 554

APR 1946

Roma

19

ES/6.05

ALLA COMMISSIONE ALLEATA
Ufficio del Commissario Capo

ROMA

OGGETTO: Affondamento munizioni alleate.

Con riferimento alla lettera diretta dall'Ammiraglio Stone in data 26 marzo u.s. al Presidente del Consiglio circa la utilizzazione di alcuni porti italiani per l'imbarco e l'affondamento di munizioni, il Ministero della Marina, interpellato in merito, ha fatto conoscere che le Autorità Alleate utilizzano già da tempo il porto di Ancona per tali operazioni.

Poichè, però, gli esplosivi rimangono spesso lungo tempo sulla banchina prima di venire imbarcati, la Capitaneria di Porto di Ancona ha espresso al locale Comando alleato la sua preoccupazione per il pericolo cui vengono così ad essere esposti persone ed impianti, ed ha proposto che il trasporto alla banchina avvenga solo quando le munizioni stesse possono venire immediatamente imbarcate.

2717

Il Comando alleato ha risposto opponendo difficoltà

R C M A

N. 65186/56024.2/19.10

Risposta al foglio del

N. 2

OGGETTO : Affondamento munizioni alleate.

Con riferimento alla lettera diretta dall'Amiraglio Stone in data 26 marzo u.s. al Presidente del Consiglio circa la utilizzazione di alcuni porti italiani per l'imbarco e l'affondamento di munizioni, il Ministero della Marina, interpellato in merito, ha fatto conoscere che le Autorità Alleate utilizzano già da tempo il porto di Ancona per tali operazioni.

Poichè, però, gli esplosivi rimangono spesso lungo tempo sulla banchina prima di venire imbarcati, la Capitaneria di Porto di Ancona ha espresso al locale Comando alleato la sua preoccupazione per il pericolo cui vengono così ad essere esposti persone ed impianti, ed ha proposto che il trasporto alla banchina avvenga solo quando le munizioni stesse possono venire immediatamente imbarcate.

Da parte sua il Comando alleato ha risposto opponendo difficoltà di carattere organizzativo che sono state però contestate dalla Capitaneria esclusivamente nell'interesse della pubblica incolumità.

Ciò premesso, il Ministero della Marina ha già comunicato il suo benestare per l'impiego del Porto di Ancona, purchè siano

95.11.

suggerite e osservate le prescrizioni cautelari dal Comando
del Porto.

Si fa riserva di ulteriori sollecite comunicazioni circa
l'uso del Porto di Molfetta.

IL SOTTOSEGRETARIO DI STATO

S. Apicini

l'uso del Porto di Molfetta.

IL SOTTOSEGRETARIO DI STATO

P. Duplant



$\frac{5/4}{4}$

Leon Sec
Translation

ES/6.05

Rome, 5 April 1946.

C.S.O

No 65156/56024.2/19.10.

PRESIDENZA DEL CONSIGLIO DEI MINISTRI

To the Office of the Chief Commissioner,
Allied Commission.

SUBJECT: Dumping in the sea of Allied munitions.

With reference to the letter dated 26 March last, sent by Admiral Stone to the President of the Council regarding the use of some Italian ports for the loading and dumping in the sea of munitions, the Ministry of Marine on being questioned by us, has stated that for some time past the Allied Authorities have been using the port of Ancona for such operations.

As however the explosives remain a long time on the quay before being loaded onto the ships, the Harbour Port of Ancona has expressed to the local Allied HQ its concern for the danger to which the people and buildings are exposed; and suggests that the munitions should only be delivered at the quay just before the loading takes place.

The Allied HQ in its reply have opposed difficulties of an organizing nature which have however been objected to by the Harbour Port solely in the interests of the public safety.

This taken for granted, the Ministry of Marine has already given its consent for the use of the port of Ancona on the understanding that the precautionary measures requested by the Harbour Port be applied.

Further information will be sent you as soon as possible regarding the use of the port of Kolfetta.

ECODIST-6ay

ACTION: *ECODIST-6ay* (2)

INFO: CC

EC

THE UNDER SECRETARY OF STATE

2716

950

Ext.482

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Branch

WPS/vr.

Memorandum.

4 April 1946.

Subject : Use of Ports for Dumping Allied Ammunition.

To : Brigadier M.S. Lush
Executive Commissioner
Allied Commission.

1. On 21 February this headquarters was directed by AFHQ to contact the Italian Government with a view to obtaining their permission for the use of the ports of Ancona, Polfetta and Barletta for the loading of schooners with Allied ammunition to be dumped into the sea.
2. A meeting was held with Lt. General Matteina, Director General of the Italian Merchant Marine on 23 February. General Matteina authorized the use of the port of Barletta but advised that he could not authorize the use of the ports of Ancona and Polfetta because of the thickly populated areas at those ports and the possibility of explosions such as occurred at Torre Annunziata a few weeks previous.
3. AFHQ was advised of this decision by signal on 23 February.
4. This Headquarters later received a letter from AFHQ, dated 8 March, advising of the importance of using the ports of Ancona and Polfetta and directed that the Prime Minister of the Italian Government be approached and point out to him that due to the diminishing transport and manpower facilities now available, it would not be possible to complete the Allied programme for the disposal of Surplus Ammunition without the use of the two ports.
5. General Matteina of the Italian Ministry of Marine was again contacted on 18 March and he would not change his previous decision.

(24)

650

- 2 -

6. A letter to the Prime Minister, pointing out the facts as directed by AFHQ, was signed by Admiral Stone on 26 March.

7. A signal dated 25 March was received from AFHQ requesting that the Italian Government answer be obtained by 1 April 1946. Again on 1 April, through Major Laraman of Rome "Q" Movements, AFHQ requested an answer by 3 April. On 1 April Colonel Walton of Economic Section in conjunction with Major Hind-Smith of your office, sent a signal to AFHQ requesting that the Italian Government be given until 8 April to reply due to the importance of the problem and the necessity in contacting different Government Officials concerned.

8. Every effort has been expended through the Italian Liaison Officer in the Chief Commissioners Office to press the Italian Government for a decision.

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

P.S. - The Italian Liaison Officer in the Chief Commissioners Office advised Major Hind-Smith of the Executive Commissioners Office at 1115 hours that the Italian Government had verbally approved the use of the port of Ancona and hoped to have the answer on the port of Melfetta either today or tomorrow. "Q" Movements, Rome AFHQ representatives were advised of this approval by telephone at 1130 hours.

WPS 2715

ALCOM EPTH

APR 041700

APR 6-5

2309

CONFIDENTIAL

PARA ONE PD YOUR SIGNAL FOX SIX FOUR ONE TWO ZERO OF THREE APRIL
 FOR HOW GEORGE EAST GEORGE IS SUBJECT PD
 PARA TWO PD ITALIAN GOVERNMENT HAS AUTHORIZED THE USE OF PORT OF
 ANCONA FOR LOADING OF BOMBERS FOR AMMUNITION DUMPING AND HOPE
 TO GIVE DECISION ON PORT OF MOLFETTA BY FIVE OR SIX APRIL PD

COPY TO : EXECUTIVE COMMISSIONER
 ECONOMIC SECTION

PRIORITY

TRANSPORTATION & SHIPPING BRANCH

482

WALTER M. SCOTT
 LT. COLONEL, USA

THOMAS OLIVER
 CAPT. INF. 2714
 ADJ. ASST. ADJ. 650

F 64120

H/1600

031615B

APR 040930B

PRIORITY

AFHQ SIGNED SACRED CITE FHGEG REUR 2239
ALCOM ROME INFO PENBASE

CONFIDENTIAL

Matter has now been outstanding since 8 March when urgent need for an early decision was stressed. Must insist on reply received here on or before 8 April.

AC DIST

ACTION: ECON SEC 3

INFO: CHIEF COMMISSIONER

FILE 2

FLOAT

APR 4 1946

HEADQUARTERS

APR 1946

2713

ALCOM TPTN

APR 041715

ALCOM LIAISON OFFICER LEGHORN

2310

UNCLASSIFIED

PARA ONE PD REFERENCE FIRST INDORSEMENT ADDRESSED TO COMMANDING
OFFICER PENBASE FROM HEADQUARTERS MTOUSA DATED TWO SEVEN MARCH
TO LETTER PENBASE DATED ONE FEBRUARY TO COMMANDING GENERAL MTOUSA
SUBJECT SUB DASH DIVISION OF LEGHORN PORT PD

PARA TWO PD REQUEST YOU REPRESENT TRANSPORTATION AND SHIPPING
BRANCH OF ALLIED COMMISSION IN ACCORDANCE WITH PARAGRAPH FOUR
OF THE ABOVE MENTIONED INDORSEMENT AND SUBMIT REPORT TO THIS
HEADQUARTERS WHEN TURNOVER HAS BEEN COMPLETED PD

PRIORITY

TRANSPORTATION AND SHIPPING BRANCH

THURMAN OLIVER
CAPT INF
ACTG ASST ADJT

482

WALTER F. SCOGGINS
LT. COLONEL, GPO

2712

650

COPY

BRITISH MINISTRY OF TRANSPORT
A.P.O. S. 551 C.M.F.

Telegrams: Shirmindor, Roma.
Tel. 843041 Ext. 37

4th April, 1946

Ref: GAD/292/46/601

To HQ Allied Commission, Economic Section.
From Ministry of Transport Representative (Italian Area)
Subject: Control of Ship Repair Facilities and Dockings in Italy.

Reference your letters of 8th February (AC/20/71/TN6), and
22nd March (ES/601), I wish to inform you that this Ministry has no
objection to the Agreement with the Ministry of Marine on the subject
under reference, copy of which was attached to your letter of 8th
February.

(sgd) G.A. BELL

Ministry of Transport Representative
(Italian Area)

2711

A.P.H.C. 3-5

2230

2 April 1946

PRIORITY

CONFIDENTIAL

WASA GUN IN DISCUSSION YOUR SERIAL TWENTY FIVE WHICH GIVE THESE ITALIAN
 GOVERNMENT HAD BEEN TOLD TO GIVE A DEFINITIVE ANSWER ON THE USE OF THE
 BOMB AT ROME AND BELIEVED FOR A SHORT TIME DURING NO MORE LONG FOR THE IN
 CONFIDENTIALITY OF THE INFORMATION DISCLOSED THAT AFTER THE FIRST BOMB
 ATTACK WOULD BE MADE APRIL 19

RECEIVED

220

Executive Section
 Charles W. Walton
 Colonel AG
 Acting Vice President

C. J. Leone
 CWO USA
 Asst. Adjutant

2710

BEST COPY POSSIBLE

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference:

Date/Time of Origin: 291702Z MAR

Message Centre No: H/1449

Date Time Rec'd: MAR 311400Z

Precedence: ROUTINE

FROM: C IN C MED

TO : HQ A.C. COMNAVVED FOLI SAGHEL DIST GENOA ADMIRALTY MTR MED
PSTO MED WSA MED MTR LONDON SHOESY VAN

UNCLASSIFIED.

NAVAL CONTROL OF REPAIR AND DOCKING FACILITIES AT MESSINA WILL BE
RELINQUISHED ON 1ST APRIL.

AC DIST

INFO ACTION: TH DIV 2

NAVY S/C

INFO: CHIEF COMMISSIONER

ECON 2

ITALIAN MIN OF MARINE (TN DIV)

FILE 2

FLOAT

INFO - ACTION

FROM: C IN C MED

TO: HQ A.C. COMNAVVED FOLI SACHED EAST GENOA ADMIRALTY MTR MED
POSTO MED WSA MED MTP LONDON SHOREY VAN

UNCLASSIFIED.

NAVAL CONTROL OF REPAIR AND DOCKING FACILITIES AT MESSINA WILL BE
RELINQUISHED ON 1ST APRIL.AC DISTINFO ACTION: TN DIV 2
NAVY S/C

INFO: CHIEF COMMISSIONER

ECON 2

ITALIAN MIN OF MARINE (TN DIV)

FILE 2

FLOAT

INFO - ACTION

RECEIVED
31 MAR 1946
A. C.

89

103

2316

2317

RESTRICTED

ALLIED FORCE HEADQUARTERS
APO 512

AG 323.3

30 March 1946

SUBJECT: Re-classification of the Port of BARI

TO : President
Allied Commission
APO 394

1. Effective 1 April 1946, the port of BARI will be re-classified as a Category "A" port, i.e., it will be returned to the Italian civil authorities for operation.

2. There will, however, remain an Allied military commitment for the export of stores through BARI. Berths and facilities required for loading these stores will be made available by the Italian civil authorities on a priority basis.

BY COMMAND OF LIEUTENANT GENERAL MORGAN:

John R. Hayes
JOHN R. HAYES
Major, AGD
Asst Adjutant General

DISTRIBUTION:

"A"

"B"

(88) 2708

RESTRICTED

650

2318

5002

ES/6.00
Econ Sec.

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

G-5: 800.2

30 March 1946

SUBJECT: Sub-division of IEGHORN Port.

TO : Headquarters, Allied Commission,
APO 394.

Attached is a copy of PBS letter AG 323.35 BFEDS
dated 1 February and 1st Indorsement by Headquarters, MTOUSA,
for your information.

BY COMMAND OF LIEUTENANT GENERAL MORGAN:

A. L. Hamblen

A. L. HAMBLEN
Brigadier General, G.S.C.
Assistant Chief of Staff, G-5

Incls:
As above.

2707
87

650

TRANSLATION

MINISTRY OF TRANSPORTATION

Rome 29th March 1946

Reg. No 263/600.25

Subject : Motor barges moored at Villa San Giovanni

To : Transportation & Shipping Sub-Commission
Rome

With reference to your letter AC/16/11/Tn 4 of January 7th 1946, we beg to inform you about the following :

The " Reparto Navigazione P.S. di Messina" communicates that no committee, composed of ferry-boat captains, headed by the Officer i/c of the Naval Service for East-Sicily, has ever taken any action in order to decide whether the Allied motor-barges moored along the outer mole of the Villa San Giovanni harbour do actually constitute a bar to the ferry boat traffic.

As a matter of fact the a/m motor-barges reduce the rather small harbour area to a narrow space utterly insufficient for the taking of ferries, especially when the sea is rough, so there are exposed to danger both the motor barges and the ferries, as it appears from the reports forwarded by the a/m "Reparto Navigazione f.s. di Messina" on October 10th 1945.

We apply to you to get in touch with the Command of the Naval Service for East-Sicily in order to reach a decision through an understanding between this Service and the "Reparto Navigazione P.S di Messina" and to move the motor-barges to an other place within the harbour or elsewhere.

Director General

2705

86

EXTRACT FROM PRESS RELEASE 3rd APRIL - FROM COUNCIL OF ALLIED
- INFORMATION SERVICE TRIESTE. -

TRIESTE SHIPYARDS LOSE CONTRACT WITH NORWEGIAN SHIPPING COMPANY. ALLIED
MILITARY GOVERNMENT ATTEMPTS TO RECAPTURE CONTRACT.
TRIESTE APRIL 2 (UIN).

ALLIED MILITARY GOVERNMENT'S SPOKESMAN ANNOUNCED HERE YESTERDAY THAT
A CONTRACT FOR THE CONSTRUCTION OF A 17000 TON LINER FOR THE ACCOUNT OF A
NORWEGIAN SHIPPING COMPANY, PROVISIONALLY PLACED WITH TRIESTE SHIPYARDS,
HAD BEEN CANCELLED BY THE NORWEGIANS ON ACCOUNT OF UNCERTAIN SOCIAL AND
POLITICAL CONDITIONS IN VEREZIA GIULIA. THE SHIPYARDS, HOWEVER, ARE
TRYING TO RECAPTURE THE CONTRACT WITH THE ACTIVE SUPPORT OF ALLIED MILITARY
GOVERNMENT.

2704

85

TRANSLATION

MINISTRY OF MARINE
Director General
Merchant Marine

29 March 1946

To: HEADQUARTERS ALLIED COMMISSION
APO 394 Transportation and Shipping
Branch

Division II/G Sec I
Ref : 7607

Subject : Impounding of Italian Vessels

1. In reply to your letter of March 26th 1946 AC/650/58/Tnt we beg to inform you that this Ministry has received intelligence on the impounding of the S/S "NETTUNO" on October 24th, 1945 and of the S/S "PIETRO" on November 4th, 1945. No report on impounding the S/S "DALLA" has ever been received.
2. In so far as the S/S "NETTUNO" is concerned, this Ministry has already meted out the respective disciplinary penalty to Mr. Minervini, captain of the fishing motor-craft, according to the first action taken by the Port Command, Bari.
The a/m Port Command reported that the Port Security Section was on work of its own initiative.
3. In so far as the S/S "PIETRO" is concerned the Port Command Bari reported the ship itself as well as the crew to be at the Port Security Officer's disposal, explaining that no action is to be taken accordingly until the a/m officer issues orders.
4. This Ministry is not in a position to dispose of the ships, unless they are delivered to the Italian Naval Authorities nor to proceed against the crews for the same reason.
5. We apply to this Command to take the necessary steps with the Port Security Officer, Bari in order to enable the Italian Authorities to take to task the responsible persons after completion of the Port Security Officer's action.

The Minister

(84) 2703
656

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: C 17309
Date/Time of Origin: 261800B

Message Centre No: H/1347
Date Time Rec'd: MAR 29 0930
Precedence: ROUTINE

FROM: MTOUSA ACTPT ALCOM

TO : JES

INFO: PENSOUTH ALCOM

UNCLASSIFIED:

FOLLOWING MX CABLE FROM ACTPT ALCOM, REFERENCE NUMBER 482, DATED 22 JANUARY 1946, REPEATED FOR CONSULTATION OF ACTION REQUIRED. " REQUEST 30 ROMNEY HUTS AT NAPLES BE TURNED OVER TO ALLIED COMMISSION, NAPLES ON 30 DAY SHIPPING TICKET ". UNDERSTAND HUTS ARE AVAILABLE PENSOUTH DETOR E.2N52.

AUTHORITY GRANTED FOR RELEASE ON 60 DAY MEMORANDUM RECEIPT WITH VIEW TOWARD SUBSEQUENT SALE THROUGH OFIC. WRITTEN AUTHORITY HERE FROM R(AE) AMPL, SAVING RIGHTS OF REPOSSESSION FOR SAME AND RIGHTS OF DISPOSAL IN ACCORDANCE WITH ESTABLISHED U.S. PROCEDURES. THIS AUTHORITY WILL BE FORWARDED FOR FUTURE REFERENCE AND FILE.

AC DIST

INFO: ACTION: TPTN 2

INFO: CHIEF COMMISSIONER

ECON 2

FILE 2

FLOAT

INFO - ACTION

Cable 482
sent by Pe W. Div





Ministero della Marina

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

Roma 29 MAR 1948 49 1

HEADQUARTERS ALLIED
COMMISSION A P O 324
Transportation and shipping

II/G I
7607

Branch
Responsible of the
Div. Sec.

Oggetto Fermo di navi italiane.

1. In risposta alla nota del 26 corrente n.AC/650/58/Tn.1 si comunica che questo Ministero ebbe notizie del fermo del m/p "NETTUNO" il 24 ottobre 1945 e del fermo del M/v. "PIETRO" il 4 novembre 1945.
Nessuna notizia ha mai avute circa il fermo della nave "DALIA".

2. Per quanto riguarda il M/P "NETTUNO" sulla base delle prime indagini fatte dalla Capitaneria di Porto di Bari questo Ministero fece impartire adeguata punizione disciplinare al Comandante del metopeschereccio s/g. Minervini.

La stessa Capitaneria ha riferito che la Port Security Section di Bari procedeva a una sua inchiesta.

3. Quanto al m/v. "PIETRO" la Capitaneria del Porto di Bari ha riferito che tanto la nave quanto l'equipaggio sono sempre a disposizione del Port Security Officer e che pertanto non può prendere provvedimenti nell'attesa delle determinazioni del predetto ufficiale.

4. Questo Ministero non è perciò in grado di poter disporre delle navi sino a quando non saranno lasciate a disposizione delle Autorità Marittime Italiane, nè può quindi procedere contro gli equipaggi.

Prega pertanto cedere Comando di voler interessare il Port Security Officer di Bari affinché dopo esperite le indagini di propria competenza consenta alle Autorità Italiane l'adozione dei provvedimenti che potranno essere presi a carico dei responsabili.

Oggetto Fermo di navi italiane.

1. In risposta alla nota del 26 corrente n.AC/650/56/Tn.1 si comunica che questo Ministero ebbe notizia del fermo del m/p "NETTUNO" il 24 ottobre 1945 e del fermo del M/V. "PIETRO" il 4 novembre 1945.

Nessuna notizia ha mai avuto circa il fermo della nave "DALIA".

2. Per quanto riguarda il M/P "NETTUNO" sulla base delle prime indagini fatte dalla Capitaneria di Porto di Bari questo Ministero fece impartire adeguata punizione disciplinare al Comandante del motopeschereccio sig. Minervini.

La stessa Capitaneria ha riferito che la Port Security Section di Bari prececeva a una sua inchiesta.

3. Quanto al M/V. "PIETRO" la Capitaneria del Porto di Bari ha riferito che tanto la nave quanto l'equipaggio sono sempre a disposizione del Port Security Officer e che pertanto non può prendere provvedimenti nell'attesa delle determinazioni del predetto ufficiale.

4. Questo Ministero non è perciò in grado di poter disporre delle navi sino a quando non saranno lasciate a disposizione delle Autorità Marittime Italiane, nè può quindi procedere contro gli equipaggi.

Prega pertanto questo Comando di voler interessare il Port Security Officer di Bari affinché dopo esperite le indagini di propria competenza consenta alle Autorità Italiane l'adozione dei provvedimenti che potranno essere presi a carico dei responsabili.

IL MINISTRO

Carlo

2701

846

2327

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
13 CORPS

Transport Br

27 March 46

TELEPHONE No.: 29794 Ex.26
13C/AMG/TW/6-11
REFERENCE No.:
SUBJECT: Harbour Tug "PORDENONE".
TO: UGENA, Piazza Unità 1, Trieste.

Date: _____

Copies : Headquarters Allied Commission, (Your AO/37/-
Transportation and Shipping Branch. of 18 Mar 46 Refers)
Direzione Generale della Marina Mercantile,
Ispettorato Funzionamento Porti - Roma.

1. Reference this office even number of 25 Feb 46.
2. The original application for permission to transfer the Harbour Tug "Pordenone" from Trieste to S. Antiooco (Sardinia) is returned herewith, duly approved.
3. Please arrange for the immediate dispatch of this vessel.

By ORDER of Colonel ROBERTSON :

Samuel S. Solomon
Daniel L. Coleman
Capt. USA

Chief Transportation Officer

AHSP/or

83
2699

650

1st Ind to 1tr, Hq, PBS, APO 782, dtd February 1946, subj: Sub-division of Leghorn Port.

AG 323.35/076 D-0

1st Ind

HEADQUARTERS MTOUSA, APO 512, 27 March 1946

TO: Commanding Officer, Peninsular Base Section, APO 782

1. Reclassification of Leghorn port from Class "D" to Class "C" has been approved and action is being initiated to amend Allied Force Headquarters Memorandum, subject: "Future Classification of Italian Ports", file G-4 (Nov & Tpn) 5/120 - GDM, dated 13 July 1945, accordingly.

2. Authority is hereby granted to dispose of that portion of the Port of Leghorn and adjacent facilities excess to United States needs as outlined in the basic communication in accordance with instructions contained in MTOUSA Circular Number 111, dated 14 September 1945, with inclosures, as amended by MTOUSA Circular Number 121, dated 15 October 1945, and MTOUSA Circular Number 7, dated 7 January 1946.

3. Pending final disposal by Office of Foreign Liquidation Commissioner United States property and/or improvements in that portion of the port which is surplus may be turned over to the Italian port authorities on memorandum receipt or similar document. The M/R or similar document will include stipulations as indicated directly below:

a. No major alterations or improvements will be undertaken without the prior approval of Headquarters, Peninsular Base Section.

b. Proper and adequate security measures will be taken to ensure protection of all United States Property and/or improvements.

4. Peninsular Base Section is authorized to deal directly with the Italian port authorities, and the Transportation Sub-Commission of the Allied Commission concerning the turn over on memorandum receipt pending disposal thru Office of Foreign Liquidation Commissioner.

5. SFEB '3 forms on the United States property and/or improvements should indicate that these have been turned over on M/R or similar document, identifying the receipting agency, date of the M/R, and other pertinent information.

6. Effective date of transfer to Italian authority is 5 April 1946.

BY COMMAND OF LIEUTENANT GENERAL LEE:

John R. Hayes
JOHN R. HAYES, Major, AGD
Asst Adjutant General
Lt. Sierman

1 Incl
n/c

DISTRIBUTION:

2 Addressee 1 - AG Records
3 - G-4 MTO 3 - G-5
2 - OFLC, Rome 1 - UNRRA

2700

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

13076/F

22 March 1946

SUBJECT : Financial Aspect of Italian Repairs to
Allied Vessels.

TO : Assistant Chief of Staff,
G-5 Section, AFHQ.

1. I refer to the Chief Commissioner's letter NSC/4152 of 30 November, 1945, which conveyed to the Italian Government the interim policy adopted by SAC for the rehabilitation and utilization of Italian ship repair and shipbuilding facilities in Italy. A copy of such letter is attached for your ready reference.

2. A letter dated 18 February has now been received from the Direzione Generale della Marina Mercantile, Ministero della Marina, which in substance requests that any material used in the repair of Allied vessels be paid for by means of foreign exchange credits to Italy.

3. This request by the Ministry raises the question of an interpretation of the second sentence in para. (g) of letter NSC/4152 of 30 November, 1945. If repair work on all types of Allied vessels, irrespective of their employment, is considered by your HQ to be an Italian Government responsibility, it is assumed that you would wish the Ministry to be informed that no foreign exchange credits will be granted at this time. If, on the other hand, the repair of certain types of ships is not considered to be an Italian Government responsibility, and therefore not an occupation cost, the Italian Government should be so informed in order that appropriate financial arrangements may be made by them.

Encl.

BELT/gv

(Signed)
CHARLES W. WALTON, Colonel
Chief, Supply Group
CHARLES W. WALTON, Col.
Acting Vice President
Economic Section

2698c
650

COPYHEADQUARTERS ALLIED COMMISSION
Office of the Chief Commissioner

APO 394

NSC/4152

30 November 1945

My Dear Mr. Prime Minister:

The Supreme Allied Commander, Mediterranean Theater, without prejudice to any terms which may be imposed by the Peace Treaty with Italy, has adopted the following interim policy for the rehabilitation and utilization of Italian ship repair and shipbuilding facilities, in Italian Government territory and Military Government territory, to facilitate the recovery of the industry in the interests of Italian economy and to alleviate unemployment:

- (a) The rehabilitation of Italian ship repair and shipbuilding facilities for the repair and limited construction of Italian Merchant vessels and for other repair work in the interest of the Italian civilian economy is approved and recommended to the extent set out in the following paragraphs.
- (b) The repair of Allied Naval and Merchant vessels takes precedence over repairs to Italian vessels in accordance with priorities established by competent Allied authorities.
- (c) The utilization of Italian ship repair and shipbuilding facilities for the repair of Italian Merchant vessels and new construction of powerful twin screw tugs suitable for berthing and long distance towage should be accorded second priority.
- (d) The completion of all Merchant vessels under construction in Italy of 5000 D.W. or less which are over 50% complete and for which materials are either now available in Italy or can be procured through commercial channels is authorized and should be accorded third priority.

2697

2696

- (e) Italian ship repair and shipbuilding facilities are authorized to undertake work in the interest of Italian civilian economy provided no materials or equipment of any kind intended for war purposes or conversion into warlike stores are manufactured. This work should be accorded fourth priority.
- (f) New construction of coastal vessels of 5000 tons D.W. or less, schooners of 500 tons D.W. or less, lighters, floating cranes and miscellaneous harbour craft is authorized provided materials and equipment can be obtained in Italy and no demands are made upon Allied resources except in normal commercial channels. This work should be accorded fifth priority.
- (g) The Italian Government will make arrangements for and designate an agency of the Government to discuss financial matters involving ship repair and shipbuilding facilities with Italian companies. No demands will be made on Allied Governments for assistance in financing such ship repair and shipbuilding work as may be considered as Italian Government responsibility.
- (h) No construction of naval vessels intended for conversion into Naval vessels is authorized.
- (i) The utilization of Italian Government and privately owned ship repair and shipbuilding facilities for repairs to or modernization of Italian Naval vessels and for the production and repair of arms, munitions or other implements of war will continue to be controlled by the appropriate Allied authorities.
- (j) In implementing the foregoing the Italian Government must ascertain through normal civil import channels to what extent materials are likely to be available. This will prevent the undesirable situation arising whereby the degree of rehabilitation achieved exceeds the supply of essential materials.

It is desired that the Italian Government take early positive steps to implement the above-stated policy and

keep the Allied Commission informed as to progress made at quarterly intervals commencing January 1, 1946, indicating generally the results which have been obtained to enable co-ordination with Allied authorities if required.

Very truly yours,

/s/ Ellery W. Stone
ELLERY W. STONE
Rear Admiral, USNR,
Chief Commissioner

Professor Ferruccio Parri
President of the Italian Council of Ministers,
Italian Government,
Rome, Italy.

COPY

81A

0095

TRANSLATION

MINISTERO DELLA MARINA
DIREZIONE GENERALE DELLA MARINA MERCANTILE

18 February 1946

Div. U.T.I.
Prot. 859

SUBJECT : Material for Repairs to Allied Vessels.

T O : Allied Commission - Economic Section - Rome.

According to recent arrangements Allied Vessels trading in the Mediterranean and requiring voyage repairs are to be given first priority by the Italian Shipyards in the execution of repair work dry-docking and reconstruction.

The preferential treatment thus requested undoubtedly refers to equipment, installation and labour; as regards the material employed and consumed the question needs a clarification.

It is a known fact that all branches of Italian activity and particularly Italian Naval Industry are suffering from lack of material so that it is not possible for the shipyards to supply the necessary material required for repairs to Allied Vessels unless said material is replaced or paid for in currency (foreign).

As the question of replacement is not of easy solution, the material concerned being generally speaking in small quantities but of various types and qualities, this Ministry considers that the most convenient solution would be that of payment in currency.

This Ministry would be very grateful if the Allied Commission were to take the matter up with the competent Authorities with a view to reaching agreement as early as possible in the sense suggested.

FOR THE MINISTER

(sgd) illegible

2695

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION AND SHIPPING BRANCH

Tel :
Ref : AC/37/-

/UAG/
18 March 1946

SUBJECT: Harbour Tug "PORDENONE" at Trieste.

TO : H.Q. Allied Military Government 13 Corps.

1. Reference your letter 13C/AMG/Tn.6 - 11 (a) dated 25 Feb. 1946 on the above subject.
2. As the Trieste Authorities appear to have no further use of the vessel and are willing to release same, it is felt that the despatch of the Tug from Trieste to S. Antioco (Sardinia) would be opportune as, without doubt, she could render useful service at the latter port where there is exceptional large traffic.
3. Your further advices will be appreciated.

WALTER P. SCOGGINS
Lt. Colonel U.S.A.
DIRECTOR

Copy to:

Direzione Generale della Marina Mercantile
Ispettorato Funzionamento Porti - ROMA
(Attn. Col. E. Lauricella)

179 2694
650

BRITISH MINISTRY of WAR TRANSPORT

A.P.O. ~~XXXX~~ C.M.F.
S. 551Telegrams: Shipminder, Rome.
Tel: 843041 Ext. 37

Ref: EVT/98/46.R.

8th March, 1946.

To : H.Q., Allied Commission,
Transportation and Shipping Sub-Commission,
(Attn: Mr. H. GHILARDI.)

Subject : Harbour Tug "Pordenone".

Reference our telephone conversations and
your letter of 4th March.

As previously intimated to you, I forwarded
copies of correspondence relative to the above subject
matter to Mr. Williams, hoping that he might be able to be
of some assistance, he has replied and I attach hereto, copy
of his letter, and original correspondence on this matter.

It appears from Mr. Williams letter, as you
will observe, that you are entitled to make whatever arrange-
ments you think advisable, to promote the transfer, I trust
this arrangement is favourable to you and you are able to
act on it.

E.V. Taylor
E.V. Taylor.



C O P Y.

7th March, 1946.

I have your letter of the 7th March, 1946, Ref. EVT/9I/46/R.3., with reference to the request of H.Q. Allied Military Government 13 Corps in respect to the release of the Harbour tug-boat "PORDENONE".

In view that the Trieste authorities have no further use of the vessel, certainly it is recommended to send the tug from Trieste to San Antioco, as without doubt she can render useful service at the latter port, where there is exceptional large traffic.

It is suggested therefore, that you will request Mr. Ghilardi to promote the transfer of the tug from Trieste to San Antioco.

sgd. W. Williams,
M.W.T., Naples.

78a
2692

4260.
HEADQUARTERS
ALLIED MILITARY GOVERNMENT
13 CORPS

Telephone No. 29794 Ex. 26

FILE REF: 130/AMG/TN/6-11 (a)

SUBJECT Haorbur Tug Boat "Pordenone".

Date 25 February 46.

to Headquarters, Allied Commission,
Transportation Sub-Commission (Shipping Branch).

Copies : UGENA - Piazza Unità, 1 - Trieste.
Soc. Min. Carbonifera per Azioni, Arsa.
Capitaneria di Porto, Trieste.

1. Reference the attached copy of application by Soc. Min. Carbonifera Azioni, Arsa.
2. No recommendation by Industry Sub-Division, Rome, has been received by this H.Q.
3. The Capitaneria di Porto, Trieste, is willing to release this tug and UGENA have no use for it at present.
4. Your remarks on the proposed transfer would be appreciated.

For the Senior Civil Affairs Officer :

L. K. Harper
Capt. R. K. Harper R.A.
Acting Chief TN. Off.

May. Duncan
478730

max. 650.
PB/cr

Lt. Col. D.S. Bicknell
Sec. 2nd Com. A.M. G. 13 Corp

Mr. Eilardi

*This is, I fancy, within 2894
field of activities. You may
wish to check with Industry S/C*

Trieste, 9 Febbraio 1946:

Alla

CAPITANERIA DI PORTO

T r i e s t e

Come raccomandato dalla Headquarters Allied Commission App 394 Industry Department Roma, il Rimorchiatore " F O R D E N O N E " deve andare in Sardegna per essere colà adoperato per rimorchiatore trasporti di carbone delle Miniere Sarde.

Si chiede, perciò, il trasferimento dello stesso dal Porto di Trieste al Porto di S. Antioco - Sardegna - dove dovrà essere iscritto.

A R S A

SOC. MIN. CARBONIFERA PER AZIONI

T r a n s l a t i o n

To

CAPITANERIA DI PORTO

T r i e s t e

As recommended by Headquarters Allied C Commission App 394 Industry Department Rome, the Harbor Tug Boat "FORDENONE" is to be sent to Sardinia to be used there for handling ships loading Sardinian Coal.

We ask therefore the transfer of said vessel from the harbour of Trieste to S. Antioco - Sardinia - for registration at that port.

A R S A

SOC. MIN. CARBONIFERA PER AZIONI

2690
ATA

TRANSMISSION.

E.S. file N° 15.05/2.

FROM: Ministry of Treasury,
General Book-keeping of the State.

TO: Headquarters Allied Commission,
Economic Section.

and for inf: to Mr. Marian Cleveland -
acting Vice President.

THEIR FILE N°: 111995 Division XIX.

9 March 1940.

REFERRING NOTE: 15 February 1940, Ref. ES/15.05/2.

SUBJECT: thefts.

- 1/ The Ministry of Treasury has always followed with the greatest attention the problem of control of the magazines in the harbour of the deposits and of the transports of importation goods, promoting the interest of all the Authorities entrusted with the services of public order. This Ministry, particularly, never missed in every case to ask from the General Commands of the Financial Guard the assignement of military persons to discharge this service. This Ministry often succeeded in his intent, though often not in a measure adequate to the need.
- 2/ In a meeting held in May 1940 by the last Ministry of Food the necessity has been quoted to enlist for the a/m service at least 3.000 agents of Public Security, but unfortunately this initiative had no consequences considering that it would have needed too much time to enlist and drill these men.
- 3/ Succesively this same Ministry more and more preoccupied by the increas-
ing of thefts, and in the expectation that this embezzlement will
augment during the winter period, has repeatedly interested the A.C. in
order to obtain that at least one battalion of guards should be put

2689

76

9/3

8

on the disposal of the Ministry of War that he would be able to employ them, together with the Carabinieri, to the guarding services. After repeated solicitations, the same A.C. Division of Port and Warehouse - notified that the guards did no longer depend from the M.M.I.A. but from the Ministry of War.

through the intervention of a functionary of the A.C. it has been immediately taken contact with the Ministry of War in order to obtain the a/m battalion; besides this the Minister of War, Mr. Jacini has been personally interested by the Minister of Treasury, Mr. Ricci, about the question, but it has not been obtained the result it was hoped for the deficiency of men to fulfil these services.

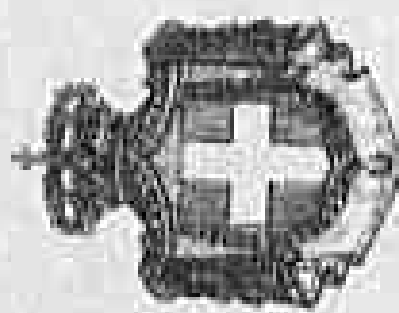
4/ Recently this Ministry, in view of the bad actions of organized and armed gangs who have deceived to the detriment of the rations of Italy and to the charge of the Treasury of the State a large quantity of food stuff - after having asked again the assistance and the cooperation of the Carabinieri and Financial Guards - has notified, in a letter dated 5 February 1946 to Mr. De Gasperi, President of the Council of the Ministers, the necessity, in accordance with Admiral Stone, that adequate public forces should be put at the disposal of Guarding Services and of escorts.

5/ It is now expected to learn the measures and orders what President De Gasperi and Admiral Stone will consider to be necessary to be applied in order to restrict - if not to suppress - the bad actions which preoccupy as well this Administration as those of Food, of Public Health and of Industry and Commerce.

The Minister

sgd.

2 3 4 1



Ministero del Tesoro
RAGIONERIA GENERALE DELLO STATO

ISPETTORATO GENERALE
PER GLI AFFARI ECONOMICI

Divisione III
Prot. N.° III 905 Allegati

Mod. 35

marzo 19 46

Roma

HEADQUARTERS ALLIED COMMISSION

Economic Section

(Attention: Harlan Cleveland-Acting
Vice President)

OGGETTO : Furti.

Risposta a nota del 15/2/1946 Ref. ES/15.
05/2

1° Il Ministero del Tesoro ha sempre seguito con massima cura il problema delle sorveglianze dei magazzini portuali, dei depositi e dei trasporti dei generi importati, promuovendo l'interessamento di tutte le autorità preposte ai servizi di ordine pubblico.

In particolare, questo Ministero non ha mancato di richiedere, di volta in volta, ai Comandi Generali dei Carabinieri e delle Guardie di Finanza l'assegnazione di militari per il di ~~2688~~ ²⁶⁸⁸no di tale servizio e spesso è riuscito ad ottenerlo sia pure in misura non adeguata al bisogno.

2° In una riunione tenutasi nel maggio 1945 presso l'allora Ministero dell'Alimentazione fu avvisata la necessità di reclutare per il servizio di cui trattasi almeno tremila agenti di pubblica sicurezza, se tale iniziativa purtroppo non ebbe seguito in considerazione del lungo tempo che sarebbe occorso per il reclutamento ed addestramento degli uomini.

3° Successivamente questo Ministero medesimo, sempre più preoccupato del crescendo assunto dalle sottrazioni ed in previsione di maggio-

Risposta a nota del 5/2/1946 Ref. ES/15.

05/2

OGGETTO: Furti.

1° Il Ministero del Tesoro ha sempre seguito con massima cura il problema della sorveglianza dei magazzini portuali, dei depositi e dei trasporti dei generi importati, promuovendo l'interessamento di tutte le autorità preposte ai servizi di ordine pubblico.

In particolare, questo Ministero non ha mancato di richiare, di volta in volta, ai Comandi Generali dei Carabinieri e delle Guardie di Finanza l'essegnezione di militari per il ²⁶⁸⁸no di tale servizio e spesso è riuscito ad ottenerlo sia pure in misure non adeguata al bisogno.

2° In una riunione tenutasi nel maggio 1945 presso l'allora Ministero dell'Alimentazione fu avvisata la necessità di reclutare per il servizio di cui trattasi almeno tremila agenti di pubblica sicurezza, ma tale iniziativa purtroppo non ebbe seguito in considerazione del lungo tempo che sarebbe occorso per il reclutamento ed addestramento degli uomini.

3° Successivamente questo Ministero medesimo, sempre più preoccupato del crescendo assunto dalle sottrazioni ed in previsione di maggiori esportazioni durante l'inverno, interessò ripetutamente la Commissione Alleata per ottenere che almeno un battaglione di guardie fosse posto a disposizione del Ministero della Guerra per impiegarlo, unitamente con i carabinieri, al servizio di vigilanza.

Dopo varie sollecitazioni la stessa Commissione Alleata - Divisione Furti e Magazzini - fece conoscere che i battaglioni di

min/

not

guardie non dipendevano più dalla M.M.I.A. bensì dal Ministero delle Guerre.

Furono immediatamente presi contatti con lo stesso Ministero della Guerra, con l'intervento di un funzionario della Commissione Alleata, per ottenere il predetto battaglione; fu inoltre personalmente interessato il Ministro della Guerra On. Jacini da parte del Ministro del Tesoro Ricci ma non si ottenne il risultato sperato, attese la deficienze di uomini per adempiere ai servizi di istituto.

4° Recentemente, di fronte alle malefatte di bande organizzate ed armate che hanno sottratto notevoli quantità di generi alimentari a spese del razionamento del Paese ed a carico del Tesoro dello Stato, questo Ministero, dopo aver chiesto nuovamente l'ausilio ed il concorso dei carabinieri e della guardia di finanza, ha, con lettera del 5 febbraio scorso, segnalata all'On. De Gasperi, Presidente del Consiglio dei Ministri, la necessità che sia disposta, di concerto anche con l'Ammiraglio Stone, la destinazione di adeguate forze di polizia per il servizio di vigilanza e di scorta.

5° Si è ora in attesa di conoscere le misure ed i provvedimenti che il Presidente De Gasperi e l'Ammiraglio Stone riterranno di adottare per arginare se non sopprimere le malefatte che preoccupano questa Amministrazione e quelle dell'Alimentazione, della Sanità e dell'Industria e Commercio.

IL MINISTRO

[Handwritten signature]

MAR 11 1940
22 21 20
16 15 14

...interesse il Ministro della Guerra On. Jacini da parte del Ministro del Tesoro Ricci ma non si ottenne il risultato sperato, attese la deficienza di uomini per adempiere ai servizi di istituto.

- 4° Recentemente, di fronte alle malefatte di bande organizzate ed eremate che hanno sottratto notevoli quantità di generi alimentari e spese del razionamento del Paese ed a carico del Tesoro dello Stato, questo Ministero, dopo aver chiesto nuovamente l'ausilio ed il concorso dei carabinieri e delle guardie di finanza, ha, con lettera del 5 febbraio scorso, segnalata all'On. De Gasperi, Presidente del Consiglio dei Ministri, la necessità che sia disposta, di concerto anche con l'Ammiraglio Stone, la destinazione di adeguate forze di polizia per il servizio di vigilanza e di scorta.
- 5° Si è ora in attesa di conoscere le misure ed i provvedimenti che il Presidente De Gasperi e l'Ammiraglio Stone riterranno di adottare per arginare se non sopprimere le malefatte che preoccupano questa Amministrazione e quelle dell'Alimentazione, della Sanità e dell'Industria e Commercio.

IL MINISTRO

Long



9/3
8

13

COPY

"L'AUSILIARE INTERNAZIONALE" S.R.L.
ORGANIZZAZIONE TRASPORTI TERRESTRI-FLUVIALI-MARITTIMI-AEREI
SERVIZI AUSILIARI COMMERCIO ED INDUSTRIA
Sede a Venezia
Milano - Roma - Genova - Napoli - Bari

Milan/Venice 9th.March 1946

TO / HQ Lombardia Region Liaison Group
Allied Commission Transportation Division
APO 394

SUBJECT: Purchase of German F-Lighters numbered F.3-F.4.-F.5.-
F.8 - F.9 - F.10 - F.11 and F.12.

Referring to our letter of the 21st.ultimo, informing you that our Company intended to exercise the option to purchase contained in the respective contracts signed for each of the above numbered lighters, we hereby beg to offer firm the global sum of Pounds Sterling 14.000.- (Fourteen thousand Pounds Sterling) payable in London, for the above mentioned Lighters.

It is understood that above F.Lighters are accepted by our Company as they lie and in the condition that they were when delivered to us in Venice, at the beginning of February 1946.

Awaiting the favour of your reply, we beg to remain,

Yours Faithfully

"L'AUSILIARE INTERNAZIONALE"

p;l'Aministratore Unico

(Marsano)

2687

75

Q (Movements) Liaison Office
ROME

507/MS/11

8 March 46

Subject : Italian Shipping Board

To : Transportation & Shipping Branch
HQ. AC. Rome.

1. Please note a special meeting was held in Rome on 2 March to consider the draft Memorandum for the future control of Italian Shipping with the cessation of U.M.A.

2. Control will be exercised by the Italian Shipping Board, which will meet in Rome and consist of :-

M.W.T. (R)
W.S.A. (R)
Representative of SACMED
Representative of Italian Ministry of Marine

This Board will work in close liaison with UNRRA. It will be responsible for ensuring the conditions and controls proposed in London and Washington are satisfactorily fulfilled and performed and also, when the terms of the Peace Treaty are known, that they can speedily and accurately be implemented in respect of Italian Merchant tonnage.

3. After a full discussion at this meeting it was agreed that the proposals could be made a workable proposition. The M.W.T. organisation in Italy has agreed to continue its present supervision of Italian tonnage through Co-ge-na and will set up a Secretariat for the proposed Shipping Board.

4. It should be noted that the representative of the Ministry of Marine becomes a full member of the Board.

5. Pending the proposals in the draft Memorandum becoming effective, M.W.T./W.S.A. will continue to exercise SACMED's control over Italian tonnage. You will be advised of formation of Board when the agreement of London and Washington is received.

6. Please note that this meeting also agreed to the reconstitution of the Import Programming and Port Reception Committee as Italian Ports Working Committee and a Sub-Committee of the proposed Shipping Board. All users of port services will be invited to send representatives to the Committee Meetings.

2686

- 2 3 4 7
1. Please note a special meeting was held in Rome on 2 March to consider the draft Memorandum for the future control of Italian Shipping with the cessation of U.M.A.
 2. Control will be exercised by the Italian Shipping Board, which will meet in Rome and consist of :-

M.W.T. {R}
 W.S.A. {R}
 Representative of SACMED
 Representative of Italian Ministry of Marine

This Board will work in close liaison with UNPRA. It will be responsible for ensuring the conditions and controls proposed in London and Washington are satisfactorily fulfilled and performed and also, when the terms of the Peace Treaty are known, that they can speedily and accurately be implemented in respect of Italian Merchant tonnage.
 3. After a full discussion at this meeting it was agreed that the proposals could be made a workable proposition. The M.W.T. organisation in Italy has agreed to continue its present supervision of Italian tonnage through Co-Genoa and will set up a Secretariat for the proposed Shipping Board.
 4. It should be noted that the representative of the Ministry of Marine becomes a full member of the Board.
 5. Pending the proposals in the draft Memorandum becoming effective, M.W.T./W.S.A. will continue to exercise Sacmed's control over Italian tonnage. You will be advised of formation of Board when the agreement of London and Washington is received.
 6. Please note that this meeting also agreed to the reconstitution of the Import Programming and Port Reception Committee as Italian Ports Working Committee and a Sub-Committee of the proposed Shipping Board. All users of port services will be invited to send representatives to the Committee Meetings.

2686

(174)

L.L. Laraman
 M.P.L. LARAMAN,
 Major R.E.
 A.Q.M.C.(M)

for

MPL/mfb

650

1. Please note a special meeting was held in Rome on 2 March to consider the draft Memorandum for the future control of Italian Shipping with the cessation of U.M.A.

2. Control will be exercised by the Italian Shipping Board, which will meet in Rome and consist of :-

M.W.T. {R}
W.S.A. {R}
Representative of SACMED
Representative of Italian Ministry of Marine

This Board will work in close liaison with UNRRA. It will be responsible for ensuring the conditions and controls proposed in London and Washington are satisfactorily fulfilled and performed and also, when the terms of the Peace Treaty are known, that they can speedily and accurately be implemented in respect of Italian Merchant tonnage.

3. After a full discussion at this meeting it was agreed that the proposals could be made a workable proposition. The M.W.T. organisation in Italy has agreed to continue its present supervision of Italian tonnage through Co-ge-na and will set up a Secretariat for the proposed Shipping Board.

4. It should be noted that the representative of the Ministry of Marine becomes a full member of the Board.

5. Pending the proposals in the draft Memorandum becoming effective, M.W.T./W.S.A. will continue to exercise Sacmed's control over Italian tonnage. You will be advised of formation of Board when the agreement of London and Washington is received.

6. Please note that this meeting also agreed to the reconstitution of the Import Programming and Port Reception Committee as Italian Ports Working Committee and a Sub-Committee of the proposed Shipping Board. All users of port services will be invited to send representatives to the Committee Meetings.

L.L. Laraman
M.P.L. LARAMAN,
Major P.E.
A.Q.M.G.(M)

for

MPL/mib

2686

650

HEADQUARTERS ALLIED COMMISSION
APO 304
ECONOMIC SECTION

Ref. 20/15.03/2

15 February 1946

SUBJECT: Pilferage

TO : Ministry of Treasury
Italian Government
Rome

1. It is understood that the Federazione dei Consorzi Agrari has approached the Ministry of the Treasury on the problems arising from lack of adequate guard service at dock warehouses as well as the necessity for additional guard personnel to guard the movement and storage of imported foodstuffs (Ref. Federazione's letter to Ministry of Treasury of 18 January 1946).

2. The Allied Commission, as well as UNRRA, has received an increasing number of reports of organized thefts from warehouses and from trains and trucks carrying imported foodstuffs throughout Italy. As much of this stolen foodstuff reaches the black market to the detriment of the Italian economy and at the expense of the ration system of the country, it is felt that the Ministry of the Treasury, in collaboration with the Ministry of the Interior should give this problem their most urgent consideration.

3. This office would appreciate information of the decision reached on this matter by the Italian Government as well as the steps proposed to be taken to alleviate the difficulties experienced by the Federazione and expressed in their letter of 18 January 1946.

4. This office has similarly requested the Ministry of the Interior to take up this question with your Ministry.

Harlan Cleveland

HARLAN CLEVELAND
Acting Vice President

Distribution:-

High Commissioner for Food
Federazione Consorzi Agrari

Food & Agriculture S/C, AC
Transportation S/C (Ports & Warehouses), AC

2685

73

W

650

C O P YSUBJECT: Seizure of Italian VesselsCivil Affairs
General Headquarters
CMF

G-5 : 383.7 -5

20 February 1946

TO : Headquarters Allied Commission
APO 394

1. The question of the disposal of the undermentioned vessels and their crews has been raised :

- a . "NETTUNO" impounded 10 October 1945 - BARI
Owners : LEVI Enrico and NISSIM Giorgio
2 Trips : 27 August 1945 and 24 September 1945
- b . "PIETRO" impounded 31 October 1945 - GALLIPOLI
Owners : ARRIGGIO Augusto and ARRIGGIO Giuseppe
2 Trips : 15 September 1945 and 11 October 1945
- c . "DALIA" impounded 3 November 1945 - BARI
Owner (?) WEISER Sigismund
1 Trip : 20 August 1945

2. The vessels were impounded by the British F.S.S. on the grounds that they had committed offences under Italian law. They were handed over to the Italian Authorities, who were fully informed of the evidence, and are now held and guarded by Guardia di Finanza.

3. It is reported that no steps have been taken to bring the persons involved in the alleged offences to trial or to dispose of the vessels.

4. It is requested that you will bring this matter to the notice of the Italian Government Department concerned and ascertain their intentions in regard to the disposal of the vessels and their crews.

F.G.A. PARSONS
Brigadier
Director of Civil Affairs

Copy to:

G.S.I., GHQ CMF (GBI-389.510/43/2 of 19 Feb 1946 refers)

Capt GAMBIER RN - AGOS (Plans) to CIN MED

42

650

WCL 21215

H/92

MAR 020150 Z

MAR 031030

WAR OFLC

ROUTINE

ALLIED COMMISSION ITALY CG WESTERN BASE SECTION VICEN FLC,
AFWES PAC HOWARD FLC, CG RAAC FLC, CG CHINA JOHNSON FLC, CG
IBT REEDER FLC

INFO : CDPX SIGNED EISENHOWER, CH USFET MAIN , CINCPAC

UNCLASSIFIED.

Subject is T 1-M-A 1 tankers reacquired WCL 46198 of 12 Feb
bot to or needed by reeder. 18 rather than 19 vessels under lend
lease charter to British in Singapore Area. Information desired
by this office is what demand for them exists your Area, also if
possible estimate what prices obtainable in order war shipping
administration decide whether accept overseas return by British
for declaration as surplus and disposal by appropriate field commis-
sioner or whether have British return to continental US for disposi-
tion. British agreeable deliver Shanghai Manila or possibly other
ports for return. Average cost is dollar 914,000 each. Fair price
probably about 25 or 30% depending condition. 14 constructed 1943,
4 constructed 1944. Capacity 12086 barrels each. All have speed
10 knots. For field Commissioner New Delhi (reeder) only. Your
GRA 4120 of 19 Feb CAL TEX information from New York probably
relates these 18 plus other tankers of which those over 1500
gross tons will be handled BX UU Maritime Commission.

AC DIST.

ACTION : TPTN 2-INFO: CHIEF COMMR - ECON 2 - FILE 2 - FLOAT

2683

41
6507

WCL 21215

H/92

MAR 020150 Z

MAR 031030

WAR OFLC

ROUTINE

ALLIED COMMISSION ITALY CG WESTERN BASE SECTION VICDEN FLC,
AFWES PAC HOWARD FLC, CG RAAC FLC, CG CHINA JOHNSON FLC, CG
IBT REEDER FLC

INFO : CDPX SIGNED EISENHOWER, CH USPET MAIN , CINCPAC

UNCLASSIFIED.

Subject is T 1-M-A 1 tankers reacquired WCL 46198 of 12 Feb
not to or needed by reeder, 18 rather than 19 vessels under lend
lease charter to British in Singapore Area. Information desired
by this office is what demand for them exists your Area, also if
possible estimate what prices obtainable in order war shipping
administration decide whether accept overseas return by British
for declaration as surplus and disposal by appropriate field commis-
sioner or whether have British return to continental US for disposi-
tion. British agreeable deliver Shanghai Manila or possibly other
ports for return. Average cost is dollar 914,000 each. Fair price
probably about 25 or 30% depending condition. 14 constructed 1943,
4 constructed 1944. Capacity 12086 barrels each. All have speed
10 knots. For field Commissioner New Delhi (reeder) only. Your
CRA 4120 of 19 Feb CAL TEX information from New York probably
relates these 18 plus other tankers of which those over 1500
gross tons will be handled BX UU Maritime Commission.

AC DIST.

ACTION : TPTN 2-INFO: CHIEF COMMR - ECON 2 - FILE 2 - FLOAT 2683

41
6502

2353



540364 (M) 9
APRIL

8/1743
APRIL 071630

PRIORITY

INSTRUCTIONS

ACCOM. BY FORM, INFO CHIEF MARINE FORCE

RESTRICTED

RECEIVED:

Island coal programme for Italy.

1. Reference para 2 of 52737 4 (M) 98/130 26 March.
2. Still awaiting Port of discharge Italy for Ocean Faith and Stanridge.
Expedite your reply as soon as possible now 12 and 13 April respectively.
3. Ref. para 2 of 53800 4 (M) 98/130 4 April replacement for Ocean Vanity
will proceed from Lourdeso Marques to Italy under present name Empalme.
Will be re-named immediately after arrival Port of discharge.

NO LIST

ACTION - IMMEDIATE 40

INFO - CHIEF COMMISSIONER

SOON REC 2

17TH AM

FILE

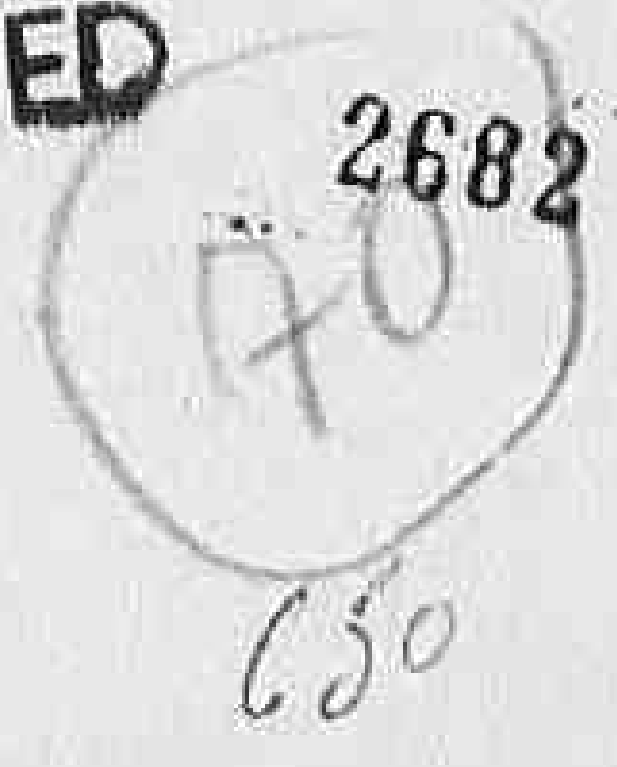
SECRET

CIPHER TELEGRAM

This message will not be distributed outside
British or Foreign Government Departments or
Headquarters. It is not to be repeated even in Cipher
without authority. (Messages marked
O.T.P. need not be repeated.)

RESTRICTED

2682



G 35560
APR 081833 B

H/1794
APR 090930

ROUTINE

APHQ 8-5

COMMUNTYPE

INFO: ACAPITE VIENNA ALONG ROME PERBATE

UNCLASSIFIED.

Request reply now be given please to cable ref FL-63236
of 21 March.

AC DIST.

INFO ACTION: ECON 2

INFO: CHIEF COMMISSIONER

FOOD 2

TH 2

FINANCE

FILE 2

FLOAT

HEADQUARTERS

9 APR 1946

1 C.

2881

650

HEADQUARTERS ALLIED COMMISSION

Office of the Chief Commissioner

APO 394

Ref. ES/6.01

12 February 1946

SUBJECT : Control of Ship Repair Facilities and Dockings in Italy.

To : Commander in Chief, Mediterranean Station

1. Reference your RMD 45/829/4/18 of 14 November 1945, and letter this Headquarters AC/20/69/TM.6 of 27 December 1945.

2. In accordance with your directive of 14 November 1945, the attached agreement has been prepared by this Headquarters and is submitted to you for your consideration and approval.

3. The following comments on this agreement are made:

a. You will note that the agreement is restricted to the granting of first priority in the use of Italian ship repair facilities for voyage repairs to Allied Merchant Ships "trading in the Mediterranean and calling at Italian Ports".

(1) It is felt that such restriction to the question of priority as well as to ships engaged in Mediterranean trade thus divorced from matters of policy as to construction of ships (as set out in NSC/4152 of 30 November 1945) presents a clearly defined and more compatible agreement.

(2) Such restriction is, at the same time, felt to be within your directive of 14 November 1945.

b. You will note that by paragraph 3 of the agreement, the statement is made that the agreement is an amplification of the "interim policy", which by its own terms is made "without prejudice to any terms which may be imposed by the Peace Treaty with Italy." However, you will further note that the agreement provides for a year's duration and renewal by mutual consent of the parties thereto.

4. The proposed agreement has been discussed unofficially with the Italian Ministry of Marine and has been tentatively agreed to by that Ministry.

2680
68

page 2.

5. Upon receipt of your approval of the attached agreement this Headquarters will proceed immediately with its formal completion.

(sgd) M.S. LUSH, Brigadier
for
BILLY W. STONE
Rear Admiral, USNR
Chief Commissioner

Incl. (1)
Copy of Agreement between
AC and Italian Ministry
of Marine.

Distribution:-

SACMED
FOEL
NWTR (Italian Area) Rome
W.S.A. Mediterranean
W.S.A. Rome

Internal Distribution:-

Navy S/C
Industry & Utilities S/C
Movements Division - Transportation S/C
Ports & Warehouses Div. - Transportation S/C

2679

2 3 5 7

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

AGREEMENT MADE BETWEEN
ALLIED COMMISSION AND ITALIAN MINISTRY OF MARINE, ROME

1. It is hereby agreed between Headquarters Allied Commission and Ministry of Marine, Rome (on behalf of the Italian Government) that :

In the use of Italian ship repair, dry-docking and shipbuilding facilities, first priority will be accorded to voyage repairs required by Allied merchant vessels trading in the Mediterranean and calling at Italian Ports, such repairs being essential to the operation of the vessels in the mission to which assigned. This includes casualties suffered en route which require repair in order that the vessel may proceed to the port or ports originally scheduled prior to departure from her home port or any changes in schedule since original departure.

2. It is further agreed that :

a) The following docks should only be used for short term docking of Italian ships, there being a time limit of 10 days on each vessel's stay in the docks:

Taranto	No. 12. T.D.G.C.
Brindisi	No. 1. Dock
Venice	Piemonte Dock
Naples	No. 1. Dock
Palermo	No. 1. Dock
Genoa	No. 4. Dock
La Spezia	To be notified

b) When the Royal Navy withdraw their control from Leghorn, Trieste and Messina, the provisions in sub-paragraph (a) will apply to the dock at Leghorn, No. 1. Arsenal at Trieste, and a dock yet to be designated at Messina.

3. This agreement is made in accordance with and amplifies the interim policy laid down by the Supreme Allied Commander, Mediterranean Theater, as outlined in Headquarters

2678

accorded to voyage repairs required by Allied merchant vessels trading in the Mediterranean and calling at Italian Ports, such repairs being essential to the operation of the vessels in the mission to which assigned. This includes casualties suffered en route which require repair in order that the vessel may proceed to the port or ports originally scheduled prior to departure from her home port or any changes in schedule since original departure.

2. It is further agreed that :

a) The following docks should only be used for short term docking of Italian ships, there being a time limit of 10 days on each vessel's stay in the docks:

Taranto	No. 12. F.D.S.C.
Brindisi	No. 1. Dock
Venice	Flemonie Dock
Naples	No. 1. Dock
Palermo	No. 1. Dock
Genoa	No. 4. Dock
La Spezia	To be notified

b) When the Royal Navy withdraw their control from Leghorn, Trieste and Messina, the provisions in sub-paragraph

(a) will apply to the dock at Leghorn, No. 1. Arsenal at Trieste, and a dock yet to be designated at Messina. **2678**

3. This agreement is made in accordance with and amplifies the interim policy laid down by the Supreme Allied Commander, Mediterranean Theater, as outlined in Headquarters, Allied Commission letter NSC/4152 of 30 November 1945, and will remain in force for one year from 1st February 1946. Thereafter, it may be renewed by mutual consent of the parties signing or their successors for period of six months at a time.

689

ES/6.00

MEMORANDUM
FOR THE RECORD
AFG 782

JE/436

AG 323.25 DPVLS

1 February, 1946

SUBJECT: Sub-Division of Leghorn Port

TO : Commanding General, AFSA, AFG 512, U. S. Army.

1. The current program for redeployment of personnel has resulted in loss of a large percentage of experienced senior officers engaged in operating Leghorn port. It is felt that the magnitude of port operation must be reduced to conform with reduction of skilled personnel, if operating efficiency is to be maintained at the same level.

2. Based upon estimates of cargo yet to be shipped through the Port of Leghorn, it is believed that action may now be taken to release a portion of this port for civilian use. It is considered that this plan would also be in consonance with present theater policy of releasing all road estate facilities possible and otherwise affecting the return of Italian civil economy.

3. To accomplish the release of a section of the port, it is necessary that an agreement regarding same be acceptable to the British Royal Navy, U.S.A., and the Italian "Esercito Marino", as well as the U. S. Army.

4. Your attention is invited to attached map (Inclosure 1) which is not drawn to scale but will provide general information as to location of various berths in port area. The agencies referred to in paragraph 3, above, have agreed to a division of Leghorn Port as follows:

a. Geographical Division

- (1) Release of Berths 51 to 54 inclusive (Cates 5, 6, 7, 8 on Inclosure 1) to Italian Government control, exclusive of such facilities as may be required by the British Royal Navy and U.S.A. at time of release. Both of these agencies state that upon the contemplated date few, if any, facilities in this area will be required by them.
- (2) Retention of Berths 17 to 53 inclusive for U. S. military use. These berths may be identified as the section of port controlled by Cates 1, 2, 3, and 4 on Inclosure 1. The retained area would ber 14 the alongside 2677
ing of eight Liberty type cargo vessels, one coal berth and one personnel berth. Retention of rights for berthing

67

AG 323.35 WFOG Sub-division of Italian Port

of deep draft cargo vessel along the outer wall as a holding berth will permit offshore operations as required.

b. Division of Responsibilities

- (1) Overall control of ships movements within and/or without the harbor will remain the primary responsibility of Naval Officer in Charge, British Royal Navy.
- (2) Upon withdrawal of the Royal Navy from the control of ships movements (if such should occur prior to U.S. evacuation), such responsibility will then pass to the Italian Port Captain. During the time that the Royal Navy remains in control, the movement of civilian vessels will be controlled by the Naval Officer in Charge, British Royal Navy, clearing through the Italian Port Captain for issuance of orders and regulations to such civilian vessels as may use the civilian sector.
- (3) To assure proper coordination of all harbor activities, a joint committee will function, composed of representatives from the Royal Navy, Italian Port Captain, U.S. Navy, U.S. Army Port Commander and U.S.A.C.
- (4) Security of the Italian port sector will be the responsibility of the Italian Port Captain. Shore security of area released will be the responsibility of Italian Police, under appropriate Italian governmental authority.
- (5) Security of harbor and shore area in U.S. sector will be responsibility of U.S. Army Police under the Port Commander.
- (6) The Italian Prefect will be responsible for the orderly occupation of port area properly released for civilian use.
- (7) An appropriate Italian agency will resume responsibility for maintenance of harbor facilities including berths, roads, hard standings, buildings, etc. in the released area.
- (8) Upon release of section vice beach, the military zone would be redesignated as revised Port Inclave and security fence adjusted accordingly.

c. It is assumed that Italian agencies engaged in loading and discharge of vessels will furnish all required port and operating equipment. The loan of U.S. equipment or materials for civilian purposes is not contemplated.

AG 223.35 EPCBS Sub-division of Lagnora Port

6. To establish successful operation of Lagnora Port for joint military and civilian use, the following is required:

a. Authority from Allied force headquarters to change classification of Lagnora Port from Class 1 (strictly military) to Class C (combined military and civilian).

b. Agreement by Italian Government that required port controls will be installed on a specified date of release. The Italian Government responsible for port operation has stated that personnel and facilities can be installed about 15 February 1946.

c. Lagnora Port was reported to the War Department on Form 1266 Report No. 210 (2 P-107) as an emergency installation in which the United States investment totals 1,000,000. War Department Circular 111 dated 14 September 1945 (para graph 6a(3)) directs that installations of this type be reported to War Department for reference to the War Department prior to disposal. The same instructions are contained in Appendix C, Section II of P 30-120.

d. The great majority of construction and improvements to support rail sidings, hard standings, loading ramps, etc. have been accomplished in section of port to be retained by U.S. Military. Some improvements were accomplished on berths 54 and 55 last year, but it is noted that the Italians should have at least two berths which could have been utilized. Your attention is invited to EIS letter AG 121 dated 10 November 1945, subject "Real Estate Requirements for Lagnora Port Section" which states in para graph 2b(6), as a result of the fact that the port is to be used, "Port facilities will consist of several berths at Lagnora, and it is noted that (Class 1 and 2)".

7. The results to be gained from this proposed study is summarized as follows:

a. Reduction in port operations in consonance with redeployment of troops and tonnage.

b. A more compact area for operations, which would be in line with the eventual evacuation of Italy by U.S. Forces.

c. A reduced area for security purposes, which is at present a very critical situation due to insufficient number of Military Police and other troops available for adequately safeguarding the port area and combating property losses.

2676

AG 323.35 FOLS Sub-division of Laguna Fort

5. It is strongly recommended that plan as outlined in paragraph 4, above, be favorably considered and that necessary action be initiated to secure War Department approval.

FOR THE COMMANDER, AGO

5432

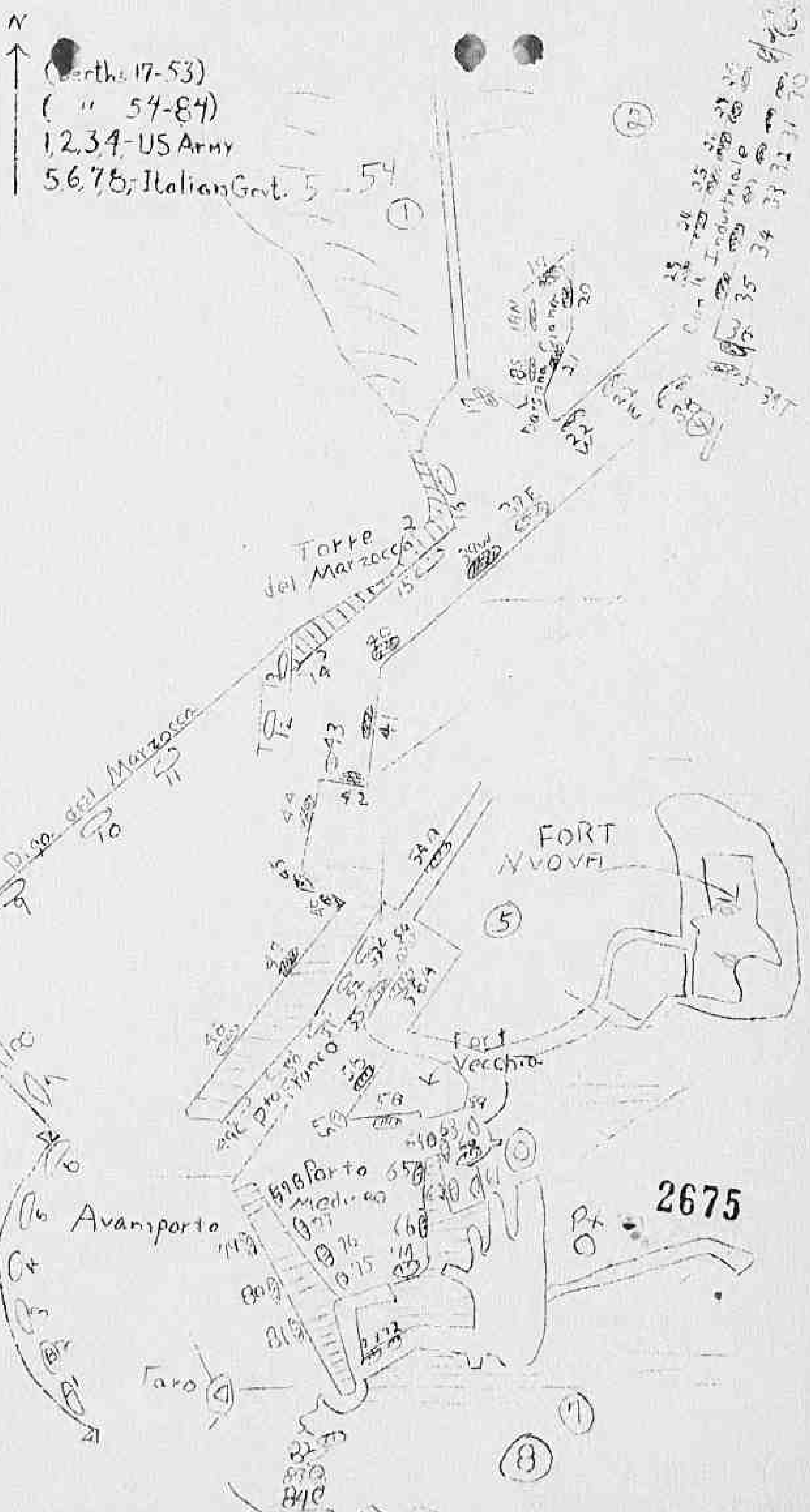
/s/ E. S. Turner
/t/ E. S. TURNER
Major, AGO
Asst Adjutant General

1 Encl
AGO of Fort Area

Reviewed by Headquarters, AGO
Dated 26 March 1946.

J. E. H.

- LEGEND:
- U.S. ARMY (stippled circle)
 - Italian Govt (hatched circle)
 - Port Gates (empty circle)



US Military Control

Italian Govt. Control

C O P Y

BARGES MOORED AT S. GIOVANNI
 (Transportation and Shipping Sub-Commission, Allied
 Commission's letter No AC/16/11 Tn.4 dated 29th November
 1945, and Flag Officer, Italy and Liaison's Minute II No
 422/43, dated 5th December, 1945.)

III

No I.3/7/1685.

FLAG OFFICER, ITALY AND LIAISON

(Copies to: Commander in Chief, Mediterranean Station.
 Vice Admiral, Malta and Central Mediterranean.)

Eleven Major Landing Craft are laid up in Care and
 Maintenance at Villa San Giovanni.

2. These craft are berthed alongside the wall and I have
 personally seen for myself that there is ample room for the
 ferries to make the approach to their berths in perfect safety.
 In addition, the Officer in charge of the Care and Maintenance
 party at San Giovanni as some time ago contacted the Captains
 of these ferries who agreed that there was no danger from these
 craft when approaching or going into the ferry berth.

3. It is therefore submitted that no action would appear
 to be necessary.

(R.H.D. OLIVIER.)
 CAPTAIN R.N.

MESSINA
 18th December 1945

SENIOR NAVAL OFFICER, EASTERN SICILY

2674

UNITED NATIONS
RELIEF AND REHABILITATION ADMINISTRATION
ITALIAN MISSION
R O M E

Bureau of Requirements and Distribution
Sub-Bureau of Supply Operations
Ports & Shipping Division

Ref No. RD/7/4

Tel : 238

UAG/lp
28 March 1946

SUBJECT: Port Equipment (Surplus Cargo Handling Gear)

TO : H.Q. Allied Commission
Transportation and Shipping Branch
R O M E

1. Reference letter dated 22 March 1946 (returned herewith) addressed to you by Principal Sea Transport Officer, Mediterranean, on the above subject.

2. We attach, hereto, for your information copy of our letter of date to Direzione Generale Marina Mercantile, Rome.

For the Director:

M. A. Chilardi
U.A. CHILARDI --
Port Operations Officer
Ports & Shipping Division

Attachment:
As stated in para.1. & 2.

2673

630

R O M E
Bureau of Requirements and Distribution
Sub-Bureau of Supply Operations
Ports & Shipping Division

10/7/5

Tel : 258

546/1p
28 March 1946

SUBJECT: Port Equipment (Surplus Cargo Handling Gear)

TO : Ministero della Marina
Direzione Generale della Marina Mercantile
Ispe. Generale Equipaggiamento Porti - ROMA
(Attn: Col. E. Lauricella)

1. Attached hereto, is a copy of a Declaration of Global Surplus Stores made by the Director of Transportation (Br) Main to the Chief Disposal Officer of the British Ministry of Supply in Rome.

2. Should any of the items listed interest your ministry, will you please apply to the Chief Disposal Officer, 25 Corso d'Italia either direct or through A.R.M.A.

3. Be understood there will also be a quantity of similar Gear declared surplus at Bari in the near future.

For the Director:

M. A. Philbrick
U.S. CHIEF
Port Operations Officer
Port and Shipping Division

Attachment:

As stated in para. 1.

copy to :

Chief Disposal Officer (Italy) - Ministry of Supply

25 Corso d'Italia - ROMA

Director of Transportation (Br) Main

A.D. En (Stores) - C.M.P.

Principal Sea Transport Officer - Mediterranean

C.M.C. - C.M.P.

(your letter dated 22 March 1946 to U.S. Allied Comm., The S/O, refers)

Divisional Officer

MOTO (UNSCA) Italy - A.S.C. - S. 921

C.M.P.

2672

FROM : PRINCIPAL SEA TRANSPORT OFFICER, MEDITERRANEAN.
G.H.Q. C.M.F.

DATE : 22ND MARCH, 1946. -

TO : H.Q. ALLIED COMMISSION, TRANSPORTATION SUB-
COMMISSION A.P.C., 394 -

Cargo Handling Gear Italian Ports.

For your information please, the following items of P.S.T.O. Cargo Handling Gear have been declared to the Chief Disposal Office, Ministry of Supply, as surplus through the Director of Transportation :-

M.T. Nets	2916	Serviceable
Trays Petrol large	13	Serviceable

Your letter AC/7/92/TM 6. of 25.9.45 refers.

There will also be a quantity of similar gear declared surplus at Bari in the near future.

T. H. Taylor
(T. H. TAYLOR)
Stores Officer
for P.S.T.O., MED.

56
2671

ALCON TPTN

MAR 29 1140

AFHQ

2164

CONFIDENTIAL

PARA ONE PD YOUR SIGNAL FOR HOW GEORGE BANY GEORGE DATED TWO FIVE
MARCH RE USE OF ANCONA AND MOLFETTA PORTS FOR AMMUNITION DUMPING
IS SUBJECT PD

PARA TWO PD ITALIAN GOVERNMENT HAS BEEN APPROACHED AND THEIR REPLY
WILL BE FORWARDED IMMEDIATELY UPON RECEIPT PD

FILE

PRIORITY

TRANSPORTATION & SHIPPING BRANCH

482

WALTER P. SCOTT
Lt. Colonel and Director.

C.J. LEONE
CWO, USA
ASST. ADJT

2670

650

2369

CONFIDENTIAL

H/1179

MAR 251610 B

MAR 260915 E

AFHQ SIGNED SACRED CITE FHGEG
ALCOM ROME

PRIORITY

ACTION

CONFIDENTIAL.

Subject is use of Ancona and Molfetta ports for ammunition dumping. Italian Governments reply to your approach in accordance with our G-5 471 of 8 March 1946 urgently requested. Dumping programme will not be completed unless above ports taken into use by ~~the~~ 1 April 1946.

AC DIST.

ACTION: ECON SEC 2

INFO: CHIEF COMMISSIONER

FILE

SKELETON

EX COMM

Econ Sec Dist
ACTION:

INFO:

HEADQUARTERS

27 MAR 1946

CONFIDENTIALMAR 27 1946
2669

NOISS

603

26 March 1946

My dear Mr. Prime Minister:

On 23 February 1946 representatives of the Allied Commission met with General Matteina, Director General of the Italian Merchant Marine, to obtain the views of the Italian Government on the proposal to use the ports of Barletta, Molfetta and Ancona for the loading into schooners of Allied ammunition to be dumped into the sea.

General Matteini stated that there was no objection to the use of Barletta but the Italian Government could not give concurrence for use of the ports of Molfetta and Ancona.

In view of the diminishing transport and manpower facilities now available, it will not be possible to complete the Allied programme for the disposal of surplus ammunition without the use of the Ports of Molfetta and Ancona. It is desired to use these two ports for the disposal of the ammunition now in the Allied dumps at Ancona (Montemarciano) and Bari (Bitonto).

If the Italian Government refuses to make available the two ports in question, there will be no alternative but to leave the ammunition in its present dumps where it would become an increasing source of danger to the neighboring population. In such an event, its disposal would become the responsibility of the Italian Government.

I hope that after consideration of the above facts you will concur in the use of the ports in order that the ammunition may be disposed of at the earliest practicable date.

Very truly yours

7c/ Ellery W. Stone

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

Doctor Alcide De Gasperi
The President of the Council of Ministers
Italian Government
Rome

2668

650

2371

Ext. 432

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION AND SHIPPING BRANCH

AG/650/57/In. 1

26 March 1946

SUBJECT : Freight Charges.

TO : Federazione Consorzi Agrari
Via Ventiquattro Maggio, Roma.

Enclosed statements and copies of Bills of lading are for you to screen and to make settlement of freight charges due on these consignments for which you are responsible.

Any of these that are not your responsibility it will be appreciated if you will return them to the Allied Commission promptly.

FILE

S.C. HALL
Capt. TC.

for

WALTER P. SCOWINS
Lt. Colonel, GMC.
Director

Copies to : Finance Branch.
Economic Section Major N.R. Smith.
Major E.J. Curran Food and Agriculture.
(Principal Sea-Transport Officer
(Mediterranean - CHQ - CMF
File ✓

61
2667

ALLIED SUPPLY ACCOUNTING AGENCY

ES/20.00
0.50

Branch of

ALLIED FORCE HEADQUARTERS
G-5 SECTION
CMF.

Postal Address

c/o FINANCE SUB-COMMISSION
HEADQUARTERS ALLIED COMMISSION
APO 394 CMF.

Ref : 13649/F/A

Subject: Freight Charges

Date 22 March 1946

To : Economic Section
Attn. Chief Staff Officer.

1. We return herewith the letter of the Principal Sea Transport Officer, Mediterranean together with all the statements, and copies of bills of lading, relating to Freight Charges.

2. This office has no authority to make disbursements, nor are we in a position to certify the correctness of the charges.

3. Certification as to the correctness of these statements should be made by the Sub-Commission which authorized them.

R. J. Corn
Major RCR
For Chief Accountant,
Allied Supply Accounting Agency.

61a
2666

2375

Reg N
0 250
 Office of
 Principal Sea Transport Officer
 Mediterranean,
 G.H.Q., C.M.F. *20.00*

Ref: 339/GEN/1829.

4873:

11th. March, 1946.

OFFICER-IN-CHARGE
 ALLIED CONTROL COMMISSION - ROME.

FREIGHT CHARGES.

Enclosed please statements, together with copies of bills of lading where obtainable, of cargo shipped on your behalf on Sea Transport Vessels, from the ports of Ancona, Naples and Bari.

The Director of Sea Transport has instructed that settlement of freight charges, due on these consignments, is to be made and, accordingly, you are requested to remit the amounts shown or, alternatively, state by whom payment will be made.

It will be appreciated if you would expedite your reply as it is desired that this matter be completed by the end of the present month.

Whitson
 COMMANDER.

15/3/46
 2665

17/4/46
 (616)

2374

WPS/vr

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION AND SHIPPING BRANCH

26 March 1946

Ext. 482

AC/650/58/Tn.1.

Subject : Seizure of Italian Vessels.

To : Ministry of Marine
Attention : Lt. Gen. Matteini.

1. It is reported that the following vessels were impounded by the British F.S.S. on the grounds that they had committed offences under the Italian law and were handed over to the Italian Authorities, who were fully informed of the evidence, and are now held and guarded by Guardia di Finanza:

- a. "Nettuno" impounded 10 October 1945 - Bari
Owners : Levi Enrico and Missim Giorgio
2 trips : 27 August 1945 and 24 September 1945
- b. "Pietro" impounded 31 October 1945 - Gallipoli
Owners : Arriccio Augusto and Arriccio Giuseppe
2 trips : 15 September 1945 and 11 October 1945.
- c. "Dalia" impounded 3 November 1945 - Bari
Owner : (?) Weiser Sigismund,
1 trip : 20 August 1945.

2. It is reported that no steps have yet been taken to bring the persons involved in the alleged offences to trial or to dispose of the vessels.

3. It is requested that this Headquarters be advised as to the intentions of the Italian Government in regard to the disposal of the vessels and their crews.

2664

FILE

100

1. It is reported that the following vessels were impounded by the British F.S.S. on the grounds that they had committed offences under the Italian law and were handed over to the Italian Authorities, who were fully informed of the evidence, and are now held and guarded by Guardia di Finanza:

- a. "Nettuno" impounded 10 October 1945 - Bari
Owners : Levi Enrico and Nissim Giorgio
2 trips : 27 August 1945 and 24 September 1945
- b. "Pietro" impounded 31 October 1945 - Gallipoli
Owners : Arriccio Augusto and Arriccio Giuseppe
2 trips : 15 September 1945 and 11 October 1945.
- c. "Dalia" impounded 3 November 1945 - Bari
Owner : (?) Weiser Sigismund.
1 trip : 20 August 1945.

2. It is reported that no steps have yet been taken to bring the persons involved in the alleged offences to trial or to dispose of the vessels.

3. It is requested that this headquarters be advised as to the intentions of the Italian Government in regard to the disposal of the vessels and their crews.

2664

WALTER P. SCOGGINS
Lt. Colonel QMC
Director.

60

ALCOM ACTPT

KAMX MAR 22:530

ALCOM PLO VNRICE

2040

UNCLASSIFIED

PARA ONE PD FOR LIEUTENANT EVANS PD YOUR SIGNAL OF TWO TWO FEBRUARY
RE CHANNEL CHIOGGIA TO PD DE LEVANTE IS SUBJECT PD
PARA TWO PD ORDERS TO COMMENCE BARGE TRAFFIC CANNOT BE GIVEN NOW AS
ITALIAN STATE RAILWAYS HAVE MATTER UNDER CONSIDERATION AND HAVE NOT
YET RENDERED A DECISION PD

PRIORITY

TRANSPORTATION & SHIPPING BRANCH

482

WALTER P. SCOGGINS
LT. COLONEL. OMC

C.J. LEONE
CNO USA
ASST. ADJT.

650



Services Provided for Non-Military Organizations.

- 1 22 Mar Q. 1. Confirming conversation Capt. Hazelton-
Movements Lt. Col. Scoggins the attached letter from
G-5 Section, AFHQ, dated 12 March, above
Min. of subject, is forwarded for any action you
Com. Bldg. deem necessary as it appears to me as
this is a matter pertaining to your or-
ganization.
2. If there is anything that you wish
us to do in the matter, please advise.

Trans.
&
Ship.
Branch

WALTER F. SCOGGINS
Lt. Colonel QMC
Director.

52862

650

CONF

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

12 March 1946

Ref: R-13

SUBJECT: Services Provided for Non-Military Organisations.

TO : Headquarters, Allied Commission, APO 394,
(Attn: Transportation Sub-Commission)

1. It is found that stores belonging to various Relief Organisations have been handled through military channels at ports and railways.
2. For example, traffic has been handled on behalf of the Yugoslav, Swiss, and Italian Red Cross organisations. These organisations are not a military commitment and it would appear that they are engaged either in relief duties for the Italian people and therefore a responsibility of the Italian Government, or on relief duty for their own nationals.
3. It is requested that the appropriate authorities be informed that Relief Organisations, other than BRCS, must be responsible for their own movement arrangements, and that commitments cannot be undertaken by the British Army.
4. In addition, stores of the following organisations have been handled:
 - "Greek War Relief Association"
 - "Adriatic Commission Red Cross"
 - "War Relief Service Y.C.W.C."
 - "The European Commission"
 - "Greek Repatriation Commission"
 - "E.N.D.S.I. Red Cross"
5. These organisations must also make their own arrangements and it is requested that their respective Headquarters, or the Italian Government, responsible for their organisations be informed accordingly

By command of Lieutenant General MORGAN:

A.L. HAMBLEY
Brigadier General, GSC,
Assistant Chief of Staff

Copies to: Q2-your 6747
Q2 dated 7 Mar 46
refer:
FA(B)
Liaison Section
UNRRA

2661
58a

HEADQUARTERS ALLIED COMMISSION
APO 194
ECONOMIC SECTION

Tel : 590
Ref : RS/601

Mar 22

UAG/ST

SUBJECT: Control of Ship Repair Facilities
and Docking in Italy.

TO : British Ministry of War Transport - Mediterranean
(Through M.W.T.R. (Italian Area) ROME)
U.S. War Shipping Administration Mediterranean.

1. Your attention is invited to our letter AG/20/71/2nd
dated 8 Feb. 1946 enclosing draft of agreement which it is
proposed to submit to the Ministry of Marine, Rome, for
signature.

2. Your concurrence is awaited to enable us to proceed
with its formal completion.

3. On the subject of material used for the repair etc.
of Allied Merchant Vessels, we attach, hereto, copy of
communication dated 18 Feb. 1946 received from the Direzione
Generale della Marina Mercantile and would appreciate your
comments.

4. Your early advice will be appreciated.

FOR THE CHIEF COMMISSIONER

CHARLES F. WATSON
Colonel, AG
Acting Vice President

DISTRIBUTION: BAKED
Commander in Chief Mediterranean Station
FOIL
M.W.T.R. (Italian Area) ROME
War Shipping Administration Rome

INTERNAL DISTRIBUTION: Navy S/C
Industry & Utilities S/C
A.S. Transportation and Shipping Branch

ATTACHMENT: As stated in para 3.

2660

57 650

HEADQUARTERS ALLIED COMMISSION
APO 194
ECONOMIC SECTION

Ref : 990
Ref : ES/521

Mar 26

WAS/SV

SUBJECT: Control of Ship Repair Facilities
and Docking in Italy.

TO : British Ministry of War Transport - Mediterranean
(Through M.W.T.B. (Italian Area) Rome)
U.S. War Shipping Administration Mediterranean.

1. Your attention is invited to our letter AG/20/71/TAG
dated 8 Feb. 1945 enclosing draft of agreement which it is
proposed to submit to the Ministry of Marine, Rome, for
signature.

2. Your concurrence is invited to enable us to proceed
with its formal completion.

3. On the subject of material used for the repair etc.
of Allied Merchant Vessels, we attach, hereto, copy of
communication dated 18 Feb. 1945 received from the Direzione
Generale della Marina Mercantile and would appreciate your
comments.

4. Your early advice will be appreciated.

FOR THE CHIEF COMMISSIONER

CHARLES W. MARTON
Colonel, AG
Acting Vice President

DISTRIBUTION: SACRED
Commander in Chief Mediterranean Station
FOIL
M.W.T.B. (Italian Area) ROME
War Shipping Administration Rome

INTERNAL DISTRIBUTION: Navy 3/3
Industry & Utilities 2/3
A.C. Transportation and Shipping Branch

ATTACHMENTS: As stated in para 3.

2660
(57) 650

TRANSLATION

MINISTERO DELLA MARINA
DIREZIONE GENERALE DELLA MARINA MERCANTILE

18 February 1946

Div. U.T.I.
 Prot. 859

SUBJECT: Material for Repairs to Allied Vessels.

TO : Allied Commission - Economic Section - ROME

According to recent arrangements Allied Vessels trading in the Mediterranean and requiring voyage repairs are to be given first priority by the Italian Shipyards in the execution of repair work dry-docking and reconstruction.

The preferential treatment thus requested undoubtedly refers to equipment, installation and labour; as regards the material employed and consumed the question needs a clarification.

It is a known fact that all branches of Italian activity and particularly Italian Navy Industry are suffering from lack of material so that it is not possible for the shipyards to supply the necessary material required for repairs to Allied Vessels unless said material is replaced or paid for in currency (foreign).

As the question of replacement is not of easy solution, the material consumed being generally arriving in small quantities but of various types and qualities, this Ministry considers that the most convenient solution would be that of payment in currency.

This Ministry would be very grateful if the Allied Commission were to take the matter up with the competent Authorities with a view to reaching agreement as early as possible in the manner suggested.

For The Minister

Sgd. Illegible

2659
 57a

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION AND SHIPPING BRANCH

Tel :
Ref : AC/20

UAG/lp
22 March 1946

SUBJECT: Authorization for Ship Repairs in Trieste.

TO : Ministero della Marina
Direzione Generale della Marina Mercantile
Divisione IIIa - R O M E
(Attn: Col. Bordoli)

1. We attach, hereto, copy of letter 130/AMF/EC.47/303 dated 8 March 1946 received from H.Q. Allied Military Government 13 Corps which is self-explanatory.

2. Your special attention would be appreciated and we await your early advice.

WALTER P. SCOGGINS
Lt. Colonel Q.M.C.
DIRECTOR

Attachment:
As stated in para.1.

56
2658

650

2383

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
13 CORPS

FILE REF.: 13C/AMF/EC.47/303
SUBJECT: Authorization for Ship repair in
Trieste.

Date: March 8th 1946

TO: Allied Commission, ROME.

1. The Societa' LEONARDO ARRIVABENE of Venice wish to repair the M/S CARBONELLO A in the shipyards of Cantieri Riuniti dell' Adriatico, TRIESTE.
2. The ship is at present lying at Porto Maurizio, Genova and it will be necessary to obtain permission from the Italian Ministry of Mercantile Marine to bring the vessel to Trieste.
3. Your assistance in obtaining this authorization is therefore requested.

FOR THE SENIOR CIVIL AFFAIRS OFFICER,

for D.S. BICKERSTETH
LT. COLONEL
ECONOMICS

Copy to : Industry Division.

560

See Navy 2657

TN

FK63236

RESTRICTED

H/1047

MARCH 211815B

MARCH231100B

AFHQ SIGNED SIGNED SITE PHGEG

ROUTINE

CONCERNING ,INFO/ ACABRIT VIENNA ALCON HOME PERHASE

RESTRICTED/

Reference FK-39874 of 21 January , SPTAA-1-78061 of 30 January and FK-39864 of 31 January (reported by Acabrit that to date , 2895 tons flour lost on SS Jesse Billingsley has not been made good.

2. As this matter has been the cause of numerous cables and letters within this theatre , request you please advise this H names of vessels on which 3374 tons of wheat was, or is, being carried to offset loss of flour in para first.

AC DIST

INFO ACTIONE ECOM 2

INFO - CHIEF COMMISSIONER

FLOD & AGRIC 2

TN SC 2

FINANCE

FILE 2

FLOAT

HEADQUARTERS 2656

22 MAR 1946

4-1-C

RESTRICTED

55

650

HQ ALCON

15 1908

ALCON PORT LIAISON OFFICER VERNER FOR EVARS

1923

UNCLASSIFIED

PARA ONE PD SUBJECT CARGO A PD P PD WILL REPLY YOUR SIGNAL
 AS TERN BLANT FORTS BLANT SIX BLANT ONE ZERO TWO MARCH
~~FOURTEEN~~
~~SEVENTEEN~~ PD

PARA TWO PD DISPOSAL INSTRUCTIONS REE FORWARDED ONE SIGNAL
 REFERENCE ONE EIGHT ZERO TWO MARCH THIRTEEN PD

COPIES TO ECONOMIC SECTION HQ AS
 TRANSPORTATION BRANCH HQ AS

PRIORITY

FOOD & AGRICULTURE

166

V.B.A. Cooper Lt. Col.
 Director, Food & Agriculture Branch.

2655

54.

650

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: C 30684

Message Centre No: H/721

Date/Time of Origin: MAR 151357A

Date Time Rec'd: MAR 151630

Precedence: PRIORITY

FROM: AFHQ FROM G-5

TO : ALCOM VENICE FOR PGT LIAISON OFFICER

INFO: ALCOM ROME ANG XIII CORPS PENBASE

UNCLASSIFIED.

CARGO EX SE AP RAIL.

REFER AC TPTN/PORTS/6/102 OF 14 MARCH. (NOT TO ANG XIII CORPS AND PENBASE)

CARGO MARKED AA 49 IS FOR VENEZIA GUILIA AND UDINE.

CARGO MARKED Z 54 AND Z 70 IS FOR BRITISH ZONE AUSTRIA.

CARGO MARKED FOR ANG BARI SHOULD BE UNLOADED AND STORED SEPARATELY PENDING RECEIPT

DISPOSAL INSTRUCTIONS WHICH NYPE BEING ASKED TO SUPPLY.

MARKINGS ON REMAINDER OF CARGO NOT RECOGNISED BY THIS HQ. SUGGEST YOU CONTACT PENBASE

WHO CAN PROBABLY ASSIST

AC DEST

INFO ACTION: TPTN S/C 2

INFO: CHIEF COMMISSIONER

ECON SEC 2

REQ BR

FILE 2

FLOAT

INFO - ACTION

HEADQUARTERS

15 MAR 1946



2654

2387

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: C 30685
Date/Time of Origin: MAR 151357A

Message Centre No: H/720
Date Time Rec'd: MAR 151630
Precedence: PRIORITY

FROM: AFHQ FROM G-5
TO : COMGENTYPE
INFO: ALCOM ROME AMG XIII CORPS PENBASE

UNCLASSIFIED.

CARGO ON SS AP HILL.

ADVICE RECEIVED THIS HQ THAT CERTAIN CARGO (COMMODITIES AND TONNAGE NOT KNOWN BY US)
ON AP HILL IS CONSIGNED TO AMG BARI.

AS THERE IS NO AMG BARI, HAVE INSTRUCTED ALCOM PORT LIAISON OFFICE VEHICLE OFF LOAD
SUBJECT CARGO AND ARRANGE SEPARATE STORAGE.

REQUEST YOUR EARLIEST ADVICE FOR WHOM THIS CARGO INTENDED.

AC DISTY

INFO ACTION: TPTN S/C 2

INFO: CHIEF COMMISSIONER

ECON SEC 2

REQ BR

FILE 2

FLOAT



52

INFO - ACTION
ACTION
2653

AC TPTN /PORTS/6/102

MARCH 141400

H/669

MARCH 150300

ALCON PORT LIAISON OFFICER VENICE

ROUTINE
SIGNED EVANS

G-5 ARMC INFO/ HQ ALCON ROXB

UNCLASSIFIED:

Please forward full disposal instructions of cargo SSA Parker
 Hill now at Venice .



AC DIST

INFO ACTION - FOOD & AGRIC 2

INFO

CHIEF COMMISSIONER

ROOM 2

TPTN 2

FILE 2

FLOAT

51

2652

RESTRICTED

F153235

H/1047

MARCH 211815B

MARCH 221100

ROUTINE

AFHQ SIGNED PACKED CITE PHOS

CONVENTS, INFO/ ACABIT VIENNA ALSO CODE PENHANE

RESTRICTED/

Reference FX-59674 of 21 January, SPTAA-1-78051 of 20 January and FX-59854 of 31 January (reported by Acabrit that to date, 4895 tons flour lost on SS Jesse Billingsley has not been made good.

2. As this matter has been the cause of numerous cables and letters within this theatre, request you please advise this HQ names of vessels on which 3374 tons of wheat was, or is, being carried to offset loss of flour in para first.

AC DIST

INFO ACTIONS SCOR 2

INFO - CHIEF COMMISSIONER

FOOD & AGRIC 2

TN SC 2

FINANCE

FILE 2

FLCAT

50

RESTRICTED
22 MAR 1946

2651

650

#81001
20MAR 1800B

RESTRICTED.

IN/963
21MAR0900
ROUTINE

AFHQ AGWAR

AIDOM AFHQ FOR MORGAN INFO. CABINET OFFICES FOR EGS FOR JHONG CITE CCAC

RESTRICTED.

THIS IS TAB 754.

REFER MAT 985.

1. AGREE HERE CIVILIAN SUPPLIES FOR U S - U K ZONES. AUSTRIA ARE MILITARY RESPONSIBILITY IN AUSTRIA.
2. ACCOUNTS SHOULD BE KEPT OF VALUE OF ALL COSTS ENTAILED IN TRANSPORTATION WAREHOUSING AND HANDLING OF ALL SUPPLIES MOVING TO AUSTRIA THROUGH ITALY IN ORDER THAT THESE CAN BE PRESENTED TO AUSTRIAN GOVERNMENT AS AND WHEN IT IS DECIDED THAT ITALY SHOULD BE REIMBURSED RPT REIMBURSED FOR SUCH SERVICES. U S AND U K ARE PREPARED TO CONSIDER THAT ITALY SHOULD BE REIMBURSED DIR NOT BY AUSTRIA AS AND WHEN CLAIMS ON AUSTRIA BY OCCUPYING FORCES FOR RELIEF SUPPLIES PROVIDED BY THEMSELVES ARE MET AND IN PROPORTION TO PAYMENT EVENTUALLY MADE BY AUSTRIA FOR SUCH SUPPLIES. AS LONG AS PROVISION OF CIVILIAN SUPPLIES IN AUSTRIA CONTINUES TO BE MILITARY RESPONSIBILITY SUCH SUPPLIES SHOULD BE ALLOWED TRANSIT THROUGH ITALY UNDER ITALIAN ARMISTICE TERMS.
3. FOR YOUR INFORMATION UNRRA HAS AGREEMENTS WITH ALL COUNTRIES RECEIVING UNRRA AID THAT PROCEEDS OF UNRRA SUPPLIES SOLD BY THESE COUNTRIES WILL BE USED FOR FURTHER RELIEF AND REHABILITATION PURPOSES. PERMISSIVE CLAUSE IN ALL THESE AGREEMENTS PROVIDES EACH COUNTRY MAY ABSORB COST OF UNLOADING AND HANDLING IN TRANSIT FOR UNRRA SUPPLIES DESTINED FOR ANOTHER UNRRA COUNTRY AND SUCH COSTS AS HAVING BEEN SPENT FOR FURTHER RELIEF. UNRRA'S GENERAL POLICY IS TO SECURE CONSENT EACH COUNTRY TO ABSORB TRANSIT COSTS WITHOUT CLAIM

HEADQUARTERS
21 MAR 1946

2650

650

SHEET 2

14/963

against country ultimately receiving UNRRA SUPPLIES. ITALY ALREADY ABSORBING UNLOADING COSTS AT BRINDISI OF UNRRA SUPPLIES DESTINED FOR GREECE AND YUGOSLAVIA AND UNRRA NOW NEGOTIATING WITH ITALY SIMILAR ABSORPTION HANDLING AND TRANSIT COSTS FOR UNRRA SUPPLIES DESTINED AUSTRIA VIA TRIESTE FRENCH HAVE MADE APPROXIMATELY 400,000 DOLLARS AVAILABLE TO UNRRA. PART OF WHICH IS USED TO DEFRAY SIMILAR COSTS UNRRA SUPPLIES SHIPPED VIA FRANCE TO OTHER COUNTRIES.

4. AGREE THAT FRENCH REQUEST FOR USE OF TRIESTE FOR IMPORT OF CIVILIAN SUPPLIES FOR FRENCH ZONE VIENNA AND REIMBURSEMENT TO ITALIAN GOVERNMENT FOR SERVICES RENDERED IT ULTIMATELY A SUBJECT FOR NEGOTIATION BETWEEN THE FRENCH AND ITALIAN GOVERNMENTS.

AC DIST

INFO ACTN: ED N 2
 INFO: CHIEF COMMISSIONER
 TPTN 2
 FINANCE 2
 FILE 2
 FLOAT

RESTRICTED

HEADQUARTERS
 21 MAR 1946 2548
 2649

HEADQUARTERS
LOMBARDIA REGION LIAISON GROUP
ALLIED COMMISSION
TRANSPORTATION DIVISION
WFO 394

Tel: 12641 Ext. 2458

12 March 1946

489/M/TN

SUBJECT : German F.Lighters.

TO : Commander in Chief Mediterranean.

Ref. German F.Lighters taken over on loan by the AUSILIARE INTERNAZIONALE; my letter 423/M/TN of 28 February 1946 refers.

1. The attached further communication from the AUSILIARE INTERNAZIONALE is passed to you, please.

For the Chief Liaison Officer

H.A. Symons
H.A. SYMONS
Major.

Copies to: Transportation & Shipping Branch
HQ AC ROME
AUSILIARE INTERNAZIONALE Via Lancetti 36, Milano
R.N.O. Venice
N.O.I.C. Trieste

1 Enclosure.

HAS/vb/

2648
183
650

COPY

"LIAUSILIARE INTERNAZIONALE" S.R.L.
ORGANIZZAZIONE TRASPORTI TERRESTRI - FLUVIALI - MARITTIMI - AEREI
SERVIZI AUSILIARI COMMERCIO ED INDUSTRIA

SEDI A V E N E Z I A

MILANO - ROMA - GENOVA - NAPOLI - BARI

Milan/Venice March 4th.1945

TO : H.Q.Lombardie Region Liaison Group
Allied Commission Transportation Division
APO 394
Palazzo Montecatini - MILAN.

SUBJECT :Ex German F.Lighters 3.4.5.8.10.11. and 12.

With reference to our letters of the 14th.and 24th.ultimo.
we hereby beg to inform that, as customary, we have paid a third
of the contracted costs, for each respective lighter.

In accordance with the readings of Paragraphs No.5 and
9 of the contracts in question, there are now the following first
liens on each contracted craft for the respective sums :

ex German Lighters Numbered 3.4.5.8 & 10 Pounds Sterling 3.565.=
ex German Lighters Numbered 9.11 and 12, Pounds Sterling 3.461.=
These first liens apply to each respective craft.

Please take good note that these first liens, according
to contract terms, are in our favour.

Yours faithfully

" LIAUSILIARE INTERNAZIONALE" S.R.L.
l'Amministrazione

10 2875

Milan/Venice March 4th. 1946

TO : H.Q. Lombardia Region Liaison Group
Allied Commission Transportation Division
APO 394
Palazzo Montecatini - MILAN.

SUBJECT : Ex German F. Lighters 3.4.5.8.10.11. and 12.

With reference to our letters of the 14th. and 24th. ultimo. we hereby beg to inform that, as customary, we have paid a third of the contracted costs, for each respective lighter.

In accordance with the readings of Paragrapgs No. 5 and 9 of the contracts in question, there are now the following first liens on each contracted craft for the respective sums :

ex German Lighters Numbered 3.4.5.8 & 10 Pounds Sterling 3.565.=-
ex German Lighters Numbered 9.11 and 12, Pounds Sterling 3.461.=-
These first liens apply to each respective craft.

Please take good note that these first liens, according to contract terms, are in our favour.

Yours faithfully

" LAUSILIARE INTERNAZIONALE" S.R.L.
L'Amministrazione

48 2637

GENERAL HEADQUARTERS: CHIEFST. BRANCHSubject:- Charter Parties - VENETIAN Craft1102/26/ST5(c)
Tel FREEDOM 216- A.C. (Shipping and T'n Sub Commission)
R C M H
-----10 Mar 46

Could you please state if you are yet in a position to reply to our
1102/26/ST5(c) dated 19 Jan 46 regarding the completion of charter parties
by the Ministry of Marine for craft operated by RASC in VENICE.

William H. H. H.
Director of Supplies and Transport. *26/46*

48

Full
Mr Crook
answered this letter
2/4
650

INTER-OFFICE MEMO

RHE/rf

Tel. 478700

24 September 1945

Ref. W/18/1583/Tn6

SUBJECT : Venice Warehouse

TO : Chief, Ports and Warehouse Division

1. It has been planned to move Lt. Lester, Officer in Charge of warehouses at Venice, to Leghorn to replace Capt. Ramsey, who is expected to be re-deployed to the United States in the near future.
2. In this connection a letter has been received from Federazione Italiana dei Consorzi Agrari, 20 September 45, signed by their Director, Sig. Mizzi, in which it is requested that Lt. Lester remain in charge of Venice warehouses until the first of the year.
3. It is agreed that Lt. Lester's services in Venice would be extremely valuable to the Federazione during this period, but unless another officer is provided for Leghorn, it is presumed that Lt. Lester must be moved there.
4. A decision is requested so that the information may be forwarded to the Federazione.

Copy to:
Director, Transportation S/O

ROBERT H. KLEIN
Major Med. Adm. C.
Ports & Whse. Div.

4A 2645

650/89

HEADQUARTERS ALLIED COMMISSION

APO 394

INDUSTRY SUB-COMMISSION

AHG/ci

Tel. 485081-Ext. 328

Ref. AO/5535/IND

21 September 1945

SUBJECT : Policy.

TO : All Officers
Industry Sub-Commission.

1. Economic Section have ruled that the Allied Commission is not responsible for : -

- (a) The control of the Industrial Plans made by the Italian Government or the North Italy Industrial Council -
- (b) The control of the distribution of indigenous or imported raw materials -
- (c) The control of the type or quality of finished article manufactured by Italian Industry.

2. Imported raw materials on September-December interim programme being purchased through F.E.A. channel become Italian property at the port of loading and will be handled in Italy by I.C.E. who will receive distribution instructions from the Italian Government or the North Italy Industrial Council.

3. The allocation and distribution of imported and indigenous coal and lignite throughout Italy is now an Italian Government responsibility.

4. Internal movement by rail in Italian Government territory is handled directly for Italians by the I.S.R. Civilian rail movement in A.M.G. territory is handled by Transportation Sub-Commission Northern Office in accordance with Movements Division Rail Memorandum No. 5 dated 20 Aug.

(46)

2644/5
63/5

5. Civilian coast-wise shipping is handled in accordance with Shipping Instruction No. 15 dated 27th June.

6. The supply of raw materials for industry and the preparation of the 1946 programme will be looked after by Supply Division this Headquarters who also control War Material Disposal.

7. It is at present the function of this Sub-Commission to assist Supply Division with technical specifications for materials to be imported. It is anticipated that a part of the technical staff of this Sub-Commission will be transferred to the Supply Organization to carry out this function.

8. When this change takes place the function of Industry Sub-Commission will be to : -

(a) Advise the Italian Ministry of Industry and Commerce when requested.

(b) Keep in touch with progress and development in Italian Industry and report monthly to Economic Section on the Industrial situation.

Copy to : -
Economic Section
Supply Division
Transportation S/C
Commerce Sub-Commission.

A. H. Glendinning
A. H. GLENDINNING,
Colonel,
Acting Director,
Industry Sub-Commission.

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/20/59/Tn6

CCC/mvm
27 October 1945

SUBJECT: Jeeps

TO : Col. P.D.G. Buchanan
Deputy Director
Transportation Sub Commission

1. There are at present two jeeps #Alcom 11628 and 11875 charged to me personally.

2. #11628 is for my official use in connection with my duties as Chief, Ports & Warehouse Division. It is essential for the efficient operation of the Division being used by all personnel of the Division in their work. It is also used for distant travel.

3. Jeep #11875 is used by the Italian Naval Officer who is the sole Allied Commission Representative in the Port of Genoa. He is absolutely dependent upon motor transport in his work.

4. I would suggest therefore that the jeep he is now using be turned back to the Italian Government with the proviso that it be issued to him for his work in which the Allied Commission interests are at stake.

Charles C Crooks

CHARLES C. CROOKS, Chief
Ports & Warehouse Division

45

2642

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/37/52/Tn6

CCC/mvm
25 October 1945

SUBJECT: Seven M.E. Steel Barges from Brindisi

TO : Director of Harbor Craft
Navy House
Naples

1. Reference your letter H.R./D.O.H.C./120 dated 22 October 1945.
2. The Allied Commission has no objection to the transfer of the above barges to the War Shipping Administration.
3. The War Shipping Administration has also indicated its desire to purchase the two barges remaining at Brindisi.
4. We are unable to find any reference to Registration Numbers in our files of any of the nine barges.

Charles C. Crooks

CHARLES C. CROOKS, Chief
Ports & Warehouse Division

Copy to:
Col. Buchanan ✓
American Export Lines



2641-40

CONFIDENTIAL /17

C O F I

SUBJECT : Future Classification of Italian Ports.

ALLIED FORCE HEADQUARTERS

G-4 (MOV & TN) 5/120-GER of 13 July.
7 Sept 45

Tel: FREEDOM 229

Ref G-4 (Mov & TN) 5/120-GER of 13 July.

1. As a result of further recommendations by the "Campbell Committee" the classification of ports in Italy, Sicily, and Sardinia has been reviewed by the Mediterranean Shipping Board which has now approved the following : -

Port or Group of Ports

Classification

All ports from the Italian/French frontier to GENOA but excl GENOA

"A"

GENOA

"A"

SPEZIA

"A"

LEGHORN

"D"

Via REGGIO, CIVITAVECCHIA and subsidiary ports to NAPLES (excl BAGNOLI)

"A"

NAPLES (incl BAGNOLI)

"C"

TORRE ANNUNZIATA

"A"

CASTELLAMARE

"A"

SALERNO

"A"

REGGIO

"A"

CROTONE

"A"

TARANTO - Mercantile port

"C" reverting to "A" on 1st October

TARANTO - ARSENAL

"D"

2640

As a result of further recommendations of the "Campbell Committee" the classification of ports in Italy, Sicily, and Sardinia has been reviewed by the Mediterranean Shipping Board which has now approved the following: -

Port or Group of Ports	Classification
All ports from the Italian/French frontier to GENOA but excl GENOA	"A"
GENOA	"A"
SPERDIZIA	"A"
LEGHORN	"D"
Via REGGIO, CIVITAVECCHIA and subsidiary ports to NAPLES (excl BAGNOLI)	"A"
NAPLES (incl BAGNOLI)	"C"
TORRE ANNUNZIATA	"A"
CASTELLAMARE	"A"
SALERNO	"A"
REGGIO	"A"
CROTONE	"A"
TARANTO - Mercantile port	"C" reverting to "A" on 1st October
TARANTO - ARSENAL	"D"
GALLIPOLI	"A"
MONOPOLI	"A"
BRINDISI	"C" reverting to "A" on 1st October
BARI	"D" reverting to "C" on 1st October
MOLFETTA	"A"
BARIETTA	"A"
BANFREDDORIA	"A"
ORTONA and all ports up to but excluding ANCONA	"A"

2640

43

26

CONFIDENTIALClassificationPort or Group of Ports

"C" reverting to "A"
on 1st October

ANCONA

All Ports North of ANCONA up to
but excluding VENEZIA

"A"
"C" reverting to "A"
on 1st October

VENEZIA

Unchanged

TRIESTE and Ports to the East

All other Italian Ports not quoted
above

"A"
"A"
"A"
"A"
"C"

SARDINIA, all ports

SICILY - MESSINA

AUGUSTA

PALESTRO

2. To comply with the wishes of the Italian Ministry of Marine the use of the Category "B" has been discontinued and all ports which are civilian operated, irrespective of whether a military commitment exists, have now been classified as "A". It is however a condition that in all ports "A", where a military commitment does exist it shall be given the necessary priority to ensure that programmed dates are met. In such cases the military responsibility will be exactly as defined for a Category "B" port in G-4 (Mov & In) 5/120-GDM of 13 July, para 3(b) but Movements Liaison Officers appointed to such ports must ensure that full details of military commitments are advised to the Civil Authorities as early as possible.

3. Arrangements have been made for representatives of the Italian Ministry of Marine to visit the ports of BARI, BRINDISI and TARANTO to discuss with the local civilian Authorities any problems arising as a result of the re-classification of those ports. In the case of BARI every endeavour should be made for the re-classification to take effect prior to 1st Oct and in this connection Port Commandant, BARI, should agree forthwith, with The Capitano di Porto, the actual area which can be handed over for civilian operation.

2639

in military commitments

SARDINIA, all ports

SICILY - MESSINA

AUGUSTA

PALERMO

"A"

"A"

"A"

"A"

"C"

All other Italian Ports not quoted above

2. To comply with the wishes of the Italian Ministry of Marine the use of the Category "B" has been discontinued and all ports which are civilian operated, irrespective of whether a military commitment exists, have now been classified as "A". It is however a condition that in all ports "A", where a military commitment does exist it shall be given the necessary priority to ensure that programmed dates are met. In such cases the military responsibility will be exactly as defined for a Category "B" port in G-4 (Mov & Tn) 5/120-GDM of 13 July, para 3(b) but Movements Liaison Officers appointed to such ports must ensure that full details of military commitments are advised to the Civil Authorities as early as possible.
3. Arrangements have been made for representatives of the Italian Ministry of Marine to visit the ports of BARI, BRINDISI and TARANTO to discuss with the local civilian Authorities any problems arising as a result of the re-classification of those ports. In the case of BARI every endeavour should be made for the re-classification to take effect prior to 1st Oct and in this connection Port Commandant, BARI, should agree forthwith, with The Capitano di Porto, the actual area which can be handed over for civilian operation.
4. Following upon the reduction in military commitments resulting from the classifications enumerated above in para first, Port Commandants, in conjunction with Docks Superintendent and O.Cs Port Operating Groups are requested to forward to this HQ (with copy to D.D. Tn(Docks) Tn. Inc. ROME) details of the reductions which can now be made in the Port Movements and Transportation staffs. These proposals are to be forwarded as a matter of urgency.
5. To assist in planning reductions of staffs an estimate of the future British Military Commitments at all Italian ports based on the latest information available to this HQ, is given in the schedule attached at Appendix "A".

C.F. RUSSELL, Lt. Col.,
for Brigadier
D.Q.M.G. (Mov and Tn)

2639

7 September 1945

To: Major Klein

Subject: Attached copy of memorandum.

If I am in Rome at the time of this suggested meeting I will attend such a meeting with you. Otherwise, will you handle this matter for the Transportation Sub-Commission, and put forth your recommendations regarding the whole business of I.C.E. You might take Major Baylis with you if you consider it vital.

Paul Hoffman
PAUL HOFFMAN, JR.
Director

24 Sept 45

~~To Mr. Hoffman~~

To be held by my meeting.
Knowledge was not my

2638

(42)

650/49

Ext. 220

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

FU/lrv

650/36/in 1

7 September 1945

SUBJECT: AC Action Re Improvement I.C.E. Functions and
Liaison with AC

TO : Acting Vice President, Economic Section

1. I would recommend a meeting of the appropriate representatives of the Requisition Branch, Transportation, Finance, Commerce, Industry, Education, Public Works and Utilities, and Public Health Sub-Commissions, with yourself or a representative of the Economic Section, prior to decision on establishing of I.C.E. liaison officer.

2. At the same time it seems logical to decide upon Colonel Quartier's recommendation for assignment qualified I.C.E. to training work with AC.

FRANK UPMAN, JR.
Director

2637

War Damage to Italian Facilities.

1. 8 Chief
Oct. Roads
Div.

1. Attention is invited to the Admin. Div.
attached letter, Ref. ES/15.14 dated Tptn. S/C
5 October.

2. It is desired that the
information requested in paragraph 1c
of the attached letter be furnished
this office by Thursday 11 Oct. 1945.

For the Director :

WALTER P. SCOGGINS
Lt. Colonel, QMC
Chief, Admin. Div.

2636

40

659/48

War Damage to Italian Facilities.

1. 8 Chief, 1. Attention is invited to the Admin.Div.
Oct. Port and attached letter, Ref. ES/15/14 dated 5 Tptn. S/C
Warehouse October.
Div. 2. It is desired that the
information requested in paragraph 1 of
the attached letter be furnished this
office by Thursday 11 Oct. 1945.

For the Director :

WALTER P. SCOGGINS
Lt. Colonel, QMC
Chief, Admin. Div.

4.09
2635

War Damage to Italian Facilities.

1. 8 Chief
Oct. Rail Div.

1. Attention is invited to the attached letter, Ref. ES/15.14 dated 5-October.

Admin.
Div.
Tptn. S/C

2. It is desired that the information requested in paragraphs 1a and 1b of the attached letter be furnished this office by Thursday 11 October 1945.

For the Director :

WALTER P. SCOGGINS
Lt. Colonel, QMC
Chief, Admin. Div.

42632

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel: 220

FU/h1

650/46/TN 1

SUBJECT: Teletype Communications
Between Naples and Rome

27 Sept. 1945

TO : Stephen A. Regan, Port Repr.,
War Shipping Administration.

1. Your communication of September 22nd has been discussed with the Chief of Port & Warehouse Division, and Transportation Sub-Commission agrees with your recommendation re the establishment of a teletype system between the WSA office in Naples and connecting teletype in the Ports and Warehouse Division of Transportation Sub-Commission office, Allied Commission, Rome.

2. Even though AC might not continue to function for long, it would seem that UNRRA would need the shipping advices as long as ships are ordered into Italian ports from Naples.

3. It is my understanding that after receiving comments from each of those to whom your memo of the 22nd was addressed that you would then present these to AFHQ Signal Officer and request AC to join you in this request.

FRANK UPMAN, Jr.
Director.

39
2633

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/20/55/Tn6

CCC/mvm
25 September 1945

SUBJECT: Teletype Communications between Naples and Rome

TO : Frank Upman, Jr.
Director, Transportation Sub Commission

1. We agree entirely with the suggestion that a teletype service be installed between WSA Naples and AC Rome.

2. While all ship diversions and movement orders are issued in Naples, the receivers of the cargoes are in Rome. Immediate information is absolutely necessary for the efficient working of vessels.

3. Even though AC may not continue to function for long, UNRRA will need the shipping advices as long as ships are ordered about Italian ports from Naples. Teletype seems to us to be the answer.

Charles C Crooks

C. C. CROOKS, Chief
Ports & Warehouse Division

38
2632

Rome, Italy
Sept. 22nd, 1945

TO : W.S.A., Naples, Attention: Mr. Mesiris. Copies to:
Allied Commission, Rome, Attention: Mr. Upman
U.N.R.R.A., Rome, Attention: Mr. Miele
Ministry of War Transport, Rome, Attention: Mr. Campbell

FROM : W.S.A., Rome

SUBJECT : Teletype Communications between Naples and Rome

Reference the above subject and our previous discussion regarding communications, we again call the matter to your attention in view of the fact that the telephone communication with your office is not only very uncertain, but is sometimes absolutely impossible. During the past week our calls to you have been delayed from 45 minutes to 2 1/2 hours and at the present time all telephone communication is cut off between Rome and Naples.

We have taken the matter of the teletype system up with the Communications Sub-Commission, Allied Commission, and, while such a system will have to be approved by AFHQ, we believe we have a sufficiently good case for AFHQ to consider the installation favorably. We believe that a teletype installed in the War Shipping Administration office at Naples and a connecting teletype installed in the Transportation Sub-Commission office at Allied Commission would be of great benefit at this time and in the future, and, in view of the present telephone communication system, is a necessity for the proper and efficient routing of ships.

It is therefore requested that your comments and suggestions be made as soon as possible. These, together with those we expect to receive from the other interested parties, will be presented to the AFHQ Signal Officer by War Shipping Administration and Allied Commission for his earliest action.

It is believed this system, if installed, would prove of benefit to the agencies concerned with shipping. It could be confined to messages regarding shipping only and to those agencies which have a direct interest in shipping and the cargoes involved and the routing of such vessels. The installation of this system would require the use of one typist in the Naples office and one typist in the office at Allied Commission, but it is felt that the use of two additional personnel is not of great concern in

37 2631

2

view of the importance of the problem.

Stephen A. Regan, Port Repr.,
War Shipping Administration

SAR/ef

2030

INTER-OFFICE MEMO

RHK/rf

Tel. 478700

19 September 1945

Ref. W/83/1574/Tn6

SUBJECT : Shortage of Milk ex the S.S. ROGER GRISWOLD
TO : Director, Transportation Sub-Commission

1. Confirming conversation of yesterday in reference to a large loss of milk in the Heel early this year.
2. A check of the files indicates that the S. S. ROGER GRISWOLD, according to the manifest, carried 1,375 tons, 56,433 cases of evaporated milk for the account of Civil Supplies.
3. She discharged in Bari April 1945. Reports indicate that 45,581 cases, 1,132 tons were received, showing a shortage of 11,352 cases or 243 tons.
4. Investigation was made with Port authorities. Finance Sub-Commission checked into the matter, pointing out inaccuracies in methods of figuring weights and cases. Report received as of 26 May indicates recovery of 941 cases from the American Quartermaster, leaving a net shortage of 10,411 cases, which shortage has not been explained to date, as far as is known.
5. It should be pointed out that Transportation Sub-Commission has never had a Port Liaison Officer in Bari or a Warehouse Officer at Bari, and that the receipts of civil supplies in Bari have not been considered the responsibility of this section.

Robert H. Klein
ROBERT H. KLEIN
Major Med. Adm. C.
Ports & Whse. Div.

2630

36

650/45

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION
Ports and Warehouse Division

700/rf

Tel. 478700

19 September 1945

Ref. W/S/1872/Tn6

SUBJECT : Spoilage of Milk and Fish

TO : Depot 876 - NAPLES

1. Receipt is acknowledged of the following Warehouse Receiving Report:

<u>Ship</u>	<u>No.</u>	<u>Date</u>	<u>Commodity</u>	<u>Unit</u>	<u>Weight</u>
WORMILL	0936	Sept. 15	Spoiled Evap. Milk	590 cans	834 lbs.
LONGFELLOW	0937	" "	" " "	24 cases	1044 lbs.
WORMILL	0939	" "	" " "	58 cases	2611 lbs.
WORMILL	0939	" "	Spoiled Pilchards	22 cases	990 lbs.
WORMILL	0940	" "	" Evap. Milk	4 cases	168 lbs.

2. Further information is requested as to the nature of the spoilage, the date the milk was packed (this information should be stencilled on the cases), and any other pertinent information which may assist in identifying the cause of the spoilage and prevention of further spoilage.

For the Director:

Copy to:

ALCOM Port Liaison Officer, Naples
Attention: Capt. T.E. Ramsey
Food Sub-Commission
Director, Transportation Sub-Commission

ROBERT W. KLEIN
Major Med. Adm. G. 2629
Ports & Warehouse Div.

35
2628
650/44

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION
Ports and Warehouse Division

RHX/rf

Tel. 478700

18 September 1945

Ref. W/4.1/1585/Tn6

SUBJECT : Barley on Hand Ancona Port Depots
TO : Food Sub-Commission

1. Confirming conversation with Food Sub-Commission today, Major Hayden/Major Klein, there is on hand in ALCOM Port Depots, Ancona, 1,024 tons of barley over and above any quantities ordered released for shipment. In calculating the quantity of 1,024 tons, the 500 tons ordered to be shipped to Venice and 250 tons ordered to be shipped to Trieste have already been deducted.

2. Since most of this barley is stored in the open, it is urged that prompt disposition advice be sent to Ancona.

Copy to:
Director, Transportation S/C ✓

ROBERT H. KLEIN
Major Med. Adm. C.
Ports & Whse. Div.

34

2628
659/144

INTER-OFFICE MEMO

RHK/rt

Tel. 478700

18 September 1945

Ref. W/7/1569/Tn6

SUBJECT : Notification of Ships' Arrivals

TO : Movements Division, Shipping Branch
Attention: Major Laraman

1. The Warehouse Branch is not receiving advice of expected arrivals of ships carrying civil supplies originating from British sources.

2. Since the middle of August the following ships have arrived in Naples, advice of which having been received in this office by telephone from the ALCK Port Liaison Officer, Naples:

FORT ISLAND
FAMBIHA
NANOULA
FORT ANNE

FORT RAN
FORT BOISE
EMPIRE STRONGHOLD
EMPIRE BARRIE

3. The difficulties incumbent due to the lack of prior advice are obvious.

4. It is requested that immediate action be taken to remedy this situation.

Copy to:
Director, Transportation S/C ✓

ROBERT H. ELVIN
Major Med. Adm. C.
Ports & Whse. Div.

33

2622

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION
Ports and Warehouse Division

CHK/rf

Tel. 478700

18 September 1945

Ref. S/7/1561/Tn6

SUBJECT : Importation of Dates

TO : Food Sub-Commission

1. The S.S. MANTAND, recently arrived at Ancons ex the Middle-East with 533 tons of dates. This cargo arrived in extremely bad condition, due in part to the packing. Although disposition instructions were given quickly and executed, it was doubtful whether any large quantity of the dates were fit for consumption.

2. It was previously suggested by this office to the Food Sub-Commission that no future importation of dates be made as it was questionable whether it was worthwhile to allocate shipping space to this product. Previous importations also arrived in inedible condition. Advice received indicates that previous importations ultimately found their way into the production of alcohol, animal feed, or fertilizer.

3. It is recommended the entire subject of importation of dates be investigated.

Copy to:

Requisition Division
Director, Transportation S/C/

ROBERT H. KLEIN
Major Med. Adm. C.
Ports and Warehouse Div.

(32)

26265

656/41

INTER-OFFICE MEMO

RHK/rf

Tel. 478700

13 September 1946

Ref. W/18/1546/Tn8

SUBJECT : Report of Inspection at Venice Warehouse
13-14 September 1946

TO : Chief, Ports and Warehouse Division

1. Warehouse conditions are relatively good. Additional warehouse space has been taken within the port area, due to its being freed for civilian use by the Army.

2. The management of the warehouses is exceedingly complicated because Federazione Italiana dei Consorzi Agrari does not actually operate; the warehouses being within the port area are controlled by the port itself. There is such an excess of labor in Venice that it is the desire of the Italian port owners to rotate labor, with a resulting difficult situation, namely, there are new employees working almost every day. Consequently, Federazione is able to exert little control over physical warehouse operations.

3. The presence of an Allied officer with good warehouse judgment in the person of Lt. Lester, has improved conditions materially.

4. Discussion was held between Lt. Lester/Capt. Bowes to determine whether Lt. Lester might be relieved shortly to go to Leghorn, leaving Capt. Bowes in charge of the port and warehouse both. At first it was agreed that Capt. Bowes could do both functions, but later in the conversation it appeared that Capt. Bowes believes he is overburdened already and that the Italians should be able to handle the warehouses by themselves. It was definitely agreed that although they should be able to handle the warehouses alone, there has been no demonstration that they can do so.

5. Checking at shipside is lackadaisical. Federazione has not been complying with regulations of this Headquarters in reference to comparing shipside tallies with manifest quantities. The Federazione is inclined to accept whatever merchandise is delivered at their warehouse, without any effort at reconciliation of manifest quantities or attempt to recover lost merchandise. The supervision of this second feature has been previously agreed to be the job of the Port Liaison Officer at all ports. However, Capt. Bowes refused to accept this responsibility and further claims that he has not time to perform it.

31

2625

653/40

Inasmuch as Capt. Bowes comes under the Port Section of the Port and Warehouse Division, I merely called his attention to the directive on the subject.

6. The warehouses are receiving allocations for shipments to the Provinces very slowly. Up to September 13, allocations for September had not been received. Inventories are growing, apparently needlessly. This matter has been discussed with the Food Sub-Commission.

7. Venice and other Italian ports need Italian organizations with clear-cut definitions and directions of the work to be done. Inspection of Venice Port and Warehouse operations point to this very strongly. Action along these lines is recommended.

Copy to:
Director, Transportation S/C ✓
Transportation S/C
Attention: Major Laraman

ROBERT H. KLEIN
Major Med. Asst. C.
Ports & Whse. Div.

2624

AFHQ (ACTION) INFORMATION : ALCON PLS C/O SS AREA VENICE

4979

8 SEPT 49

PRIORITY

RESTRICTED FB

PARA ONE PD ALCON PORT LIAISON OFFICER VENICE REPORTS SUGAR AND TANK
 VESSEL UNABLE TO HANDLE CIVIL SUPPLIES FOR MIKE GEORGE SUGAR AUSTRIA
 BECAUSE SUGAR DOG VENICE CLOSED AND OTHER SUGAR AND TANK
 INSTALLATION HAS INSUFFICIENT TONNAGE CAPACITY PD

PARA TWO PD ACTION TO ALCON PORT LIAISON OFFICER SUGAR DOG VENICE
SIX AREA VENICE FOR INFO FROM HQ ALCON CITE CITE THREE

PARA TWO PD AS REFERENCE ALCON DEPOT VENICE TEMPORARILY HANDLING
 CIVIL SUPPLIES FOR MIKE GEORGE SUGAR AUSTRIA PD

PARA THREE PD THIS IS CONTRARY TO AGREEMENT BETWEEN GEORGE FIVE AND
 SUGAR AND TANK AT AFHQ PD

PARA FOUR PD URGENTLY REQUEST RELIEF BECAUSE ALCON PORT DEPOT VENICE
 ALREADY OVERTAXED PD

Copy to :

Mr. Upman
 Maj. Sweet

TRANSPORTATION BC

405

NICHOLAS PIERBINO
 CWO. U.S.A.
 Asst. Adjutant

2623

65/39

COPY

ALLIED FORCE HEADQUARTERS
G-3 Section
APO 312

GR/WWW

G-3: 091.4-1

3 AUGUST 1945

SUBJECT: Financing of labor etc. charges in Italian Ports.

TO : Headquarters, Allied Commission, APO 304.

1. Reference is made to letter En.A/3/77/29 of 16 July addressed by Transportation (Sr) Main, G-3, to G-4 (Mov & Tr) AFHQ, copy to Transportation Sub-Commission, ALCCP.

2. The proposed scheme meets with the approval of Transportation (A) AFHQ who state that it should be made applicable to all ports save Naples (Military) and Leghorn.

3. The following points, however, have been raised upon which your views are desired as soon as possible:

a. G-4 (Mov & Tr) state that they and FETO Fed. agree the proposals provided an assurance can be given that the Italian Government will make adequate funds available to the local representatives for the payment of port labor.

b. Director of Labor (Sr) AFHQ asks whether the Italian will undertake simultaneously to:

(1) Replace all uniformed labor,

(2) Take over, or replace, all non-uniformed labor, at present employed on shift or shore work.

c. Director of Labor (Sr) also asks whether any approximate date or dates can be given when present Allied commitments will be taken over by the Italian authorities.

For Asst. Chief of Staff, G-3:

Copy to: C(Enlist)

JULIUS BYLES,
Major, G-3, G-3.

2622

29

37

COPY

Subject to: Financing of labour etc.
Charges in Italian Ports.

Transportation (Mr) Main
 C.M.P.
 Tel. Pirella Int. 9333.
 Outside line 843497
 Ref. No. 8/7/77/59.

July 1963

To 1-3-4 (Rev 4 En.)

Copy to: B.M.A. (Mr), A.P.S. - A.P.A. (Admin),
 In sub-Commission H., A.P. - A.C. H., A.P.H.,
Director General, Merchant, Ministry of Marine.

1. It is considered by this service essential that the Italian Port Authority should take over the responsibilities of port operation as soon as possible. It is appreciated that this subject is already well in mind, and that AM will shortly be getting into touch with the Italian Government, with a view to Category A & B ports being taken over for operating purposes by the Italian authorities.

2. In order to facilitate the eventual withdrawal of military personnel, it is the opinion of this Headquarters that labour employed in the handling of military cargo, not only at Class B ports but also at Category C & D ports, should be arranged and paid for by the Italian Port authorities, the Military Port Representatives merely giving receipts for services rendered. In the same manner, the Italian authorities should accept and deal with accounts for the maintenance and repair of Italian owned port facilities.

3. At a meeting of the Campbell Committee held in U.S.P. H., Rome on 13 July, it was proposed by representatives from this Headquarters, and accepted in principle by representatives of the Italian Ministry of Marine, that arrangements for the employment and payment of port labour, maintenance and repair charges, should in future be carried out by the Italian Port authorities.

4. The Italian representatives in accepting the principles proposed, agreed that the arrangements proposed should not only facilitate the subsequent withdrawal of British military personnel, but also be a contribution to the maintenance of each

2621

1. It is considered by this Service essential that the Italian Port Authorities should take over the responsibilities of port operation as soon as possible. It is appreciated that this subject is already well in mind, and that AM will shortly be getting into touch with the Italian Government, with a view to Category A & B ports being taken over for operating purposes by the Italian authorities.

2. In order to facilitate the eventual withdrawal of military personnel, it is the opinion of this Headquarters that labour employed in the handling of military cargo, not only at Class B ports but also at Category A & B ports, should be arranged and paid for by the Italian Port Authorities, the military port representatives merely giving receipts for services rendered. In the same manner, the Italian authorities should accept and deal with accounts for the maintenance and repair of Italian owned port facilities.

3. At a meeting of the Campbell Committee held in U.S.A. HQ, Rome on 11 July, it was proposed by representatives from this Headquarters, and accepted in principle by representatives of the Italian Ministry of Marine, that arrangements for the employment and payment of port labour, maintenance and repair charges, should in future be carried out by the Italian Port Authorities.

4. The Italian representatives in accepting the principles proposed, agreed that the arrangements proposed would not only facilitate the subsequent withdrawal of British military personnel, but would assist in restricting inflation by the utilization of cash under Treasury control. The Director General, Merchant Marine, however required to have an estimate of the extent of the commitment in order to apply for the necessary budget appropriation from the Treasury, and accordingly details of approximate daily tonnages at British operated ports have been estimated and are shown at Appendix 'A'.

5. The Campbell Committee considered that the proposals might, with advantage, be extended to American operated ports so as to bring all all Italian ports into line from a financial standpoint. It is requested therefore that the views of Mr. (American) be ascertained and, if agreed, that a committee including representatives of Mr. (American), Mr. (American), Port & Commerce Division A.C., Italian Ministry of Marine and other interested persons, be authorized to arrange the necessary procedure.

(290) (C.C. Farrell) Lt. Col., R.
for Brigadier.
Director of Transportation.

1292

COPY

2620

DRAFT

Average Daily Tonnage Estimates (British Ports)

Name of Ports	Category	General		Coal	Total
		Military	Civil		
TARANTO (Arsenale)	D }	300	100	600	1200
TARANTO (Sarcenile Port)	C }				
BRINDISI	D (0 in Sep)	1450	550	"	2000
BARI	D	4400	850	750	6000
ANCONA	D (0 in Sep)	750	800	450	2000
VENICE	B	1000	1000	1500	3500
GENOA	B	350	2650	3300	6300
TOTALS		8450	5950	6600	21000

2620

APPENDIX "A"

/lr

Average Daily Tonnage Estimates (British Ports)

Category	General	Stores	Coal	Total
	Military	Civil		
B)	300	100	600	1000
C)				
B	1450	550	*	2000
(in Sep)				
B	4400	850	750	6000
B	750	800	450	2000
(in Sep)				
B	1000	1000	1500	3500
B	350	2850	3300	6500
	8450	5950	6600	21000

296

2427

Sub. 220

HEADQUARTERS ALLIED COMMISSION
APO 94
TRANSPORTATION SUB-COMMISSION

RU/lrv

650/36/m 1

7 September 1945

SUBJECT: AC Action Re Improvement I.C.S. Functions and
Liaison with AC

TO : Acting Vice President, Economic Section

1. I would recommend a meeting of the appropriate representatives of the Requisition Branch, Transportation, Finance, Commerce, Industry, Education, Public Works and Utilities, and Public Health Sub-Commissions, with yourself or a representative of the Economic Section, prior to decision on establishing of I.C.S. liaison officer.

2. At the same time it seems logical to decide upon Colonel Quartier's recommendation for assignment qualified I.C.S. to training work with AC.

FRANK UPHAM, JR.
Director

28 2619

35

Buchanan

See .
0-7.17
18 Sep

NOTES ON MEETING WITH ITALIAN GOVERNMENT
INTER-MINISTERIAL COMMITTEE FOR RECONSTRUCTION, HELD
AUGUST 29, 1945

See
p. 1

a. Istituto Commercio Estero (I.C.E.)

The Italian representatives stated that the difficulties of present operation of I.C.E. was a shortage of qualified personnel, and the increased scope of I.C.E. functions because of war conditions. They reported that they would now ~~acquire~~ acquire additional field personnel of 140 people. They requested of AC that there be a consolidation or coordination of I.C.E.'s contacts with various subcommissions and parts of AC. AC agreed to see what steps could be taken in this direction and perhaps provide a liaison officer with I.C.E. for major contacts. It is recommended by Colonel Quartier that I.C.E. provide approximately 12 persons for full time work with the various subcommissions of AC on the basis of being trained while working with those in AC, handling these matters for I.C.E.

AC also pointed out to the Italian representatives that the major fault to date in I.C.E.'s operation was the lack of movement of various materials received and already stored in warehouses for a long period of time. Apparent difficulties being that I.C.E. is not able to receive specific information from the various Ministers as to whom wants what, or where and when.

c. Transportation problems.

The Minister of Transport presented a well rounded report on the present status of transportation in Italy. The major part of of this report was built around railroad rehabilitation and the material program as submitted by the Italian Government for rehabilitation of the Italian State Railways. It would appear that with the availability of coal and ore that much of the steel and other materials requested from import could be produced internally. Of immediate ~~major concern and of~~ importance, *is the important* ~~amount~~ of signal equipment, communications for the railroads now in operation. Winterization of the road beds, bridges, and culverts is now going forward. It was reported during the discussions of transportation problems that there had been much illicit buying of tires and the Italian Government representatives proposed a method of legalizing the ownership of these tires so that they would be brought out of hiding and sold to the Italian Government. The proposal appeared good, but the method did not appear as one for AC to determine or sanction.

2617

247

31 August 1945

RAILROAD REHABILITATION - ITALY

Material program as . . . cost for rail and steel for bridges:

500 Kilometers of track less ties

Raw Material of 300 Klm. of track

Raw Material for reconstruction of electrical equipment including signals, etc.

Raw Material for telephone and telegraph lines

Raw material for reconstruction of 50,000 feet of bridges.

Total of 685 bridges and culvert reconstruction job allowed.

Estimated cost of materials this program less timber \$57,000,000.00 and

It is estimated that it would cost four billion dollars to put railroads back in original shape.

*Part loading & unloading (Equipment not used by A.C. etc)
Signal equipment & interlocking of R. B. & bridges.*

PORTS AND WAREHOUSE DIVISION

Reference I.C.E. A major difficulty is the movement of various material received and stored in warehouses for long period to sources of need. The apparent difficulty is that I.C.E. is not able to receive any specific information from the various Ministers as to who wants what and where and when it is to be delivered. Consequently I.C.E. is powerless to process movement of stored material.

*What does this
program do to R.B.
system as to permanent
rehabilitation.*

*Tires - theater stock
reported illicit buying
of tires?
Tires to be sold to Italian
gov't.*

31 August 1945

RAILROAD REHABILITATION - ITALY

Material program as submitted - cost for rail and steel for bridges:

500 Kilometers of track less ties

Raw Material of 300 Klm. of track

Raw Material for reconstruction of electrical equipment including signals, etc.

Raw Material for telephone and telegraph lines

Raw material for reconstruction of 50,000 feet of bridges.

Total of 685 bridges and culvert reconstruction job allowed.

Estimated cost of materials this program less timber \$57,000,000.00 and

It is estimated that it would cost four billion dollars to put railroads back in original shape.

*Part loading & unloading (equipment not used by A.C. etc)
Signal equipment & winterization of R. B. & bridges.*

PORTS AND WAREHOUSE DIVISION

Reference I.C.E. A major difficulty is the movement of various material received and stored in warehouses for long period to sources of need. The apparent difficulty is that I.C.E. is not able to receive any specific information from the various Ministers as to who wants what and where and when it is to be delivered. Consequently I.C.E. is powerless to process movement of stored material.

*What does this
program do to R.B.
system as to permanent
rehabilitation.*

*Tires - theatre stock
reported illicit buying
of tires?
Tires to be sold to Italian
gov't.*

2616

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel: 220

FU/h1

650/35/TH 1

SUBJECT: Proposed Pipe Line for
Additional Water Supply
Port of Naples.

29 Aug. 1945

TO : Colonel Risted, Director,
Public Works & Utilities Sub-Commission

1. In accordance with agreement reached with you in my telephone call from Naples, Mr. Townsend, Regional Engineer, Public Works & Utilities Sub-Commission, went with me to yesterday's meeting of MEDBO at Caserta.

2. At yesterday's meeting, the Board passed a resolution strongly recommending that AC take immediate action for construction of pipe line to carry water from the Vesuvius spring to the port of Naples. Colonel Denaher, G-4 (Mov & Tr), re-stated that material was available if AC could secure release from the military. He further pointed out that quick action was necessary because some of this material was already beginning to move out as ballast.

3. It would appear that Prisoner-of-war labor reported as available includes qualified mechanics, such as welders. I would suggest that you arrange immediately to have the Economic Section send a signal to AFHQ to hold some of this material pending requisition on the military.

FRANK UFFMAN, Jr.
Director.

2615
26

INTER-OFFICE MEMO

RICK/ri

Tel. 478700

16 August 1945

Ref. W/7.4/1427/Tn6

SUBJECT : ICE

TO : Director, Transportation Sub-Commission

1. Enclosed herewith is copy of letter just received from ALCOM Port Liaison Officer, Naples, reference shipment of synthetic rubber ex SS GEORGE ADE.

2. This letter is a further indication of ICE's complete inability to handle the work assigned to them.

3. In addition to the direct comments of Capt. Ramsey, investigation with Capt. Bullock, of the Industry Sub-Commission, concerned with the synthetic rubber, indicates that there is no authority to change the station referred to in Paragraph 1, from Bagno di Tivoli to Tivoli.

1 encl.
As per para 1 above

Robert H. Klein
ROBERT H. KLEIN
Major Med. Adm. C.
Ports & Whse. Div.

(25)

2615P/34

C
O
P
Y

SENIOR TRANSPORTATION OFFICER
TRANSPORTATION SUB COMMISSION
HEADQUARTERS
NAG NAPLES COMMUNE
APO 394

14 August, 1945

SUBJECT: Shipment of Synthetic Rubber ex SS GEORGE ADE

TO: ICE, Naples
Attn: Director

1. This shipment is scheduled to be railed to Bagno di Tivoli Station, Rome from the port. Your liaison representative notifies us that ICE Rome advises that the station has been changed to Tivoli instead of Bagno di Tivoli. You should advise Capo Stazione which is correct.

2. RFO San Giovanni Station advises us that no documents have been received from ICE concerning rail shipment. In fact, no arrangements whatsoever have been made by your representatives and, had it not been for our efforts in this respect, it is doubtful whether any rail cars would have been made available for movement of these goods.

3. At 2030 hrs last night, six trucks were tied up along rail siding awaiting loading. One truck with only six or seven boxes on it had been loading for about two hours. There were ten checkers watching the operation, whereas on another truck loading to another rail car no checkers could be found. The matter was called to the attention of the Chief Checker or Foreman of the Gang, who made no effort to remedy the situation.

4. Whole operation of loading and dispatching these goods indicated gross inefficiency on the part of ICE representatives, and it is recommended again that you place qualified personnel in the port to coordinate these movements.

For the Commissioner:

/S/ T. E. Ramsey, Capt.

/T/ T. E. RAMSEY
Capt, Spec-Res
Port Liaison Officer

Transportation S/C- P&W Div Major Klein
PEO file

2613

25 Aug

Subject:- Handover of Port Operation to
Italian Authorities.

D.D.Th. (Docks)
Transportation (Dr) Main
C.M.F.

Tele. 843480
Firebox 9375

Ref. D.D.5/2277

11 Aug 45.

To:- H.Q. AC Th. Sub-Commission.
Financial Advisor A.F.H.Q.
Dep. Paymaster in Chief. A.F.H.Q.
No. 1 Command Pay Office
D. Labour A.F.H.Q.
Th.1.
Th.F.

Further to my letter of even reference dated
4 Aug 45, herewith copy of Signal 835/D.D.5 to
5 Port Op Gp.

G. R. E. Schulze
Major R.E.
for Colonel.
D.D.Th. (Docks).
(G.R.E. SCHULZE). 2612

(24)

2436

In lieu of A.P. C2136

TOO 1200 B

THI B

COPY

FROM : DEEDOCKS ROME
TO : (1) HQ 5 PORT CP CP
INFO (2) DOCKS SUPT BRINDISI
(3) DOCKS SUPT TARANTO
(4) FREEDOM CITE PHEDM

Originator's No. 835/DD5 11

UNCLASSIFIED (.) YOUR DG5/200/1 OF 9 AUG REF BRINDISI AND YOUR DG5/200/1

CP 10 AUG REF TARANTO REFER (.)

FIRST (.) IN VIEW INABILITY ITALIAN PORT AUTHORITIES TO ASSUME RESPONSIBILITY FOR PAYMENT AND ADMINISTRATION OF CIVILIAN QUAY LABOUR DATE OF HANDOVER AT TARANTO AND BRINDISI POSTPONED (.)

SECOND (.) AGREED ITALIAN MINISTRY OF MARINE WITH WHOM AM IN CLOSE TOUCH (.)

THIRD (.) MINISTRY OF MARINE SENDING OFFICER TO REEL TO INVESTIGATE (.)

FOURTH (.) KEEP ME INFORMED OF DEVELOPMENTS AND ADVISE WHEN YOU CONSIDER

ITALIAN AUTHORITIES CAPABLE OF ASSUMING RESPONSIBILITY (.)

FIFTH (.) COPY THIS SIGNAL BEING SENT BY LETTER TO OTHER ADDRESSEES

CONCERNED IN MY DD5/2277 OF 4 AUG

This message may be sent If liable to be intercepted or AS WRITTEN by any means fall into enemy hands this including wireless message must be sent IN CIPHER

Signed..... Signed.....
H.G.POTTIE, Colonel
Degree of
Priority.
IMMEDIATE

Distribution : Th.Signals (5 copies)
MF.1
MF.2

FIRST (.) IN VISA
FOR PAYMENT AND ADMINISTRATION OF CIVILIAN QUAY LABOUR DATE OF
HANDOVER AT TARANTO AND BRENDISI POSTPONED (.)
SECOND (.) AGREED ITALIAN MINISTRY OF MARINE WITH WHOM AM IN CLOSE TOUCH (.)
THIRD (.) MINISTRY OF MARINE SENDING OFFICER TO HEEL TO INVESTIGATE (.)
FOURTH (.) KEEP ME INFORMED OF DEVELOPMENTS AND ADVISE WHEN YOU CONSIDER
ITALIAN AUTHORITIES CAPABLE OF ASSUMING RESPONSIBILITY (.)
FIFTH (.) COPY THIS SIGNAL BEING SENT BY LETTER TO OTHER ADDRESSEES
CONCERNED IN MY DD5/2277 OF 4 AUG

-----	This message may be sent AS WRITTEN by any means including wireless	-----	If liable to be intercepted or fall into enemy hands this message must be sent IN CIPHER	-----	Degree of Priority.
Signed.....	H.G.POTTIE, Colonel	Signed.....		-----	IMMEDIATE

Distribution : Tn, Signals (5 copies)
MF.1
MF.2
File DD5/2277.

242611

COPY

650/23

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

FDGB/eh/rf

Tel. 478700

10 August 1945

Ref. W/7.4/1408/Tn6

SUBJECT : I.C.E.

TO : Acting Vice President, Economic Section

1. Reference Finance Sub-Commission's letter to you, 13168/F of 27 July 1945.

2. This Sub-Commission is entirely in agreement with the views put forward by Finance Sub-Commission. The present organization of I.C.E. has been found to be most inefficient and in urgent need of overhaul. Some specific instances of I.C.E.'s shortcomings have already been supplied in the following letters, and it is unnecessary to repeat them here:

a) Letter 28 July from Capt. Ramsey, P.L.O., Naples, to I.C.E., Naples, copy sent to Col. Walton (no reference)

b) Letter of 30 July from Major Klein to Director, Transportation Sub-Commission, copy to Economic Section (ref. W/7.4/1347/Tn6)

3. Apart from the inefficiency of the organization under discussion, however, our own house wants setting in order, since, as Finance Sub-Commission has pointed out, there is no coordination within this Headquarters of the activities of its various constituents with I.C.E. It is urged that some officer, possibly from Supply Division, Economic Section, be appointed without delay to act in this coordinating role.

Copy to:

Finance Sub-Commission
(Attn: Col. Crawshaw)
Commerce Sub-Commission
(Attn: Maj. Gent)

FRANK UPMAN, Jr.
Director

(23)

650 2610
650/2610

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION
Ports and Warehouse Division

RHK/rf

Tel. 478700

6 August 1945

Ref. W/2.1/1388/Tn6

SUBJECT : Shipment of Clothes, Shoes, etc. from
Depot 676 Naples to I.C.E. Rome

TO : Director, Transportation Sub-Commission

1. On 16 July 1945 there was received from the Commerce Sub-Commission letter ref. AG/5134/Commerce, signed by Major Gent, Director. Copy is enclosed herewith.

2. This letter instructed the Ports and Warehouse Division to arrange to ship to I.C.E., Rome, all the imported clothing, shoes and blankets which at that time were stored in Depot 676, Naples. Further details were contained in Warehouse Release Order No. 1259, dated 16 July 1945, signed by Major Gent, copy of which was also received with the above mentioned letter.

3. Shipments commenced shortly thereafter, as soon as rail bids were received. Shipments have continued and are still continuing because it is impossible to secure the necessary number of rail wagons to forward the large quantity (785 tons) in a short period. Some of the shipments made included shoes.

4. On 3 August 1945 'phone call was received from the Federazione Italiana dei Consorzi Agrari, managers of Depot 676 in Naples, stating that 8 wagon loads of shoes were on track ready to go to Rome when they were ordered by Signor Bordoni, of I.C.E., to withhold shipment because the shoes were not wanted in Rome. Naples asked for further instructions.

5. After 'phone calls and conferences with Major Gent, Major Scotten and Major Wood of Commerce Sub-Commission, it was agreed that the only person capable of rendering a decision was Mr. White, who was in Milan. There was some thought that Capt. Lapthorne, of Commerce Sub-Commission in Naples, might assist.

23a 2609

6. A 'phone call to Capt. Lapthorne, Naples, indicated he was on his way to Rome. 'Phone service to Milan to Mr. White was not available, although strenuous effort was made.

7. After more conversation on 4 August 1945 (during the meantime Naples Warehouse was instructed to hold the loaded wagons for further instructions), Capt. Lapthorne appeared in Rome along with Sig. Bordonì and it was finally learned that some of the shoes in question, received from the United States, were in need of further repairs before they could be used. Repair shops are only in Naples and unrepaired shoes in Rome would have to be returned to Naples for repair. *They* did not wish to send further shoes in need of repairs to Rome.

8. The reasons for the actions stated above seem perfectly logical, BUT it is the opinion of this office that if the parties involved had inspected the merchandise upon its arrival in the warehouse weeks ago and had been aware of the situation, all the commotion might simply have been avoided.

9. I.C.E. has a representative in Depot 676 in Naples and it seems obvious that one of his basic functions is to ascertain the nature, quality, packing, etc., of the merchandise received at that warehouse.

Copy to:

Chief, Ports & Whse. Div.
Attention: Mr. Bazzanella
Director, Commerce Sub-Commission
Attention: Major Gent
ALCOM Port Liaison Officer - NAPLES
Attention: Capt. T. Ramsey

Robert H. Klein
ROBERT H. KLEIN
Major Med. Adm. C.
Ports & Whse. Div.

1. encl.

Copy of letter as per para 1.

C
O
F
YHEADQUARTERS ALLIED COMMISSION
APO 394
COMMERCE SUB-COMMISSION
Special Materials Section

LVW/FZ

Ref. AC/5154/Commerce
Tel. 489.081
Ext. 266

16 July 1945

SUBJECT : Clothing, Shoes, and Blankets

TO : Transportation Sub-Commission
Port & Warehouse Division

1. Reference telephone conversation of Cpl. Cohen and Mr. White of 14 July.
2. Attached please find Release Note No. 1259 (2 copies) of this date consigning to I.C.E. the imported clothing, shoes and blankets which are now in Warehouse 676, Naples.
3. It has been agreed that the rail bid will be entered by your office for transporting approximately 785 DMT of these items from Naples to Bagni di Tivoli Station (Rome).
4. It is requested that the Federazione Consorzi Agrari officials at Warehouse 676 make every effort possible to seal the rail cars securely prior to their departure from Naples.

/S/ H.A. GENT

Incls. as per para 2.

/T/ H.A. GENT
Major, Director
Commerce Sub-Commission

Copies to:

- Istituto Nazionale per il Commercio Estero
Via Torino n. 107, Rome (with incls.)
- File 5156 (without incls.)
- File 5065 (without incls.)

236

2607

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION
Ports and Warehouse Division

RHK/mvm

Tel. 478700

30 July 1945

Ref. W/7.4/1347/Tn6

SUBJECT: I. C. E.

TO : Director of Transportation Sub Commission

1. In response to request that specific instances of I.C.E.'s shortcomings to be stated in a memorandum, the following points are indicated.

a. It was agreed several months ago that a representative of I.C.E. would be made available to the Warehouse Branch, Ports and Warehouse Division for certain specific purposes. Signore Ferrari was assigned by I.C.E. but he proved to be considerably incapable and was withdrawn at my request about three months ago. Immediate request was made at that time to Signore Bordonni to furnish a qualified replacement. Signore Bordonni agreed but despite constant reminders, Signore Bordonni has not produced the replacement.

b. As laid down in Executive Memorandum No. 2, I.C.E. will place a representative in each of the several ports in Italy. Despite my request some eight or ten weeks ago for I.C.E. to place a representative in Venice, no action had been taken. Signore Bordonni advised me in person a few days ago that the Ancona representative would go to Venice and another individual would be placed at Ancona. No indication has been received that the action has taken place.

c. Signore Bordonni and several of his representatives have advised me from time to time that they do not have sufficient appropriations from the Italian Government nor sufficient authority to employ personnel necessary to do the work for which they are responsible.

d. Signore Borgianni has, until recently, been the I.C.E. chief representative in Naples. His work was creditable but he was withdrawn from Naples and is now working for I.C.E. in Rome. The present I.C.E. representatives in Naples are mediocre.

23. 2606

- 2 -

e. Another instance of I.C.E.'s lack of liaison with the Allied Commission is indicated by their letter of 13 July 1945, their reference 158565, signed by Signore Bordonì and addressed to various I.C.E. employees at Italian ports.

It directed that arrangements be made to accept at shipside all incoming civil supplies in the name of I.C.E. as exclusive representatives of the Italian Government. A series of meetings concerning the receipt of civil supplies have been in progress at which I.C.E. has been represented by Signore Bordonì. The point in question has been raised at these meetings. Signore Bordonì did not indicate that he had sent the above mentioned letter or even that such steps were contemplated. Col. Crawshaw, Chief Accountant, Finance Sub Commission stated that Signore Bordonì's letter should be ignored at this moment.

f. Numerous requests have been made to I.C.E. to secure disposition of imported civil supplies from warehouses. Their actions, if any, are uniformly tardy and haphazard but they are always ready with excuses for non-performance.

g. During the week of 23 July, I.C.E.'s manager of their warehouse #1254 Naples advised AC Port Liaison Officer at Naples that the warehouse was full and no additional supplies could be accepted. I personally inspected warehouse #1254 on 27 July and found that the warehouse was reasonably full but could accept several hundred tons additional of newsprint if ordinary warehouse practices of storage were followed. The manager complained that there is on hand in this warehouse a considerable quantity of sheet steel that prevented efficient warehousing. AC Port Liaison Officer at Naples stated that he has persistently advised I.C.E. to remove this sheet steel but no action has been taken for the last several months.

h. I.C.E.'s performance of their tallying at the several military ports is haphazard. Frequently they have made informal agreements either with the checkers working for the Federazione Italiana dei Consorzi Agrari or individual agents to do their chedding for them. Their control over such agents is often inadequate. Further, when spot decisions are required because of any unforeseen circumstances that may arise during the discharge of a ship, it is often difficult to locate an I.C.E. representation and even when he is located, he is frequently without authority or ability to make the required decision. Numerous instances might easily be given.

2605

- 3 -

2. The above comments are in no way intended to be complete but are rather intended to indicate the general character of I.C.E.'s performance of their functions with reference to the receipt of supplies and storage thereof. The lack of their representative in ~~the~~ office makes it impossible for them to keep fully informed regarding expected arrivals and disposition of these supplies.

3. It is believed that Signore Bordoni is a hard working, energetic individual but is severely handicapped because he, personally, seems to take action and interests himself in almost all details and phases of I.C.E.'s operations. Such an obligation is a physical impossibility.



ROBERT H. KLEIN
Major Med. Adm. C.
Ports & Warehouse Division

Copy to:

Commerce Sub Commission
Att. Major H. A. Gent
Economic Section
Att. Col. Walton
Finance Sub Commission, Chief Accountant
Att. Col. Crawshaw
Transportation Sub Commission, Accounts Branch
Att. Major Wyatt

2604

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel: 220

FU/h1

SUBJECT: Proposed Pipe Line for
Additional Water Supply
Port of Naples.

650/31/TN 1

22 Aug. 1945

TO : Director,
Public Works & Utilities Sub-Commission.

1. Confirming our telephone conversation of this morning, at the WEDCO meeting, 21 August, Colonel J.T. Danaher, G-4, (Mov & Tr), AFHQ, stated that the water supply in Naples generally and for ships' supply has become definitely acute.

2. He referred the matter to Allied Commission and suggested that a pipe line could be run from a spring source on the Vesuvius down to the port of Naples, a run of about 26 miles. He also suggested as an alternative, a shorter run, carrying water from the same source down to Torre as a pick-up point.

3. According to the Colonel, the military have the material on hand, both pipe and booster pump equipment that might be necessary. It was suggested this could be acquired on requisition to the military. It was also suggested that a surplus of labor existing or prisoners of war could be used.

4. I agreed to submit the matter immediately upon my return to Rome to your attention. Would you be kind enough to let Colonel Danaher hear from you re this or other arrangements you may have under consideration?

FRANK UPSON, Jr.
Director.

cc: Col. J.T. Danaher, G-4 (Mov & Tr), AFHQ
Mr. Gibson-Graham, Chairman, WEDCO

22 2603

COPIES for Tn 1 file (650/Tn 1)

CONFIDENTIALHEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

MJ S/BJs

Tel. Ext. 318

10th July 1945

SUBJECT. Chief, Ports and Warehouse Division

TO. G-1 British

1. Ref conversation Jones/Sieff of 9th July, it is suggested that a signal along the following lines is despatched through your channels -

"Chief of Ports and Warehouse Division of Transportation Sub-Commission urgently required. Holder of post should have considerable experience of large port operations. Necessary for him to deal on top level with Italian Government and port authorities.

"Position carries equivalent Army rank up to Full Colonel. Assistance has been requested from Chairman Mediterranean Shipping Board to provide suitable candidates.

"Most important post filled earliest".

HERRITT M. TAYLOR
Director(21)
650/30

CONFIDENTIAL

Ext. 376

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

FJG/eh

650/28/Tn 1

1 August 1945

SUBJECT: Chief, Port & Warehouse Division

TO : G-1 (British)

1. Reference your G-1B/7/1/A of 30 July 1945, the answers to the queries raised in your Para. 1 are as follows:

a. The function to be performed is that of Chief of Port and Warehouse Division, Transportation Sub-Commission. This Division (Tn 6) consists of three Branches, viz., Operations Branch, Port Branch and Warehouse Branch.

b. The individual to be selected must have a sound technical knowledge of and experience in the operation of large ports and the loading and discharge of ships of all types. He must be capable of dealing on the top level with the Italian Government, Ministry of Marine, and the various port authorities in Italy. He should be capable of filling a post carrying equivalent Army rank up to that of full colonel.

c. The individual will be head of the Division, consisting of the three branches already indicated. As such he will be directly responsible to the Director of the Transportation Sub-Commission, who is a U.S. civilian, and the Deputy Director, who is a British Colonel.

d. The appointment is at present held by a U.S. civilian, who has asked to be released from the appointment in order to return to the United States. There is, therefore, no question of the release of a military officer for duty elsewhere.

e. This requirement is in addition to that for six civilians, referred to in AHSQ Signal PX 18005 of 30 Jan. 45. Of these six, three have so far been appointed (Road Haulage - 1; Port and Shipping - 2).

MERITT H. TAYLOR
Director

cc: 650/Tn 3 File

2602

TRANSPORTATION SUB COMMISSION
Ports & Warehouse Division

INTER OFFICE MEMO

Tel. 290
Ref. AC/24.4/28/Tn6

RMB/mvm
20 July 1945

SUBJECT: Stevedore Labor - Palermo

TO : Mr. Merritt H. Taylor, Director
Transportation Sub Commission

1. In connection with the attached copy of cable from Palermo to which a buck slip was attached instructing us to investigate and report, we attach copy of letter addressed by the Labor Sub Commission to the Economic Section, 10 July 1945, which is self-explanatory.

R. M. Bazzanella
R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Attachments:
As stated in para 1.

19
2601
650/27

E/8157

July 05
ROUTINE

PALERMO

ADMIRAL STONE ALLIED COMMISSION ROME

IN CLEAR.

Our Longshoremen Union which has been re-organized after the Allied Ban of 1945, until today has fulfilled with discipline and diligence the unloading of coal from steamships in the port of PALERMO, thus preventing other port unions from causing disturbances with strikes and senseless troubles, while the war was going on. Our union, well organized and equipped has always been opposed by Fascists still controlling the "Compagnia Portuale Di Palermo" (Port Company Of Palermo) and seeking to obtain monopolization of labor in order to impose excessive tariffs and to come into possession of our contracts, which can be evidenced by investigations carried out by the Allied Military Police of PALERMO. Since two years we have been working for the state railways, which, through our collaboration have made a saving of many millions of lires. The Ministry of Merchant Marine informs today that it has obtained from the Allied Command the authorization to commit that work exclusively to the Port Unions thus affecting our independent organization, which is composed of efficient workers and men who have been persecuted by Fascism. Back in 1929 they were opposed same as today. Therefore we beg you to intervene in order that under a regime of Freedom, a new attempt against our organization be avoided.

The Allies have fought and shed their blood to give us that Freedom which today after the liberation, they want to deny us. We have always opposed fascism and for that reason we have suffered persecutions; therefore we have the right to get back our jobs again. Today they follow the same old system and avail themselves to a Fascist Law to deprive us of our work. We ask your intervention also as a reward for

Page 2, contd

the collaboration we gave to the Allied Troops since the first day they liberated our city from Nazi-Fascist tyranny. We thank you.

Director Giuseppe Pirrone
Via Ruggero Settimo Palazzo Scalea Palermo

NOTE:
Translation

DISTRIBUTION:

Action: Labor S/C
Info: Chief Commissioner
Econ Sec
Tn S/C 2
Coal Div
File 2
Float

HEADQUARTERS
3 JUL 1945

19a
2599

O
P
YHEADQUARTERS ALLIED COMMISSION
APO 394
LABOR SUB COMMISSION

FP/ce

Tel : Ext. 493
Ref : LSC/515
Subject : Stevedore Labour - Palermo
To : Economic Section
(Attention: Capt. Highland)

1. Reference Cable No. E/8157 regarding the Compagnia Portuale di Palermo.
2. The Compagnia Portuale is a State decasualisation dockworkers scheme and is in no way a "Fascist" organization, merely because it is the only stevedore organization recognized in Italian ports. The Compagnia Portuale were originally established by Italian law in 1920 (two years prior to the Fascist regime). Private industry stevedore organizations, such as the Longshoremen mentioned in the cable which crept in are now being frozen out.
3. The matter has been discussed with Transportation Sub Commission and with General Matteini of the Ministry of Marine and it appears that Director Pirrone has made repeated representations to the Italian Ministry on the lines of the present cable. Indeed considerable correspondence has taken place between Pirrone and the Ministry during the past twelve months. General Matteini has undertaken to furnish to the Sub Commission a copy of the whole of the correspondence in the course of the next few days.
4. Epuration of Fascist elements of the Portuale is stated to have taken place last year and General Matteini is of opinion that the allegation that such elements are now within the portuale should be discredited.
5. It seems that the Longshoremen Organization in Palermo represents about 80 casual workers, who have not been absorbed into the Compagnia Portuale, which latter has now 580 permanent workers on its pay roll. These 80 men are called for work only when the Portuale's staff is insufficient to cope with the work on hand.
6. The Italian Ministry of Marine are in constant touch with the position at Palermo, and the question of the Longshoremen Union is under constant review.

2598
1950

7. Confidentially, it was stated that Pirrone who is really a contractor, is a disreputable person and is to be regarded as an unsatisfactory employer, who exploits workers.

DAVID C. SACHS
Deputy Director
Labor Sub Commission

2597

2453

DRAFT SIGNAL

11 July 1945

TO : Stanley P. France
Port Liaison Officer
Piombino

FROM : Headquarters ALCOM

PRECEDENCE: URGENT

MCDONNELL ARRIVING THERE SATURDAY 14 JULY TO
OBTAIN CLEAR COMPLETE SPECIFICATIONS FOR BUILDING
RAMPS.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

[Handwritten signatures and initials]

2596
650 (18)

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel: 220

MIT/h1

650/21/TN 1

SUBJECT: Genoa Harbor - Application
from Management Autonomous
Syndicate (Consortio) for
Financial Aid to Restore
Harbor Facilities.

3 July 1945

TO : Labor Sub-Commission

1. Returned herewith is your LSC/816 & 515, which you forwarded to Transportation Sub-Commission for information.
2. This has been read with interest, however, it appears there is no action to be taken at this time by Transportation Sub-Commission.

MERRITT H. TAYLOR,
Director.

1 encl: file.

2595

17

2453

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel: 220

MHT/h1

650/20/TN 1

SUBJECT: Guards for Warehouses

26 June 1945

TO : Port & Warehouse Division

1. Reference your AG/20/34/TN 6, it is not understood why this matter was referred to Public Safety Sub-Commission rather than discussed directly with MMIA. Please advise.

MERRITT H. TAYLOR,
Director.

2594

2593

16

RMB/fd

INTER OFFICE MEMO

SUBJECT : Information requested by P.M.A. Washington

TO : A.L. Villa

FROM : Mr. A.D. Antolini

1. Herewith the following information requested in your letter dated February 13, 1948:

2 copies of "Condizioni per l'Igiene e l'Abilita degli Equipaggi a bordo delle Navi Mercantili Nazionali" (Conditions for hygiene and living quarters of crews on board national merchant vessels)

2 copies of extract from the Italian Navigation Code, concerning port labor.

2 copies of 1. I steamers operated for Allied Forces
a) allocated to Cadix.

2 copies each relating to present conditions in the ports of:
Taranto, Brindisi, Crotone, Bari, Reggio Calabria,
Torre Annunziata, Castellammare di Stabia, Salerno,
Cagliari, Catania, Cipro, Trapani, Porto Empedocle, Messina.

2 copies of list of shipbuilding yards working now.

2 copies of regulations in favour of shipbuilding.

2. It is quite difficult to obtain information of this sort under present Italian conditions. It is expected that other information requested, which is not included above, will be obtained in the near future, however, it will not be possible to furnish all that has been requested.

2593

2 4 5 7

a bordo delle navi mercantili italiane
(Condizioni for hygiene and living quarters of crews
on board national merchant vessels)

2 copies of extract from the Italian Navigation Code, concerning
port labor.

2 copies of A. I. statement operated for Allied Forces
a) allocated to Cadho.

2 copies each relating to present conditions in the ports of:
Taranto, Brindisi, Otranto, Bari, Reggio Calabria,
Torre Annunziata, Castellammare di Stabia, Salerno,
Cagliari, Catania, Siracusa, Trapani, Porto Empedocle,
Messina.

2 copies of list of shipbuilding yards working now.

2 copies of regulations in favour of shipbuilding.

2. It is quite difficult to obtain information of this
sort under present Italian conditions. It is expected that other
information requested, which is not included above, will be
obtained in the near future, however, it will not be possible
to furnish all that has been requested.

A. D. ANTONIOLI,
Acting Vice President
Economic Section

15

650/18

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel: 318

MJS/AL

541/134/TN 3

SUBJECT: Slow Discharges at Gillipoli

12 May 1945

TO : Senior Transportation Officer,
E A E I

1. Attached for your information is a report on the discharge of the schooner, "Ninette" at Gillipoli. This large schooner took twice as long to discharge as is normal. Could you please make an examination of the general arrangement of shipping work at this port, as apart from imports, there is considerable outloading program, especially of wine?

2. Will you please notify this HQ the results of your investigation?

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

copies to:
AC Liaison Officer, Bari
Port & Warehouse Division, Tn. S/C

1 encl. report.

File

650/14/TN1
2592
14

COPY

Report on Discharging Grain from W.T. 643 NINETTA at GALLIPOLI

26/4/45

TO: Mews Officer 1/o Shipping BRINDISI

Sir,

I beg to report on the organisation of discharging 2644 tons Grain from W.T. Schooner 643 NINETTA at GALLIPOLI from the 16th to 21st April.

On arrival at GALLIPOLI 1630 hrs 15th April, I informed the A.C.C. Officials of the tonnage and class of cargo, they then told me that no work would be carried out next day on discharging the vessel, reason given, clearing up the Warehouse to take in Grain the following day.

I now submit an Extract from Ships Log showing the times and tonnage of Cargo discharged for the following days:

16-4-45	No work carried out.
17-4-45	1400 hrs to 1700 hrs : 18 1/2 Tons Discharged
18-4-45	0800 hrs to 1700 hrs : 49 Tons
19-4-45	0800 hrs to 1700 hrs : 55 1/2 Tons
20-4-45	0800 hrs to 1700 hrs : 82 Tons
21-4-45	0800 hrs to 1500 hrs : 59 Tons

On the 19th April Mews Officer arrives and asks me how discharging of cargo was progressing, I then informed him that I had lodged a complaint in to the ACC Officials here regards cargo being discharged far too slow but received no satisfaction from them. He then told me that he would see into the matter.

On 20th and 21st the Tonnage discharged definitely showed marked improvement. When at other Ports whether Loading or discharging this vessel the maximum time taken in completion is three days at 8 hrs shifts.

Hoping you can enlighten me on this matter.

I am Sir

Your Obedient Servant

/sgd/ SGT Allman C T/121369

Escort 1/x NINETTA 643
798 Coy R.A.S.C. Water Transport

13
2591

INTER OFFICE MEMO

File No. G-13/606/13/1

SUBJECT : Italian Military Personnel

TO : Vice President, Economic Section

7 May 1945

No 2001	G.D. Platoon	266/1	Service Coy.
No 2002	"	"	"
No 2005	"	"	"

The above General Duty Platoons of Italian soldiers are attached to Transportation Sub-Commission, and are at present employed in warehouses at Livorno.

It is understood that these platoons can now be made available for posting to more Northern Regions? Will you please confirm.

FOR VICE PRESIDENT, ESTABLISHMENT'S SECTION

S/ Sir J. J. I. RITCHIE Bt
Lt. Colonel,
G-1 (H)

Ref : 2.17/13

HQ. ALLIED COMMISSION, ECONOMIC SECTION, 1st Ind.

TO : Director, Transportation Sub-Commission, APO 394, 10 May 45

Request contemplated disposition of Italian Service troops listed in basic communication.

For the Executive Director :

S/ JACK WILLIAMS
Capt., Inf.
Personnel Officer
Economic Section

2590

Ref : 2.17/13/13/1

The above General Duty Platoons of Italian soldiers are attached to Transportation Sub-Commission, and are at present employed in warehouses at Livorno.

It is understood that these Platoons can now be made available for posting to more Northern Regions? Will you please confirm.

FOR VICE PRESIDENT, ESTABLISHMENTS SECTION

S/ Sir J. E. RITCHIE Bt
Lt. Colonel,
G-1 (B)

Ref: 2.17/13 1st Ind.
HQ. ALLIED COMMISSION, ECONOMIC SECTION, APO 394, 10 May 45

TO: Director, Transportation Sub-Commission

Request contemplated disposition of Italian Service troops listed in basic communication.

For the Executive Director:

S/ JACK WILLIAMS
Capt., Inf.
Personnel Officer
Economic Section 2590

Ref: W/3/259/TH6 2nd Ind.
HQ. ALLIED COM. S/C. APO 394, U.S. Army

TO: HQ., AC. Economic Section, APO 394

1. In concurrence with Toscana Region Transportation Section, it is agreed the subject Italian troops be withdrawn.
2. Their further use by this Sub-Commission is not desired.

M.B. THOMAS
Colonel
Deputy Director
Transportation Sub-Comm.

659/TM (12)

MJS/vb

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel : Ext. 318

20th March 1945

W/3/532/Tn.6.

SUBJECT : Transfer of Food Warehouse to
Italian Control.

TO : The Regional Commissioner,
Toscana Region, AMG.

1. Reference your letter R.VIII/16/141, dated 15th March, 1945, and conversation Col. Kirkwood/ Col. Sieff/ Maj. Klein of 20th March 1945.

2. It is confirmed that for the present three officers, Capt. Ramsey, Lt. Mitchell and Lt. Lester, will be left in Toscana Region to carry out supervision of warehouse operations and port liaison duties at Livorno. Personnel will only be withdrawn from warehouse and port liaison supervision if higher priority demands for this type of personnel make it imperative. Every effort will be made to leave you, for the present, a minimum of two officers, namely Capt. Ramsey and Lt. Mitchell, should it be necessary to withdraw one of the three officers.

3. At the same time, as you are aware, it is the policy to hand back to Italian organisations as much responsibility as they can carry. Therefore, as discussed, you are requested, so far as possible, to put into operation the policy outlined in letter No. W/12/434/Tn.6., dated 6th March 1945, and the enclosure thereto, Reference No. W/7/263/Tn.6., dated 12th February 1945, with a view to releasing further Allied personnel. It is fully appreciated that to make a sudden break would cause dislocation of warehousing and movement of supplies essential for the maintenance of the civil population.

4. Will you, therefore, please inform this Sub-Commission when you feel that the Italian organisation is so constituted that it is capable of taking over a greater degree of responsibility, and that Allied personnel can be released.

By Command of Rear Admiral STONE..

cc. Chief Transportation Officer,
Toscana Region, AMG.

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

11
2589
And make general file

INTER OFFICE MEMO

RHK/er

Ref : W/7/597/TN6

3 Apr 45

SUBJECT : Losses on Shipments Bari to Ancona

FROM : Port & Warehouse Division

TO : Deputy Director, Transportation Sub-Commission

1. Enclosed is copy of letter Ref. BA/PL/1/10 - 30 Mar 45, from Lt. O'Leary, Bari Port Liaison Officer.

2. This letter perhaps should be considered at the same time as my letter Ref. W/7/596/TN6 - 2 Apr. 45 to Deputy Director, Transportation Sub-Commission.

3. May an answer be had to Para: 3 of the above quoted letter from Lt. O'Leary?

Robert H. Klein
ROBERT H. KLEIN
Major Med. Adm. C.
Port & Whse. Div.

1 Incl - Ref. BA/PL/1/10 - 30 Mar 45

Copy to:- Chief Port & Warehouse Div. (Att. Mr. Bazzanella)

10

2588

COPY

ALLIED COMMISSION
PORT LIAISON OFFICE
B A R I

REF : BA/PL/1/10

30 March 45

SUBJECT : Security Reports - Cargo Shortages

TO : Port & Warehouse Division
Transportation Sub-Commission
Hq. Allied Commission
(Att. Maj. KIMIN)

1. S/S "JOHN SERGEANT", H.R. 39, U.S.C. 68. Ref. telephone conversation Major Klein - Lt. O'Leary re shortage of 48 tons grain: Imports are taken by Consorzio Agrario not Alcom. Consorzio report of receipts is 49091 sacks of which 10% broken, for total of 2611 long tons gross. No evidence of misconsignment or robbery.

2. S/S "TAUTRA" - to Ancona. Consorzio check to quay was 9876 sacks sugar. D.C.C. check was 9798. Consorzio check is believed to be correct, since D.C.C. over checked lard by similar quantity - showing it as received during final night of loading when sugar was dispatched and lard was not.

3. Ancona report of 9482 sacks received is clearly indicative of larceny, either at Ancona or here, or both. In view of the long continued shortages on shipments to Ancona, it is suggested that the situation either be accepted as normal or thoroughly gone into by competent investigative personnel at both ends.

S/ P.M. O'LEARY
Lt.
Port Liaison Officer

COPY

102587

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: G-5/399
 Date/Time of Origin: FEB 181200A

Message Centre No: D/2350
 Date/Time Rec'd: FEB 181530A
 Precedence: IMPORTANT

FROM: G-5 HQ 15TH ARMY GROUP
 TO: ALCOM CITE ACTIT

RESTRICTED

RESTRICTED.

Reference CA/180 dated 15 February copied ALCOM please ask AFHQ to cancel wire 25345 from AFHQ to 8th Army and ask 8th Army to act upon wire G-4-35 dated 15 February from 15 ARMY GROUP to 8TH ARMY.

ACTION

DIST

ACTION: Tn S/C
 INFO: A/President
 Chief Commissioner
 Econ Sec
 File 2
 Float

(9)

HEADQUARTERS
 18 FEB 1945
 A. C.

RESTRICTED

25865

This cable was sent to
 Mr. Tolson & then Mr. Coughlin

linked up with May 1945
 Tracy 12 201 dated 1/1/45

Our Ref: 650/12/11

1st Ind.

WPS/rg

HEADQUARTERS ALLIED COMMISSION, Transportation Sub-Commission. 29 Mar. '45.

TO : Economic Section (Attn: Captain Atkins).

1. Reference is made to letter Allied Force Headquarters, G-5 Section, file G-5:370.6-1 dated 28 February 1945.

2. The above letter was interpreted to include only civilian operated installations. All of the ports in Italian Government Territory are in charge of the Italian Navy and therefore the ports would not come under this category. The list of Italian Naval Officers in charge of Ports is attached for any purpose it might serve.

FOR THE DIRECTOR:

WALTER P. SCOGGINS,
Lt.Colonel, QMC,
Chief, Admin. Division.

1 Incl. - List of Officers.

SECRET

2585

COPYHEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSIONTel. 394
Ref. AC/24/3/Tn6GWEW/lml
28 March 1945SUBJECT : Attached List of Italian Officers
in Charge of Ports in Liberated Italy.

TO : Lt.Col. W. P. Scoggins

1. Reference is made to your memorandum dated 9 March 1945,
AC/161/13/Tn1 and inter-office memo dated 16 March 1945.

2. Attached is a list of reliable Italian officers in charge
of Ports in liberated Italy.

/s/ R.M. Bazzanella

R.M. BAZZANELLA

Chief, Ports & Whar. Division
Transportation Sub-Commission

Attachment:

As stated in
Para. 2.

Sa

Tel. 357

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION
Requisition Branch

GF:cl

Ref: ES-400/167-RB

February 1945

MEMORANDUM: Car Seals - Electric Light Bulbs (Station)

TO : Director, Transportation Subcommittee, Allied Commission.

1. Requisition AC-MISC-61-45 dtd 7 Dec 44 for 75,000 railroad door-lock seals was submitted to AFHQ on 8 Dec 44.
2. This was given AFHQ regn. No. MCS-246-ENG on 23 Dec 44 and supply was allocated to theatre stocks.
3. On 17 Jan 45 Maj. Klein acknowledged receipt of 75,000 seals from Transportation Stores Depot, No. 329, Tiburtina Store, Rome.
4. Our records show that no requisition has been submitted for Electric light bulbs for railroad stations. However regn. MCS-248-ENG for release of 1 gross of Electric Light bulbs for Civitavecchia Port has been approved by AFHQ and is to be furnished through theater stocks.

[Signature]
F. W. TOBY
Major, R. A.
Chief, Requisition Branch
Supply & Resources Division.

2584

(4)

Ext. 220

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MHT/eh

680/9/Tn 1

17 February 1945

SUBJECT: Warehouse at Forli

TO : Movements Division, Transportation Sub-Commission

1. Major Stewart, 15th Army Group, telephoned me today.
2. Signal No. 25345 of AFHQ, dated 12 February, to 8th Army Rear, stated that AC required sugar refinery building in addition to Consorzio warehouses. It is believed that this signal should be canceled.
3. 15th Army Group wire G 4-35, 15 February, advised 8th Army Rear that AC would require balance of Consorzio warehouses as priority No. 1 and stove factory as priority No. 2. This wire should be confirmed by AFHQ.
4. If you concur in this, please telephone G-5, AFHQ, and request that they take action indicated above so as to remove the confusion in the minds of 8th Army Rear.
5. Please advise me what steps are being taken for replacement personnel for Forli warehouses after discussing this matter with Warehouse Branch, Port and Warehouse Division.
6. Please advise 15th Army Group AC warehouse requirements at Parma.

MERRITT H. TAYLOR
Directorcc: Port & Warehouse Div., Tn S/C
Warehouse Branch, P & W Div., Tn S/C
Food Sub-Commission

2583

582

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MHT/hl

Tel: 220

650/8/TN 1

4 Feb. '45

SUBJECT: Sunken Ships

TO : Port & Warehouse Division, Transportation Sub-Commission

1. Question raised in your undated penciled memorandum is one which should be properly taken up with MEDBO.
2. It is not understood why the owners of salvaged craft do not make a substantial profit under present COGENA tariff.
3. Anything which will increase available shipping space should be encouraged.
4. Please advise what action has been taken.

MERRITT H. TAYLOR.
Director.

copy to: Movements Division

5
2582

8

MEMO

C
O
P
Y

TO: Mr. Taylor

There are, according to shipping authorities, many thousands of tons of salvagable craft either sunk or damaged in Italian waters. No effort is being made to reclaim this tonnage. No inducement has been offered to the owners - or salvage operators to raise the craft. Their attitude being, "Why should they do anything about it, the Allies will seize the craft if they raise it". They will not be reimbursed for their effort.

The owners of the craft are ready and willing to pay for the salvage if they have any assurance that they will be able to operate the craft at a reasonable profit.

In view of the fact that coastwise tonnage is being diverted from the U.K. and U.S.A. to fill the acute shortage in Italy, the question of salvage of Italian craft should be examined very closely.

/sgd/ G.C. CROOKS

(5a)

HEADQUARTERS ALLIED COMMISSION
AFO 394
TRANSPORTATION SUB-COMMISSION

MHT/h1

Tel: 220

650/7/TN 1

25 Jan. '45

SUBJECT: Schooner Rates

TO : Economic Section, Att: Price Control Office

1. I have been informed that the schooner rates as put into effect by COGENA do not conform to the schooner rates as originally approved by your Price Committee, in fact, that the rates as put into effect by COGENA are in certain instances double those authorized by your committee.

2. Please advise me whether you will take this up with the Italian Government thru the Internal Ministry Price Committee, or whether you desire Transportation Sub-Commission to take this up with Ministry of Marine thru Naval Sub-Commission.

MERRITT H. TAYLOR.
Director.

2581

4

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MHT/h1

Tel: 220

650/Ta 1

23 Jan. '45

SUBJECT: Inter-Regional Trade - Citrus Fruit.

TO : Economic Section, Att: SO3.

1. Reference letter Regional Commissioner, RFS 430/46, Sicilia Region. Transportation Sub-Commission agrees with the recommendations contained therein and has no objections thereto.

2. Transportation Sub-Commission is now and has been willing to accept bids for transport by sea from any bidder in accordance with AC Shipping Memorandum No. 2, copy attached.

MERRITT H. TAYLOR,
Director.

Incl: (1)
AC Ship. Memo No. 2.

2580

(3)

SECRETHEADQUARTERS ALLIED COMMISSION
APO 794
TRANSPORTATION SUB-COMMISSION

MHT/hl

Tel: 220

650/Tn 1

23 Jan. '45

SUBJECT: Shipping Sub-Commission

TO : Acting Deputy Chief of Staff, Economic Section

1. I agree with Harland Cleveland's undated draft on Shipping Sub-Commission, attached hereto.

2. This matter is further amplified in memorandum of Port & Warehouse Division, Transportation Sub-Commission, attached hereto, which also concurs.

3. Increases in schooner rates over those recently agreed by Price Control Committee have been made without any reference to AC, which leads to confusion and is contrary to allocation of responsibility to AC by AFHQ.

4. Operation of schooners for civilian use should be an AC responsibility and this should be delegated to Transportation Sub-Commission.

5. The present state of affairs is not at all satisfactory.

6. If coastal shipping is to be efficiently organized, and this responsibility is to be delegated to AC by AFHQ, Transportation Sub-Commission would be glad to assume this responsibility with the help of Lt. Com. Bruno C. F. Miliori.

MERRITT H. TAYLOR,
Director.

Incl: draft memo & att.
memo dtd 23 Jan.

2579

SECRET

2

INFORMATION

ALLIED CONTROL COMMISSION

APO 394

400/TW/220-2-3

5 Oct. '44

TO : All Concerned -- see Distribution

2. Henceforth the division will be known as the Accounting Branch of the Port, Shipment and Warehouse Division of the Tn. Sub-Commission, APO 394.

MARTIN E. MEANEY,
Colonel, Inf.
Admin. O. Th. S/C.

Capt. Bowes, Officer in Charge, ACC Depot	12151, Leghorn
Capt. Boyd, " " " "	" " 12150, "
Capt. Kelly, " " " "	Depots Ancona
Lt. Ramsey, " " " "	Depot 676, Naples
Lt. Hart, ACC Port Liason Officer, Depot	676, Naples
Food Sub-Commission (2)	

Public Health Sub-Commission
Industry Sub-Commission (2)
Commerce Sub-Commission (2)
Economic Section (2)
Requisition Division

Agriculture Sub-Commission (2)
Public Works & Utilities Sub-Commission

2578

1. The Accounting Division of the Food Sub-Commission (along with the personnel and equipment listed in a directive of the Food Sub-Commission, ACC/63-1/Food of 29 Oct. 44) is transferred to the Transportation Sub-Commission, as of 1 Oct. 44.

2. Henceforth the division will be known as the Accounting Branch of the Port, Shipment and Warehouse Division of the Tn. Sub-Commission, APO 394.

MARTIN E. KEANEY,
Colonel, Inf.
Admin. O.Tn.S/O.

Distribution:

Capt. Bowes, Officer in Charge, ACC Depot 12151, Leghorn
 Capt. Boyd, " " " " 12150, "
 Capt. Kelly, " " " " Depots Arcore
 Lt. Ramsey, " " " " Deput 576, Naples
 Lt. Hart, ACC Port Liason Officer, Depot 676, Naples
 Food Sub-Commission (2)
 Public Health Sub-Commission
 Industry Sub-Commission (2)
 Commerce Sub-Commission (2)
 Economic Section (2)
 Requisition Division
 Agriculture Sub-Commission (2)
 Public Works & Utilities Sub-Commission
 Southern Region { Economics & Supply Section }
 Sicily Region { " " " " }
 Sardinia Region { " " " " }
 Lazio Region { " " " " }
 Tuscany Region { " " " " }
 Lt. O'Leary, ACC Port Liason Officer, Bari
 AFHQ, G-5 Section (Att. Jr. Cmdr. Richardson) APO 512
 FBS, Transportation Section (Att. Capt. Schreiner) APO 782
 AFHQ, G-4, Rev. & Tn. (Att. Capt. Treanary) APO 512
 Messager Center, ACC HQ, Rome
 G-7, American)
 G-1, British) ACC
 G-4, American) HQ
 G-4, British) Rome

2578

①

HEADQUARTERS
ALLIED CONTROL COMMISSION
TRANSPORTATION SUB-COMMISSION
APO 394

DSA-h1

Tel: 220

2 Oct. '44

SUBJECT: Transfer of Warehouse and Forwarding Division of
Food Sub-Commission to the Transportation Sub-Commission.

TO : All concerned.

1. Reference instructions issued by the Director of the Food Sub-Commission, ACC/63-1/Food of 29th September, listing the personnel and equipment to be transferred, it is advised that this directive is in accord with the agreement and is approved by this Sub-Commission.

2. The transfer is being made as of October 1st.

3. The section to be established is the Port, Shipment, and Warehouse Division of the Transportation Sub-Commission with Lt.Col. Glanville as its Chief. All personnel, equipment, etc. in the above mentioned memorandum will be assigned and transferred to Lt.Col. Glanville.


D.S. ADAMS,
Colonel, C.E.
Director, Tn.S/C

2577

(1a)

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

LDD/es

ES/52A

2 October 1944

SUBJECT: General Order.

TO : Chief of Staff, A/CC Office.

1. May a General Order please be issued, effective 1 Oct 44 transferring the Warehousing and Forwarding Division of the Food Sub-Commission to Transportation Sub-Commission. The designation of the division upon transfer will be

"Port, Shipment and Warehouse Division of the Transportation Sub-Commission."

2. Detail with respect to transfer of personnel and equipment is being handled by Transportation S/C with G-1(A), G-1(B), G-4(A) and G-4(B) direct.

For the Acting Section Head:

L. D. Denmore
L. D. DENMORE
Col, Sig C, CSO
Economic Section

cc Food S/C
Tn S/C ✓
G-1(A)
G-1(B)
G-4(A)
G-4(B)

2576

(16)

file

27 September 1944

MEMORANDUM FOR TRANSPORTATION S/C

Subject: Transfer of Warehousing and Forwarding Division

1. Reference attached memorandum dated 25 September from Colonel Thompson relative to above subject.
2. The Food S/C has informed me that there is some difficulty in connection with new arrangements made with AFHQ whereby Transportation S/C is now the bidding channel. It is essential that this difficulty be overcome at once, and it appears that the implementation of decision to transfer the Warehousing and Forwarding Division to Transportation S/C should be undertaken forthwith.
3. In view of the fact that the Transportation S/C is on the receiving end of the transaction and will be responsible for the operation, may a draft be prepared as suggested in para 2 of Colonel Thompson's memorandum. When such draft has been approved by the Food S/C, it would seem then only necessary for the Economic Section to publish the directive in order that a transfer take place.
4. A complete understanding should be had with respect to the personnel and functions to be affected by the transfer and consideration should be given to including the transfer of the medical warehouse functions from Public Health S/C to Transportation S/C via Food S/C. The transfer of the medical warehouses is a matter to be covered by General Order to be issued by the Chief Commissioner as a result of pending reorganization. Such order will be issued within the next day or two and will no doubt transfer the medical warehousing from Public Health to Food, from which place it can be transferred to Transportation S/C by Section Order.
5. May this matter be considered urgent and necessary coordination had with Food S/C.

2575

L. D. Densmore
 L. D. DENSMORE
 Colonel, CSO
 Economic Section

1c

cc Food S/C
 Incl - above