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

CO-GE-IVA Policy
And Administration

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

10000/148/1172
Oct 44
Nov 145

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

U.M.E.B.(L)(45) 1.

UNITED MARITIME EXECUTIVE BOARD
LONDON BRANCH

COASTING AND SHORT SEA TRADES IN EUROPE.
ORGANISATION OF ZONE 3.

REPORT OF SPECIAL COMMITTEE.

1. At the second Session of the United Maritime Executive Board, Sir John Fisher, in introducing the European Short Sea Trades Scheme, said that it was generally agreed that the administration of the Scheme might call for varying measures of decentralisation, according to the peculiar circumstances of the Zone, and, in this connection, further exploratory work was required for Zone 3, especially having in mind that there was employed in that Zone a substantial volume of small craft which were little more than pack-mules of itinerant merchants". The Board, in approving the Scheme, authorised Sir John Fisher to convene his Committee again in order to give further consideration to the machinery needed in Zone 3, in view of the special problems involved in the Zone.

2. The Committee has met and has had the advantage of a report on the conditions and requirements in the Zone received from Sir John Fisher who has made a personal visit to the Mediterranean accompanied by Mr. P.A. Hunt, one of the Joint Secretaries of the London Branch Board. The Committee recommend as follows.

3. In relation to the seat of the Zone 3 Committee, the European Short Sea Trades Scheme lays down that "the Committee will need to function from a place in the Mediterranean with quick telephonic and telegraphic communication with London in order that prompt guidance and instructions may be obtained by the Zone Committee from the Area Committee, as necessary". The contracting Governments concerned are agreed that for the time being military considerations require that the seat of the Committee should be at the place from which the Mediterranean Shipping Board operates. This is at Naples at present. The work of the Mediterranean Shipping Board, which will continue after U.M.A. comes into operation in relation to military shipping requirements, port clearance, routeing and allied matters, and that of Zone 3 will be closely related and in the early stages of the operation of U.M.E.B. it will be a matter, not merely of convenience, but of practical necessity, that the two bodies should work side by side. The arrangement proposed should be of a temporary nature and should be re-examined by the Coasting and Short Sea Committee ("Area Committee") in the light of experience and changes in military considerations. It should be left to the Area Committee later to decide where the Zone Committee should ultimately sit after the initial stage of the operation of U.M.A. The U.K.'s principal representative in the Mediterranean will also be the U.K.member of the Zone Committee and his staff will provide the secretariat in accordance with para. 1 (c) (iv) of the European Short Sea Trades Scheme.

3184

4. The question whether a Sub-Committee or an Administrative Sub Office of the Zone Committee should be established in the Eastern Mediterranean has been explored. It is felt that it would be premature to do so at the outset of the

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3184

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- 1 -

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

5. There will be areas in the Zone (other than domestic coasting trade areas) where supervision by the Zone Committee of the control of employment of vessels and of freights will not be necessary for the fulfilment of the functions of U.N.R.R.A. For example, it is proposed that this control need not be exercised at present over:-

(a) vessels employed exclusively in trading in the Black Sea and in the Red Sea; and

(b) schooners, caiques and other small vessels.

It is further recommended that the Area Committee should be given discretion to approve other proposals of this nature by the Zone Committee.

With regard to (a) the Zone Committee will, of course, be concerned with trades between ports within the Black Sea or the Red Sea and ports in other parts of the Zone.

In relation to (b) it is proposed that the course to be adopted should be as follows:- Account should be taken of the overall carrying capacity of such small craft in determining the total tonnage to be allocated to the Zone by the Area Committee or by the Zone Committee to trades within the Zone. In arriving at the volume of tonnage to be allocated to a particular trade (whether coasting or short sea) it should be assumed that a certain proportion of the approved cargo programme would be carried by these small craft. It would be, of course, a matter for the national authority concerned to see that the cargo assumed to be so carried actually is carried by the craft, and to exercise sufficient control for the purpose. If they failed to carry what was expected of them in a particular trade and the national authority concerned claimed more tonnage from the Zone Committee to make good the deficiency, the onus of proving that the small craft at its disposal were incapable of lifting the programmed cargo allotted to them would rest on the national authority.

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

0420

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

COMITATO GESTIONE NAVI
"CO.GE.NA."
Ufficio Presidenza

ATM/al

13

Our ref.: 58

Rome, 11 November 1945

Memo to Maj. Laraman.

1. The following schooners recently released by R.A.S.C. were requested by MWTR (Med) Naples to be put at the disposal of the UNA representative at Brindisi to be employed for consecutive voyages on the Brindisi-Albania run on account of UNRRA:

Reg.No.	Name	Capacity	Location
157	Cattani G.	227	ETA Trieste Nov.12 to discharge
783	Mare Nostrum	204	at Molfetta under repairs
643	Ninetta	390	ETA Savona Nov.14 to discharge
939	Rita	360	under repairs
153	Filomena Madre	185	at Molfetta under repairs

2. Instruction were issued accordingly and as soon as these schooners will be available they will proceed to Brindisi.

3. Owing to the unavailability of the a/m schooners the Papà Michele, 274 tons capacity has been maintained on the Brindisi-Albania service.

4. We have been informed that in the last few days the s/s Fanny Brunner, GRT 2366 and s/s Sandrina, GRT 793 have been nominated by UNA for the same service. Sandrina left Brindisi for Durazzo on Nov. 2nd.

A.T. LARENA

783

0427

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

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LIGURIA REGION
TRANSPORTATION SECTION

D Tn Sic 72

Tel: 28771.
Ref: Lig/Tran/204.
Subject: Allotment of Marine Tonnage.

October 16th. 1945

To: Shipping Sub-Commission, Rome

Enclosed herewith letter and newspaper extract received from Professor C. Colamartino which might be of interest to you.

For the Regional Commissioner,

R. K. Harper, Capt. R.A.
R. K. Harper, Captain,
Regional Transportation Officer.

Encl. 1 Letter and Extract from newspaper.
RKH.EM

3782

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

PROF. DR. RAG. O. COLAMARTINO
LIQUIDATORE D'AVARIE
GENOVA
Via Roma 11/5 telef. 581516 - 82267

Indir. Telegr.: Colamartino - Genova

Genoa October 10th 1945

To the Allied Head Quarters
Piazza Fontane Marose
Genoa

Gentlemen, I beg to enclose herewith a translated copy of an open letter addressed to the President of the "COGENA" published on the "Secolo Liberale" of the Ist inst. the contents of which are self-explanatory.-

The 45/50.000 tonns actually available,would be amply sufficient to cover our needs as fixed by your goodselves,(if I am not mistaken,30.000 tonns of cargo exchanged monthly between the italian ports); instead the "COGENA" did not and does not succeed in providing for your request as above.- All this clearly shows that the inside organization of the above mentioned Committee does not function as it could and shoud.-

In these circumstances,I think that you are in the best position to give them precious suggestions as well as advice.-

Thanking you in advance for any steps you will properly take in order to secure a better proceeding of the matter,I beg to remain.-

O.Colamartino

Encl.

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0423

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

Capt Cozzi

This might be
Browne
Mr. Hanvey
Robt Rowe

2 pl

Traslated copy of an open letter published by "IL SECOLO LIBERALE"of Genoa of the Ist inst.

Is the assistence of the "COGENA" useful to the merchantile traffic ?

Prof.Colamartino has sent the following open letter to the President of the "Cogena" and to the General Director of the Merchantile service: With your dispatch no 3270 of the I2th inst you have comunicated to the "ITMARE" (or COGENA) of Genoa that the motor-sailing ship "SAN LEONARDO" has been assigned to the port of Gallipoli to embark wine for Naples.- No Objections.- However,permit me,President,to give a schematic summary of the economical results of the operation.- First of all:

a),following the calculations referring to a period of one month,the necessary time for the whole voyage.-

b),The distance from Genoa to Gallipoli is 770 knots,and from Gallipoli to Naples 435;hence the whole distance is I205 knots which,at a medium of 5 knots on hour,requires 24I hours sailing.-

c),the motor,(I50 HP),consumes 30 Kg.of nafta an hour and 5 gram of oil,necessitating therefore 7230 Kg.of the former and I80 of the latter.-

d),the rates from Gallipoli to Naples for that cargo and that route is 2343 lire per tonn.-

Given that,the calculations are as follows:

Gazoil Kg.7230 at Lire I8	Lire	I30.000,-
Oil Kg.I80 at lire 55	"	I0.000,-
Crew	"	I20.000,-
Insurance crew,etc.	"	40.000,-
Insurance ship	"	I20.000,-
War risk	"	60.000,-
Various	"	50.000,-
Total.....	"	530.000,-

These are the actual certain expenses besides which the freight can be calculated as follows: ship's capacity 300 tonn; for wine in barrels, including deck cargo,about 220 tonns; at 2343 per ton,total 5I5.400.- It is obvious that the transaction is already passive at this point;and one must take into consideration that stops at intermediate ports due to bad weather are not infrequent occurrances.- They are,as one knows,small ships,not big steamers; therefore sail when the sea permits.- Without take into account any probable breakdown,specially of the motor,all time lost while the expenses continue all the time.-
Second observation: in the above calculations I have not taken into account the ship sinking found.- If we were to consider that..... the result,already obtained as passive,would spell desaster.-

Now,is all this possible ? Is it possible to conceive that a Committee like the "COGENA",to day "ITMARE" already in existence for nearly tow years,has not been able to,or known how to,or wished to make such simple calculations,and then take the necessary steps ? 3680

It is said: in allotting the motor-sailing ship to Gallipoli,the "COGENA"

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

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It is said: in allotting the motor-sailing ship to Gallipoli,the "COGENA" has granded the shipowners free employment and free freight in the out going voyage.- Thanks for such generosity.....! But the "COGENA" knows perfet ly well that in Genoa,as well as in the intermediate ports along the route, there are no out-going cargos for the south; the "COGENA" knows perfectly

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

well the ships leave this port with ballast because of the derth of cargo: hence the concession of free employment and free freight is purely a negative concession.- The only goods which ~~would lengthen the voyage~~ leave Genea are directed to Sardenia; with a slight deviation which would lengthen the voyage only for two or three days,the shipowners would have the possibility to load goods,for instance,for Olbia or Cagliari,counter-balancing,to a certain point,the passivity of the return voyage,and at the same time distributing the goods for Sardinia which has great necessity for many available things from the continent.-

No sirs,asthought it were intentional,the Sardiniam ports are excluded.-

It is also said: but it is not we,it is the Allies who wish for the existence of the "COGENA".- President,the Allies,up to day,have proved to be very capable in managing their own affairs; it is not admissable therefore that they can be incompetent and incomprehensible when it is a question of controlling other people affairs.- And then,the Allies would have been preoccupied to assure the provisionment of our country through the constitution of a Committee to control the shipping available.- But the inner functions of the Committee,the details,the persons..... that is the point.....the persons; all that is our own affair and does not regard the Allies.-

And then there is the tariff question.- Why not revise the tariffs? Why not make them adeguate to the costs ? Why oblige shipowners and captains to use mean subterfuges to elude absurd regulations ? Why encourage the black market on the freights; that is,actually promote it ?

The totality of the motor-sailing ship are in similar conditions to the "San Leonardo",plus the fact that the small ships feel more the disadvantages of the present state of affairs.- In fact while for the ships of light tonage the freight is in proportion,the same cannot be said for the expenses.- What actually happens is this: captains,faced with the unjust obligation of a fixed under rated freight,do what they can to get a higher freight from the shipper.- And it is neither edificating nor useful to oblige them to have resort to such mean ways.-

One thing is certain,and that is that in this conflict,the remains of our delapidated merchantile fleet which could,nevertheless,give a precious contribution to the reopening up of the lines of comunication between our different regions,is not,according to the statistics,as efficient as it might well be: therefore,first of all and above all, the whole nation has to suffer and bear the consequences.-

3079

Prof.O.Colamartino

0 4 2 6 Declassified E.O. 12356 Section 3.3/NND No. 785021

Ac/M/WMD/22 —— 25 Sept.

Drew.

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

0428

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

To: Mr. Hanway
M.W.T. — Rome-Caserta Italia 25

Dear Mr. Hanway,

Major Laremore would like you to read the enclosed letter forwarded by A.M.G. and kindly return it to this Office —

Best regards

Yours Tom.

(Capt. A. Tosi)
Tn. Sub. Comm.
Mov. Shipping —

25/10/1945

Capt Tosi
for Potara
for sec.

Roma, - 5 OTT. 1945 19

Ministero della Marina

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

Al MEDBO
Corso d'Italia 24
ROMA

Divisione III Nav. Sez. I
Prot. N. 211595 Allegati 1

Risposta al Foglio del
Div. Sez. N.

OGGETTO Impiego del naviglio motovelico di stazza lorda fino alle 25 tonn..

e per conoscenza:
ALLA COMMISSIONE ALLEATA
Sottocommissione Trasporti
ROMA

This has agreed by Medbo 9/x and info will be attended by Medbo to Italians

Come dalle proposte formulata dalla Confederazione italiana degli armatori ed in conformità al parere manifestato dal Consiglio del Cogena nell'ultima sua riunione, si prospetta la possibilità che sia concessa libertà assoluta d'impiego e di nolo ai motovelieri di stazza lorda fino alle 25 tonnellate.

Il provvedimento siffatto viene giustificato non soltanto dalle difficoltà che sono connesse all'impiego di tale naviglio, ch'è munito di motori di scarsa potenza e non offre sufficiente sicurezza di navigazione specie durante la stagione invernale; ma anche dalla considerazione che per il piccolo naviglio riesce inadeguato il nolo Cogena, in quanto più fortemente incidono sulla sua gestione le spese generali di amministrazione, in relazio-

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

Ministero della Marina

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

Div. III Nav. Sez. I
Prot. N. 11595 Allegati 1

Risposta al Foglio del
Div. Sez. N.

Roma

Al MEDBO
Corso d'Italia 24
ROMA

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D' stato, d'altra parte, previsto che al naviglio anzidetto, in relazione alla limitata sua efficienza tecnica, sia consentita la navigazione entro determinati limiti geografici. Tali limiti sono stati precisamente fissati, assegnando alle navi iscritte

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

nei porti di ciascuna regione determinate zone di traffico, come può rilevarsi dal prospetto allegato.

Nel sottoporre all'esame le proposte di cui sopra, si prega di far conoscere le proprie determinazioni in merito.

p. IL MINISTRO

Chaltein

0431

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

PROPOSTE DI DELIMITAZIONE DELLE ZONE DI TRAFFICO
PER MOTOVELIERI SINO A 25 T.S.L.

Compartimento di iscrizione	Zone di traffico
SICILIA	Periplo della Sicilia, Isole Eolie e navigazione costiera sino a Napoli inclusa; costa orientale calabra sino a Taranto.
CAMPANIA	Napoli, Isole del Golfo, Reggio Calabria e periplo della Sicilia; al Nord coste laziali e toscane sino a Vada incluso.
TOSCANA	Arcipelago toscano e coste tirreniche sino a Napoli al sud e porti liguri al Nord, Sardegna orientale da La Maddalena a Cagliari.
LIGURIA	Liguria, nord Sardegna e costa tirrenica sino a Civitavecchia incluso; isole arcipelago toscano.
SARDEGNA	Periplo Sardegna, arcipelago toscano, porti liguri.
JONIA	Mar Jonio, coste calabre sino a Pizzo e Sicilia orientale, coste adriatiche sino a Pescara.
PUGLIA	Da Gallipoli ad Ancona, Isole Tremiti e Pianosa.
MARCHE	Da Bari a Venezia.
VENETO	Venezia, Trieste e coste adriatiche sino a Bari.

3676

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

0433

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

(20)

GB/ga

Tel. 454

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Our Ref : AC/504/70/Tn.3.

25 July 1945

SUBJECT : Schooner "Ino Fratelli" 1017

TO : Itmare Roma Via dei Centari 3

1. Enclosed is copy of a letter from F.L.O. Venezia Region regarding schooner Ino Fratelli 1017 and detailed list of cargo.

2. It is requested that you investigate the movement of this schooner and advise this office whether the cargo was against an authorised bid passed by the Ministero dell'Alimentazione.

For the Director :-

R.F. LAKAMAN
Major R.E.

Encl :- Copy of letter F.W. 14 dated 21 July 1945.
List of cargo.

Copy :- F.L.O. Tn. AMG Reg. XII (Capt. Bowes)
P.L.O. Bari
Food S/C
Ministero Alimentazione Roma
Schooner Office.

3075

0434

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COPY

VENEZIA PROVINCE
VENEZIA REGION
ALLIED MILITARY GOVERNMENT
APO 394

Ref: PW 14

Subject : Schooner
Due Fratelli

TO : Tn. Sub-Commission
HQ Allied Commission
APO 394

1. A list is enclosed of the Cargo of the s/m schooner which arrived under the control of CO.GE.NA. This cargo does not appear to come under the description of Essential Tonnages.

J.H. BOWES Capt.
Port Officer
Tn A.M.G. REG.XII

21 July 1945
Venice

Copy to : TN REG.XII A.M.G.

3074

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

BEST COPY POSSIBLE

0436

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

Merce arrivata a Venezia con il m/v 3 I DUE FRATELLI" il 17 luglio 1945 proveniente da Bari.

Caricatore : Ditta Capobianchi e Tiberini

Ricevitore: Ordine

Merce avinciata dalla ditta Aurelio Maccani & C.

Fusti	42	Alcool puro e denaturato Pure alcohol and methylized alcohol)	Kg	15655
Sacchi	155	Mandorle (almonds)	"	12400
Casse	40	Marsala	"	1560
"	100	Vermouth	"	2600
"	46	Spumante	"	1941
Fusti	40	Cognac	"	4731
"	18	Capperi (Caper)	"	1900
"	16	Pesci conservati(preserved fish)	"	668
Casse	31	Pesci conservati(all'olio (Fish in oil)	"	1530
Sacchi	20	Scagliola (canary grass)	"	2000
Fusti	37	Vermouth	"	6693
Fusti	17	Marsala	"	6800
Casse	6	Essenze per liquori e sciroppi	"	120
Casse	40	Liquirizia (Liquorice)	"	1210
"	42	Pesce salato(Fish in salt)	"	669
	650			59699

3073

COMITATO ITALIANO GESTIONE NAVI

CO. GE. NA. - NAPOLI

RAPPRESENTANZA DI BARI

7042

OGGETTO	N.	A.T.S.
Traffico quindicinale motovelieri.	1889 Segreteria	BARI, 20 Luglio 1945
Preghiera di trattare un solo argomento per ogni lettera	Da citare nella risposta	Via Andrea da Bari N. 42 I - Telef. 12624 - 13625

Spett.
COMMISSIONE ALLEATA

B A R I

Unita ci **pregiamo** rimettevi distinta - in triplice copia - del traffico dei motovelieri dai porti della Provincia di Bari durante la seconda quindicina dello scorso mese di giugno e prima del mese corrente.

Gradite distinti saluti.

« CO. GE. NA. »
COMITATO ITALIANO GESTIONE NAVI
Rappresentanza di Bari

All/ 3

3672

Attached is list in triplicate of movements of schooners from the ports of Bari Province during period 15 June - 15 July.

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

A. C. C. REGION II — FORTNIGHTLY SCHOONER TRAFFIC RETURN

PROVINCE B A R I — FORTNIGHT ENDING 30th June 1945

BID NO	PORT	NAME OF SCHOONER	DATE SAILED	DESTINATION	COMMODITY	TONS	ACC OR CIVIL
1	Barletta	ZOLA	19/6	P.Recanati	Wine	19	Civil
2	"	SAVERIO MARIO	20/6	Rodi G.	"	69	"
3	"	VI DIRO'C.	21/6	Brindisi	Empty Brls.	--	"
4	"	SAN DOMENICO	21/6	Brindisi	Ballast	--	"
5	"	C.BARTOLI	25/6	Senigallia	Wine	65	"
6	"	SAN GIUSEPPE	25/6	P.Civitanova	"	40	"
7	"	LUIGINO	26/6	Margherita	Ballast	--	"
8	"	EMILIA	26/6	S.Benedetto	Wine	20	"
9	"	IDA II°	27/6	Ancona	"	46	"
10	"	VOLTURNO	28/6	Gallipoli	Empty Brls	9	"
11	"	MARIA ADDOL.TA	28/6	Pescara	Wine	19	"

FORTNIGHT ENDING 15th JULY 1945

1	Barletta	CONCORDIA	1/7	Pesaro	Wine	45	Civil
2	"	S.GIORGIO II^	3/7	Ancona	Timber	60	"
3	"	PAPPAGALLO	6/7	Ancona	Wine	64	"
4	"	GIUSEPPE M.	6/7	Gallipoli	Wheat	50	"
5	"	SAVERIO MARIO	7/7	Rodi G.	Wine	60	"
6	"	NUOVO S.ROCCO	7/7	Melfetta	Ballast	--	
7	"	S.GAUDENZIO	7/7	Margherita	"	--	
8	"	ANNA MARIA PTRO	9/7	Senigallia	Wine	60	"
9	"	PAPA' MICHELE	9/7	Margherita	Ballast	--	
10	"	NUOVO S.ROCCO	10/7	Senigallia	Wine	30	"
11	"	ANNA MARIA	12/7	Bari	Wine	65	"
12	"	SAN GIUSEPPE	13/7	P.Civitanova	Wine	47	"
13	"	TRIESTE	15/7	Pesaro	Wine	20	"
14	"	SAVERIO MARIO	15/7	Pescara	Wine	68	"
15	"	VULCANO	15/7	S.Benedetto	Wine	45	"

3871

« CO. GE. NA. »
COMITATO ITALIANO GESTIONE NAVI
Rappresentanza di Bari

TO BE MADE OUT IN TRIPLICATE:
a TWO COPIES TO BE SENT TO HQ. REGION II ON 15TH AND 1st OF EACH MONTH.
b ONE COPY RETAINED FOR FILE.

SIGNED _____
PROVINCIAL SUPPLY OFFICER

0 4 3 8 1
Declassified E.O. 12356 Section 3.3/NND No. 785021

0 4 3 9 1

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

V NEZIA PROVINCE
VENEZIE REGION
ALLIED MILITARY GOVERNMENT
A P O 394

Ref:- PW 14 Subject:- Schooner "Due Fratelli"

To:- TH Sub-Commission
HQ Allied CCommission
A.P.O.394

1) A list is enclosed of the Cargo of the m/m schooner which arrived under the control of CO.CE.NA. This cargo does not appear to come under the description of Essential Tonnages.

J.H.Bowes. capt.

21 July 1945
Venice

J.H. BOWES Capt.
Port Officer
TH A.M.G.REG.XII

Copy to:- TH REG.XII A.M.G.

3[illegible]

0449

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

10A

Merce arrivata a Venezia con il m/v "I DUE FRATELLI" il 17 luglio 1945 proveniente da Bari.

Caricatore: Ditta Cappoblanchi e Tiberini

Ricevitore: Ordine

Merce svincolata dalla ditta Aurelio Maccozzi & C.

Fusti	42	Alcool puro e denaturato (Pure alcohol and methylised alcohol)	kg	19659
Sacchi	155	Mandorle (almonds)	"	12400
Casse	40	Marsala	"	1560
"	100	Vermouth	"	2600
"	46	Spumante	"	1941
Fusti	40	Cognac	"	4731
"	18	Capperi (Caper)	"	1900
"	16	Pesci conservati (preserved fish)	"	669
Casse	31	Pesci conservati all'olio (Fish in oil)	"	1530
Sacchi	20	Sedgliola (celery grass)	"	2000
Fusti	37	Vermouth	"	6693
Fusti	17	Marsala	"	6400
Casse	6	Essenze per liquori e Sciroppi	"	120
Casse	40	Liquirizia (Liquorice)		1210
"	42	Pesce salato (Fish in salt)	"	669
	650			59699

3669

1-6-45	Tarantello	86			
	Concordia	56	ANCONA	PESARO GALLIPOLI (Greco)	
4-6-45	Trionfo	114			
	4 dei Cognati	66		SENIGALLIA GALLIPOLI (Greco)	
6-6-45	Ave	90			
	Papa Michele	274	ANCONA	SENIGALLIA GALLIPOLI	
11-6-45	Stella	90	(Barletta)	Faro - Brindisi o Gallipoli	
11-6-45	Anna Maria 80		Barletta	Faro Brindisi o Gallipoli	
13-6-45	S. Domenico	35	(Greco)	Pompeiana Brindisi	
12-6-45	De Amicis	52			
	Andrea	51			
	Teresa Paola	53	Greco	P. Rosario Gallipoli	
	Maria Fabio	60			
15-6-45	Giovanna	222	Motoletta	Pompeiana Brindisi	
		1,300			

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

	Rafa Michele	274 [illegible]	SPEDIGALLIA	GALLIPOLI
11-6-45	Strina	9a	Barletta	Foro Brindisi Gallipoli
11-6-45	Anna Maria Sa	Barletta	Foro	Brindisi Gallipoli
13-6-45	Domenico	35	Foro	Pompeiana Brindisi
12-6-45	De Amicis	52	Foro	P. Racanati Gallipoli
	Andrea	51		
	Tolenna Guido	53		
	Maria Fabio	60		
15-6-45	Giuliano	222	Molfetta	Pompeiana Brindisi

1,300

1,68

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

504

0443

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

TRANSPORTATION SUB COMMISSION
Ports & Warehouse Division

INTER OFFICE MEMO

Tel. 290
Ref. AC/13/32/Tn6

RMB/mvm
12 July 1945

SUBJECT: P.O.L. Allocations

TO : Movements Division
(Att. Col. M. J. Sieff)

1. Attached is correspondence which was sent to us for investigation.

2. We received the following information over the telephone from Mr. Crooks in Naples:

In Naples, there is 310 tons of fuel and 18 tons of benzine. No trouble is anticipated in regard to getting through July.

R. M. Bazzanella

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Attachment:
As stated in para 1.

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

Mediterranean Shipping Board.
A.F.H.Q., C.M.F.

5th July, 1945.

68

To: Transportation Sub-Commission,
A. C., H. Q.

From: Secretary, MSBO.

Supply of Diesel Oil Fuel to Italian Schooners.

Enclosed is a copy of the reply from Petroleum Section to the Board's letter of 3rd July, 1945 requesting that Italian Schooners might be allowed to draw diesel oil fuel on demand. A copy of the Chairman's subsequent communication to Petroleum Section is also enclosed for information.

Margaret Ritchie.

Secretary, MSBO.

Register please.

2166

0445

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

Mediterranean Shipping Board,
A.F.H.Q., C.M.F.

5th July, 1945.

To: Petroleum Section, A.F.H.Q.
From: Chairman, Mediterranean Shipping Board.

Supply of Diesel Oil Fuel to
Italian Schooners.

I very much regret the decision contained in your letter of 4th July, Pet.520/1, as it is vital in present circumstances that all forms of transportation should be used to their maximum capacity, and I will have to record that your decision may result in a considerable amount of ships' time and carrying capacity being wasted.

I would ask you immediately to reconsider your decision as a temporary measure.

Margaret Ritchie

Chairman, MEDBO.
(absent on duty)

Copy to: Transportation Sub-Commission,
A. C., H.Q.

3365

Tel. 454 TRANSPORTATION SUB COMMISSION GBG/lr

INTER OFFICE MEMO

AC/504/67/Tn.3 6 July 1945

SUBJECT : Out-standing Shipping pobmts.

TO : Chief of Movements Division.

ITEM	LATEST POSITION
1) P.O.L. for schooners	- Chairman Medbo taking action with AFHQ
2) ITMARE	- Organization now working in Rome for schooners; coaster allocation in process of being transferred from Naples to Rome
3) Stevedoring rates	- Meeting this morning. Major Mc Clure knows position.
4) Piombino	- P. & W/ H Div. instructed go ahead with new berth.
5) Cat. "A" and "B" items	- Ryan requested contact and furnish transportation British Increment copies of requisitions.
6) Future programmes and requests to Shipping Authorities	- Sub-Commissions supplying estimates by 12 June. - Major Mc Clure knows drill.

3064

G.B. GODFREY
Major I/E

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

SUBJECT : Out-standing Shipping points.

TO : Chief of Movements Division.

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3364

G.R. GODFREY
Major I/E

free

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

0448

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

FILE

(66)

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-commission

MJS/bjs

Tel. Ext 318

2nd July 1945

504/66/Tn.3

SUBJECT. POL for schooners

TO. AFHQ Petroleum Section,
RAAC

1. Ref yourFET/309/27 dated 29th June 1945. This information is of course only a partial guide.

2. As you are aware, there were large numbers of schooners during the month of May idle for periods up to 3 days because no fuel was available for them out of the allocations made by Liquid Fuel Office.

3. The whole object of the present investigations is to establish as accurately as circumstances permit the reasonable amount of fuel which should be allocated to schooner traffic for the carrying out of the disease and unrest programme.

For the Director

3063

M.J. SIEFF, Colonel.

Copy to Commerce Sub-commission.

0449

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

(64)

Tele : 362

AT/fd

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Our ref.: AC/504/65/Tn 3

29 June 1945

SUBJECT : M/Schooner S.Michele

TO : Medbo Schooner Control Board
Naples

1. The m/schooner (motovivaio) San Michele was released on May 10th 1945 for two months account owner for live lobster fishing and transport Sardinia-Civitavecchia.

2. The owner has now addressed an application to the High Commissioner for Food for retaining the m/schooner until the 31st of October.

3. We attach hereto copy of the letter of the owner and of the High Commissioner for Food.

4. Please advise this H.Q. the decision of the Shipping Authorities.

For the Chief Commissioner:

3062.

G.B. GODFREY,
Major, I.E.

FILE

T R A N S L A T I O N BG/gs

C.O.G.E.N.A.

Ref : P/C/S/I Rome 26 June 1945

TO : Ministry of Industry, Commerce and Labour
General Department of Industry and Mines
Fuel Division - ROME-

SUBJECT : Allocation of petroleum products to m/schooners enlisted in COGENA

1. Reference is made to the letter N° 3173 dated June the 20th of said Ministry.

2. The Committee does not agree on the arguments pointed out by the Ministry in regard to the circumstances which have provoked in conveniences in the allocation of fuel for m/schooners.

3. It is deemed that these inconveniences are provoked by the great difference among the amounts requested by this Committee and those allocated by the Ministry. These amounts are really insufficient to supply all m/schooners, which are operating essential movements ordered by the Allied Authorities, and are provoking, besides the claimed inconveniences, also a scarse utilization of ships, not complying with the Allies' instructions on the matter. Therefore it results a negative economic operation of ships with direct consequences on the State Budget. 3061

4. The requirements of m/schooners have never been based upon a montly allocation for each ship, but only and exclusively according to the requirements suggested by the ascertained consumptions, for the voyages which they are making according to the instructions issued each day by the Allied Authorities who are supervising their operation. (Medbo Schooner Control).

5. Therefore the release of half of the allocated amounts (which do not correspond to the half of those which have been requested) during the first days of may by this Committee and the statistical investigations done on the average supply of each motoschooner during the same month, are not relative to the claimed inconveniences.

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

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5. Therefore the release of half of the allocated amounts (which do not correspond to the half of those which have been requested) during the first days of may by this Committee and the statistical investigations done on the average supply of each motoschooner during the same month, are not relative to the claimed inconveniences.
But it is proved once more the insufficiency of the allocation and it is demonstrated why we have been compelled to operate the longest voyages at the beginning of the month (after the new allocation) and to limit to short voyages the operation of ships during the remaining days of the month, with the economic and operative conseguence specified in para 3.

THE PRESIDENT

Lt. GENERAL A.N.
(sgd Carlo Matteini)

Copy to : General Department of Merchant Marine - Rome
Hq. Allied Commission Transportation S/C Rome
COGENA - MANAGEMENT - Naples.

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

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

AJS/bjs

(63)

FILE

Tel. Ext 318
534/63/Tn.3

23rd June

SUBJECT. Minutes of meeting held at H.Q. A.C. on 22 June to discuss allocation of fuel to schooners.

TO. See distribution .

1. Present were -

Col SIEFF (in the chair)	Movements Division
Major GOLFREY	" "
Major STAIT GARDINER	" "
Major FAGAN	Pet. Section AFHQ
Capt. COWLIN	Commerce Sub-commission
Gen. MATTEINI	Ministry of Marine
Mr. MARINA	Ministry of Marine Ports & Warehouse
Mr. BAZZANELLA	Ports & Warehouse
Mr. ALLMAN	Ministry of Industry, Commerce & Labour (liquid fuels div.)
Dott. CUSCIANNA	Movements Division.
Capt. TOSI	

2. The Chairman stated that the provision of fuel for schooners was still unsatisfactory. During 1945 large numbers of schooners had been held up on at least six occasions, and that at present over 80 schooners were idle due to lack of fuel. The Italian Government control theprovision of fuel within their overall allocation from AFHQ. It had been agreed by the Allied Commission and Petroleum Section AFHQ that the Ministry of Marine and the Liquid Fuels office of the Ministry of Industry, Commerce and Labour should work out a plan for providing adequate fuel for schooners; H.Q. A.C. had requested the Ministry of Marine to inform the Transportation Sub-Commission if they were unable to make a satisfactory arrangement with the Liquid Fuel office. 3860

3. The Director General of Merchant Marine handed a memorandum which revealed the fact that the Liquid Fuel Office was at present only allocating 50 to 55% of the amount COGENA estimated they required to run schooners under their control efficiently.

4. The Chief of the Liquid Fuel division stated that consumer demands for POL greatly exceed the

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

schooners.

TO. See distribution .

1. Present were -

Col SIEFF (in the chair)	Movements Division
Major GODFREY	" "
Major STAIT GARDINER	" "
Major FAGAN	Pet. Section AFHQ
Capt. COWLIN	Commerce Sub-commission
Gen. MATTEINI	Ministry of Marine
Mr. MARINA	Ministry of Marine
Mr. BALLANELLA	Ports & Warehouse
Mr. ALLMAN	Ports & Warehouse
Dott. CUSCIANNA	Ministry of Industry, Commerce & Labour (liquid fuels div.)
Capt. TOSI	Movements Division.

2. The Chairman stated that the provision of fuel for schooners was still unsatisfactory. During 1945 large numbers of schooners had been held up on at least six occasions, and that at present over 80 schooners were idle due to lack of fuel. The Italian Government control theprovision of fuel within their overall allocation from AFHQ. It had been agreed by the Allied Commission and Petroleum Section AFHQ that the Ministry of Marine and the Liquid Fuels office of the Ministry of Industry, Commerce and Labour should work out a plan for providing adequate fuel for schooners; H.Q. A.C. had requested the Ministry of Marine to in- 3069.
form the Transportation Sub-Commission if they were unable to make a satisfactory arrangement with the Liquid Fuel office.

3. The Director General of Merchant Marine handed a memorandum which revealed the fact that the Liquid Fuel Office was at present only allocating 50 to 55% of the amount COGENA estimated they required to run schooners under their control efficiently.

4. The Chief of the Liquid Fuel division stated that the consumer demands for POL greatly exceed the

supply/

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

supply, and that all demands were cut proportionately. For example, the Ministry of Agriculture had requested 4,500 tons of diesel oil for July, and were only receiving about one third. The Chairman asked whether it was the intention of the Liquid Fuel Office to allocate an increased quantity of fuel to the Ministry of Marine for shipping purposes. The representative of the Liquid Fuel office replied that the proportionate allocation to COGEMA is greater in relation to its demand than that of other main consumers, and it was not the Italian Government's intention to allocate more for the purpose of schooner traffic. It was pointed out that the allocation of fuel must be on a priority and not a proportionate basis, and therefore the Italian Government should immediately examine its priorities.

Action
Italian Government, Ministry of Industry, Commerce & Labour.

5. The Chairman asked how much fuel was allocated to fishing vessels in relation to schooners. It was revealed that during the present period, of the total amount of fuel available for marine purposes, approximately 70% went to fishing vessels, and 30% to COGEMA. The Ministry of Agriculture indented for fuel for fishing vessels directly on the Liquid Fuel office, and there appeared to be no coordination between the Ministry of Marine and the Ministry of Agriculture on this subject. The Chairman requested the Ministry of Marine and the Liquid Fuel office to examine immediately in conjunction with the Ministry of Agriculture relative allocations, with a view to their revision.

Action
Ministry of Industry, Commerce & Labour; Ministry of Marine

6. The representative of the Petroleum Section stated that approximately 12 months ago the Ministry of Agriculture had submitted a detailed demand of their POL requirements month by month for a period of 12 months ahead, and that the Petroleum section in their overall allocation to the Italian Government had made provision to meet this programme in full. He also pointed out that between the months of December and April inclusive, figures showed that the Italian Government were left with a surplus of 3000 barrels of diesel oil over their allocation. The representative of the Liquid Fuel Office said that apparently the demand submitted by the Ministry of Agriculture to the Petroleum Section, and the demand submitted by the Ministry of Agriculture to the Liquid Fuel office did not agree, the demand being considerably higher in the latter case, and secondly, the surplus of diesel oil which existed in April had been fully consumed during May and June. The Chairman requested the Ministry of Industry, Commerce and Labour to check the respective demands which

Action
Pet. Section; Ministry of Industry, Commerce & Labour

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

shipping purposes. The representative of the Liquid Fuel office replied that the proportionate allocation to COGEMA is greater in relation to its demand than that of other main consumers, and it was not the Italian Government's intention to allocate more for the purpose of schooner traffic. It was pointed out that the allocation of fuel must be on a priority and not a proportionate basis, and therefore the Italian Government should immediately examine its priorities.

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Italian Government, Ministry of Industry, Commerce & Labour.

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Action
Ministry of Industry, Commerce & Labour; Ministry of Marine

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Action
Pet. Section; Ministry of Industry, Commerce & Labour

The Petroleum/

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

The Petroleum Section agreed to make figures which the Ministry of Agriculture had submitted to them available to the Ministry of Industry, Commerce and Labour.

7. The Chairman then asked the Ministry of Industry, Commerce and Labour if they were prepared in the meantime to allocate additional fuel to COGEMA to enable the 80 schooners, at present idle, to recommence operation. The representative of the Ministry of Industry, Commerce and Labour stated that unless their overall allocation was increased they were not prepared to increase the allocation to COGEMA. the Chairman pointed out that the craft would remain idle, a condition which could not be tolerated. The representative of the Petroleum Section was asked if he could authorise an increase in the fuel allocation, and said that this was not possible without further examination. However he stated that the Italian authorities had always the right to draw on future months' allocation. The Chairman then requested the Liquid Fuels Office to draw on future months' allocation to enable schooners to recommence operation immediately, while the whole subject of POL allocation for schooners was under examination. The representative of Liquid Fuel office said that this would be done at once.

Action
Ministry of Industry, Commerce & Labour; Ministry of Marine, Ports & Warehouse Division.

8. The representative of the Petroleum Section said that in his opinion the schooners were receiving ample POL in relation to the amount of POL they consumed in prewar days, taking into account the number of schooners operating then, and the number of schooners operating under COGEMA. It was pointed out that at the present moment schooners, to a large extent, replace the prewar Italian coastwise merchant fleet, and that AFHQ had made the Italian authorities responsible for lifting by schooner 30,000 tons of cargo per month against the disease and unrest programme. In prewar days schooners were not used on long journeys in anything like the degree they are being used at present, in fact they were an uneconomical method of transportation, generally run by an owner family, who probably took every precaution to avoid using fuel. Their function was far different today. He therefore asked the Petroleum Section to examine their allocation of fuel for marine purposes in the light of the above position. If a satisfactory arrangement could not be reached between the Ministry of Marine, and Petroleum Section, this should be reported immediately to Allied

3659

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

available to the Ministry of Industry, Commerce and Labour.

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Action
Ministry of Industry, Commerce & Labour; Ministry of Marine, Ports & Warehouse Division.

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3659

Commission/

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

Commission, and the information could then be passed immediately to the interested authorities at A.F.H.Q. that the operation of schooners was likely to continue to be unsatisfactory.

Action
Pet. Section
Ministry of Marine,
Ports & Warehouses;
Liquid fuel office.

M.J. SIEFF , Colonel
Chief, Movements Division

Distribution

G-4 (Mov & Tn) A.F.H.Q. (2)
Secretary MEDBO AFHQ (2)
G-5 A.F.H.Q. (2)
A.M.T. Roma
W.S.A. Roma
Petroleum Section A.F.H.Q. Advanced
Petroleum Section A.F.H.Q.
Economic Section, Allied Commission
Ports & Warehouse Division (2)
Shipping Branch, Movements Division, Allied Commission
Director Transportation Sub-commission
Ministry of Merchant Marine (3)
(attention Lt. Gen. MATTINI)
(3)
COGENA
Ministry of Industry, Commerce and Labour
(Liquid fuel office) (3)
Commerce Sub-commission (Petroleum Section)

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

0459

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

RESTRICTED

TEN 512
EXT/cer

(63A)

ALLIED FORCE HEADQUARTERS
APO 512

AFHQ-493.7/200 (G-4)

22 June 1945

SUBJECT: Conservation of Fuel Oil.

TO: All Concerned.

1. Due to a shortage of tankers and the increased demands of the Pacific war effort, the allocation of fuel oils for the Mediterranean area has been curtailed so drastically as to cause concern as to our ability to meet the minimum essential needs of the theater. The shortage is acute and will become increasingly so for the next few months. Not only must all non-essential use be stopped, but ways and means must be sought whereby essential users shall economize to the maximum extent possible. For example, where operational conditions permit, ships using fuel oil should gear their speed to secure maximum engine efficiency rather than high speed.

2. That fuel oil is now being used for dust laying in areas where such dust laying is not essential or where other means of dust laying is practicable; the mere fact that the use of fuel oil is more convenient than some other means is not sufficient reason for its continued use. While it is not considered feasible to be too specific as to the conditions under which fuel oil can be used for dust laying, the goal to be sought is that it shall be used for this purpose only for the minimum essential use on operational airfields.

3. Unless the consumption of fuel oil is reduced materially, shipments of ammunition, petrol, food ration and harvesting of food, and the amount of electrical power available, will all be adversely affected.

BY COMMAND OF FIELD MARSHAL ALEXANDER:

3358

C. C. Chesnutt
Colonel, AGD
Adjutant General

DISTRIBUTION:
"A"

RESTRICTED

504

0460

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

Mem Phillips
dated June Plan

62

Reference to COGENA request for balance of June fuel allocation to be delivered at the ports of Naples and Palermo and to conversation Dr. Cuscianni of POL Division, Ministry of Industry/Lt. Marena, Liaison Officer, Directorate General, Merchant Marine, the following facts as stated by Dr. Cuscianni are hereby submitted:

1. The Ministry of Industry receives from Allied sources a certain monthly allocation of POL products to be distributed for all purposes (agriculture, industry, shipping, motor transport, etc.) in the whole territory under Italian Government jurisdiction.

2. The Ministry of Industry is normally allocated from the Allies a quantity of POL products which is never sufficient to meet all the requirements for the various services.

3. The same Ministry is consequently forced to cut down proportionally all demands in order to be able to stay within the limits of the general bulk allocation received from the Allies.

4. Examples of the cuts suffered by COGENA requirements follow:

Month of June	Request between 690 to 850 tons diesel oil	
	Allocation	430 tons
	Outstanding Balance on the average between mimimum and maximum	340 tons (50% about)
Month of July	Request	1006 tons
	Allocation	530 tons
	Outstanding Balance	476 tons (45% about)

5. The Ministry of Industry states that the present allocation represents the maximum which can be assigned for navigational purposes under the circumstances and that every other service in Italy is receiving a similar treatment. No additional allocation can be made unless balanced by parallel Allied issue.

6. Another point raised by the Ministry of Industry is that the Italian Government is neither competent nor responsible to supply out of its general allocation fuel for vessels engaged in trade in territories outside the control of the Italian Government. They say that fuel for these voyages should be supplied by the Allies in excess of the general allocation.

0461

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

The Directorate General of the Merchant Marine will not be able, under these circumstances, to ensure the expeditious and economic use of the available schooner tonnage unless arrangements are made for COGENA to receive the amount requested.

256

0462

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

TRANSLATION

/no 22

PRESIDENCE OF THE MINISTERS' COUNCIL
Office of the HIGH COMMISSIONER of FOOD

Service : XIV -
Ref. : A/XIV/356

Rome, 21 June 45

TO : Allied Commission
Transportation Sub-Commission
(Shipping Branch)
Rome

SUBJECT : ~~Delay~~ Postponement in the release of the fish water tanker "S.Michele".

/ 49

1. Reference is made to letter AC/504/30/Tn.3 dated 21/5/45.

2. We attach hereto copy of the letter, dated June the 11th, of the shipowner CRISTOFORO TAGLIAMONTE, who informs that his own fish water tanker will operate the fishing and transport of lobster up to the 30th September.

3. We beg that Sub-Commission to accept the request of said shipowner, releasing to fish water tanker until October the 31st.

THE HIGH COMMISSIONER
(sgd.illegible)

3055

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0463

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

/nc

TRANSLATION

CRISTOFORO TAGLIAMONTE
Shipowner of the fish-water tanker
"S.Michele"

Rome 11 June 45

TO : OFFICE OF THE HIGH COMMISSIONER OF FOOD
FISHING BRANCH
ROME

Reference to the letter A/XIV/390, dated June the 1st, I call the attention of the office of the High Commissioner to the fact that the fishing of lobsters along the coasts of Sardinia generally protracts up to September the 30th.

When all fishing operations will be accomplished, it is necessary to repatriate the crew, the lobsters'baskets and all the fishing equipments and then it is necessary to equip the fish water tanker so that it may reoperate normal traffic.

Therefore we deem that the fish water tanker will be again availiable for the CO.GE.NA. on November 1st.

Therefore I beg the office of the High Commissioner to contact on the matter with the competent Allied Authorities and the CO.GE.NA. Management.

Best regards

(sgd. Cristoforo Tagliamonte)

Cristoforo Tagliamente
C/o Sec.An.Industria Pesca
Salita S/Nicolo da Tolentino n.1b
ROME

3654

S.A. Mod. 18

Ministero dell'Agricoltura e delle Foreste

DIREZIONE GENERALE DELL'ALIMENTAZIONE

dv/

Ispettorato XIV
Servizio Prot. N.A./XIV/356
Risposta al f. del
Div. Sez. N.
Allegati N. 1-

Roma, 2[illegible] GIU 1945 194 A

Alla COMMISSIONE ALLEATA - Sottocommissione per i Trasporti (Gen. Natanti) R O M A

OGGETTO: Proroga rilascio motovivaio "S. Michele" -

1) - Si fa riferimento al foglio N/504/36/Tn/3 del 21/5/45.

2) - Si trasmette copia della lettera in data 11 c. m. dell'Armatore CRISTOFORO TAGLIAMONTE, il quale informa che il proprio motovivaio eserciterà la pesca ed il trasporto delle aragoste sino al 30 settembre p. v.

3) - Pregasi codesta Sottocommissione voler aderire alla richiesta del predetto Armatore, lasciando libero il motovivaio fino al 31 ottobre p. v.

L'ALTO COMMISSARIO

[illegible]

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

div/

Espletato [illegible]

Servizio Sub. 7.A. [illegible]/356

Risposta al f.°del

Div. Sez. 7.°

Allegati N.° 1-

Roma, 21 GIU 945 194 A

Alla COMMISSIONE ALLEATA - Sottocommissione per i Trasporti (Sez. Vetanta) R O M A

OGGETTO Pesca - rilascio motovivaio "S. Michele" -

1) - Si fa riferimento al foglio [illegible]/504/36/Cm/3 del 21/5/45.

2) - Si trasmette copia della lettera in data 11 c. m. dell'Armatore CRISTOFORO TAGLIAMONTE, il quale informa che il proprio motovivaio eserciterà la pesca ed il trasporto delle aragoste sino al 30 settembre p. v.

3) - Pregasi codesta Sottocommissione voler aderire alla richiesta del predetto Armatore, lasciando libero il motovivaio fino al 31 ottobre p. v.

L'ALTO COMMISSARIO

[illegible]

2153

685 - E [illegible] DW 45 - Pompa - Kolbenabst für [illegible] Sandstrom S.V. Ref. G.U. No. [illegible] für [illegible]

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

CRISTOFORO TAGLIAMONTE
Armatore Motoviveio "SAN MICHELE"
==========

Roma, 11 Giugno 1945

On. ALTO COMMISSARIATO PER L'ALIMENTAZIONE
Ufficio Pesca

R O M A
==========

RILASCIO MOTOVIVAIO " SAN MICHELE "
==========

In riscontro al foglio n° A/XIV/390 in data 1° corr. compio il dovere di riferire a codesto Alto Commissariato che la campagna di pesca delle aragoste lungo le coste della Sardegna si potrà normalmente, ogni anno,- com'è noto-a tutto il 30 settembre.

Dopo ultimate poi, le operazioni di pesca è necessario provvedere al rimpatrio degli equipaggi, dei gozzi e di tutte le speciali attrezzature per la pesca e, successivamente ai lavori di ripristino del motovivaio per metterlo in condizioni di riprendere il traffico normale.

Pertanto, si può prevedere che lo stesso motoviveio potrà essere messo nuovamente a disposizione del COMITATO GESTIONE NAVI (CO.GE.NA.) con la data del 1° novembre p.v.

In conseguenza rivolgo istanza a codesto On. ALTO COMMISSARIATO affinchè si compiaccia di intervenire, in tal senso, presso le competenti Autorità Alleate e la Direzione del CO.GE.NA.

Con ringraziamenti ed osservanza.

P.to Cristoforo Tagliamonte

CRISTOFORO TAGLIAMONTE
presso Soc. An. Industria Pesca

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

On. ALTO COMMISSARIATO PER L'ALIMENTAZIONE
Ufficio Pesca

R O M A

RIASSUNTO MOTOVIVAIO " SAN NICOLETTO "

In riscontro al foglio n° A/XIV/360 in date 1° corr. compio il dovere di riferire a codesto Alto Commissariato che la campagna di pesca delle aragoste lungo le coste della Sardegna si potrà normalmente, ogni anno,- com'è noto-a tutto il 30 settembre.

Dopo ultimate poi, le operazioni di pesca è necessario provvedere al rimpatrio degli equipaggi, dei gozzi e di tutte le speciali attrezzature per la pesca e, successivamente ai lavori di ripristino del motovivaio per metterlo in condizioni di riprendere il traffico normale.

Pertanto, si può prevedere che lo stesso motovivaio potrà essere messo nuovamente a disposizione del COMITATO GESTIONE NAVI (CO.GE.NA.) con la data del 1° novembre p.v.

In conseguenza rivolgo istanza a codesto On. ALTO COMMISSARIATO affinchè si compiaccia di intervenire, in tal senso, presso le competenti Autorità Alleate e la Direzione del CO.GE.NA.

2252

Con ringraziamenti ed osservanza.

Eto Cristoforo Tagliamonte

CRISTOFORO TAGLIAMONTE
presso Soc. An. Industria Pesca
Salita San Nicolò da Tolentino
n) 1 b.
R O M A

è c. c. Il Capo del Servizio XIV-

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

0468

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

T R A N S L A T I O N

3G/ge

Ministry of Marine

General Department
of Merchant Marine

Rome 20 June 1945

Div: III Nav.
Ref: 6326

TO : Headquarters Allied Commission
Transportation Sub-Commission
APO 394

SUBJECT: Fuel for moto-schooners.

Reference is made to your letter 504/60/Tn.3. dated June 16th.

Reference to para 2 of the letter N° 5819 dated June 7th of this Ministry, we notify that the amounts of fuel, necessary for each month of July, August, September and October for the operation of schooners, are of 68 tons of petrol, 1006 tons of diesel-oil and 14 tons of petroleum. These amounts are equal to those allocated during the month of June, plus are increase of the 15%.

In regard to the months of November and December, as it is deemed that traffic will decrease owing to the winter season, we maintain sufficient the amounts allocated during said month of June and exactly:-

Diesel-Oil	875	Tons
Petrol	59	"
Petroleum	12	"

For the Minister
(sgd Matteini)

3051

DELLA MARINA

Ministero della [illegible]

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

Roma, 19 A

Al HEADQUARTERS ALLIED
COMMISSION - Transportation
Sub-Commission
APD 394

Divisione III Nav. Sez.
Prot. N.° 6326 Allegati

Risposta al f.° del
Div. Sez. N.°

OGGETTO Combustibile per motovelieri.

Risposta alla nota 50460/Tn3 in data 16 corrente.

Con riferimento al punto 2) della nota di questo Ministero N.5819 del 7 corrente si comunica che i quantitativi di combustibile occorrente per ciascuno dei prossimi mesi di luglio, agosto, settembre ed ottobre per l'esercizio dei motovelieri si calcolano ammontanti a tonnellate sessantotto di benzina, tonnellate millesei di nafta e tonnellate quattordici di petrolio; quantitativi corrispondenti a quelli già assegnati per il mese di giugno, maggiorati del 15%.

Per quanto riguarda i mesi di Novembre e Dicembre, poichè in tale epoca si prevede una minore intensità di traffici a causa della stagione invernale, si ritengono sufficienti i quantitativi già erogati per il mese di giugno suddetto, e cioè:

Nafta	tonn.	875
Benzina	"	59
Petrolio	"	12.

3050

p. IL MINISTRO

ISTITUTO POLIGRAFICO DELLO STATO

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

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

Al HEADQUARTERS ALLIED
COMMISSION - Transportation
Sub-Commission
APD 394

Divisione III Nav. Sez.
Prot. N.° 6326 Allegati

Rispettivo foglio del
Div. Sez. N.°

OGGETTO Combustibile per motovelieri.

Risposta alla nota 5046O/Tn3 in data 16 corrente.

Con riferimento al punto 2) della nota di questo Ministero N.5819 del 7 corrente si comunica che i quantitativi di combustibile occorrente per ciascuno dei prossimi mesi di luglio, agosto, settembre ed ottobre per l'esercizio dei motovelieri si calcolano ammontanti a tonnellate sessantotto di benzina, tonnellate millesei di nafta e tonnellate quattordici di petrolio; quantitativi corrispondenti a quelli già assegnati per il mese di giugno, maggiorati del 15%.

Per quanto riguarda i mesi di Novembre e Dicembre, poichè in tale epoca si prevede una minore intensità di traffici a causa della stagione invernale, si ritengono sufficienti i quantitativi già erogati per il mese di giugno suddetto, e cioè:

Nafta	tonn.	875
Benzina	"	59
Petrolio	"	12.

3050

IL MINISTRO

ISTITUTO POLIGRAFICO DELLO STATO

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

0471

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

(51)

Tele : 454

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

AMMcC/fd

Our ref.: AC/504/62/Tn 3

20 June 1945

SUBJECT : M.V. Maria Giorgina, Ref. No.521

TO : Medbo Schooner Control Board - NAPLES

1. Herewith copy of letter received from Transportation Officer Sicily.

2. Will you please investigate and keep this office informed of your progress.

For the Chief Commissioner:

G.B.GODFREY
Major, I.E.

3049

0412

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

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

JWB/bja

Tel. 478704

16th June 1945

504/60/Tn.3

SUBJECT. Allocation of fuel for schooners

To. Ministry of Marine
(General Department of Merchant Marine)

1. Ref our letter 5D4/38/Tn.3 dated 26th May, and your 5819 dated 7th June 1945.

2. Can you now please provide the information requested.

3048

J.W. BAKER Lieut Col.
for Chief Movements Division

0 4 7

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

Tele : 454 HEADQUARTERS ALLIED COMMISSION AMMCC/fd
APO 394
Transportation Sub-Commission

Our ref.: AC/504/59/Tn 3 13 June 1945

SUBJECT : Passenger S.S."REGINA ELENA"

To : MINISTRY OF MARINE

1. This Headquarters has been informed that the Ministry of Mercantile Marine have told COGENA that they propose to re-allocate the above mentioned vessel to the Società di Navigazione Partenopea of Naples, to run between Naples and Gaeta.

2. Will you please let us know how many passengers she carries, and also her present whereabouts and occupation. This vessel is not registered with COGENA, and you are requested to provide fullest details.

For the Chief Commissioner:

C.B. GODFREY
Major, I.E.

Copy to : Secretary MEDBO
M.W.T. Naples (your 2998/7/G dated 7 June to Secretary MEDBO refers)

3047

0474

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

59 A

ALLIED COMMISSION
Transportation Officer
Palermo

IL/al
Ref : Pers/55
Date: 9 June 1945

SUBJECT: The case of Mrs. Dominici

TO : HQ.AC.Tn. Sub-Commission Shipping Section Rome.

Mrs. Dominici an English lady member of the firm of Dominici and Lo Curzio an old established shipping firm of repute with Italian and English connection. Complain that they have had no payment from CO.GE.NA. for March April & May in respect of their requisitioned Schooner. The M/V Maria Giorgina Reg. N° 521 & in addition find it impossible to obtain Shipping Space from this organisation .

She futher States that CO.GE.NA. do not give this firm a share of the Agency work at the port of Messina and finally request that the above Schooner be derequisitioned and returned to the firm.

I have no confidence in this organisation & recommend they should be controled by a committee and the above firm be represented.

Irvine-Lynch

3346

IRVINE-LYNCH, S/Capt.R.E.
Transportation Officer
Sicily.

0473

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(58)

COPY

2990/7/6

Ministry of War Transport,
Mediterranean Representative,
Navy House,
Naples.

7th June, 1945.

Secretary, NAMFO.

Subject: Passenger s.s. "FLAMINIA FERRIA".

We have received a communication from C.C.S.M.A. under date of the 5th June, 1945 that the Ministry of the Mercantile Marine have stated their intention to re-consign the above mentioned vessel of G.R.T. 424 to the Societa di Navigazione "FARNESINA" of Naples, to be allocated for the service between Naples and Genoa, and it is requested your permission. Would much appreciate your attention in accordance.

Sgd. W. WILLIAMS,
for D.W.T.D. Med.

3045

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0476

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

B. F. 28/6

PRESIDENCE OF THE MINISTER'S COUNCIL

Food High Commissioner

Food General Secretary's Office

Transports Branch

(57)

Service:VIII

Transportation Branch - Ref A/VIII/1040 Rome 7 May 1945

To : Allied Commission
Food S/C - Rome

Subject : Shipments of not rationed foodstuffs
Inconveniences in loading m/schooners.

1. Reference is made to the conversation you had with Dr. Gasperini.

2. We have noticed that m/schooners which ought to ship cytrus fruits, not complying with the procedures fixed in accordance with you, are oftenly shipping cargoes which are completely different from those mentioned in the bids submitted to the Chamber of Commerce and to the Sepral.

3. We beg you to instruct Naples Cogena so that we may be informed at once of all violations of the shipment procedures, in order to avoid and prevent all the deplored inconveniences and have respected the policy which we have agreed with you.

4. We would appreciate very much a reply.

3044

The High Commissioner
(sgd. illegible)

Copy to : AC.HQ. Tn. S/C. Rome

0437

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

56

TRANSLATION

GB/lr

MINIS-RY OF MARINE
General Departmen+ of Merchan+ Marine

Div III Nav.

Rome 7N June 45

Ref. 5819

TO : Headquar+ers Allied Commission
+ranspor+a+ion Sub-Commission, APO 394

SUBJECT : Fuel for motor-schooners.

A++en+ion Col. M.J. SIEFF

1. Reference is made +o +he le++er 504/38/+n.3 of 29+h May 1945.

2. We have reques+ed wi+h a cable all +he informa+ions you men+ioned in para 3 of men+ioned le++er and we will send +hem as soon as possible.

Reference +o +he number of mo+or schooners and +o +he consump+ion of fuel during +he period 1938-1939 we poin+ ou+ wha+ follows : on December 31s+ 1938, a number of 1279 m/schooners were enlis+ed and +hus existing in I+aly. A+ +he same da+e of +he year 1939 +hey were increased +o 1456.

3043

Those vessels, besides opera+ing coas+wise +raffic along +he-I+alian coas+s, were sailing in all +he Medi+erranean Sea. As a+ +ha+ period +his depar+men+ was no+ con+rolling voyages nor +he consump+ion of fuel, we are unable +o answer +o +he informa+ions reques+ed a+ para 4 of men+ioned le++er.

For +he Minis+er

(sgd. Illegible.)

0478

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

Marina

Ministero delle Comunicazioni

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

Roma 7 GIU. 1945 *anno*

Direzione III Nav. *Li*

Sez. N° 5819 *Allegati*

Risposta al foglio

Del *Li* *N°*

OGGETTO - Combustibili per motovelieri -

// HEADQUARTERS ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
APO 394

Attention: Col. M.J.Sieff.

1 - Risposta alla nota 504/38/tn 3 in data 29 maggio 1945.

2 - Sono state telegraficamente richieste le notizie di cui al n. 3 della nota suddetta e si fa riserva di inviarle appena possibile.

3 - Quanto al numero dei motovelieri e al combustibile consumato nel periodo 1938-39 si fa presente quanto segue: Al 31 dicembre 1938 risultavano inscritti nelle matricole e quindi esistenti in Italia, 1279 motovelieri, aumentati alla stessa data del 1939 a 1456.

3842

Detti natanti oltre al cabotaggio lungo le coste italiane, navigavano anche in tutto il Mediterraneo. Poichè questa Amministrazione non esercitava allora alcun controllo sui viaggi eseguiti e sul carburante consumato, lo scrivente n

(504)

0479

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non è in grado di corrispondere alla richiesta contenuta nel punto 4 della nota sopracitata.

IL MINISTRO

0480

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

RESTRICTED

Tab 55

E/3656
JUNE 051450
ROUTINE

JUNE 041711

EWTR NEC

EWTR NEC ROME

RESTRICTED.

Reference the suggested move of HENDERSON and staff to ROME you will appreciate that until Italian Minister of Marine produces a scheme for COCOM which is acceptable to AFCOM and which can handle the practical details of ships allocation and movements. Presently MEDBO Control continues but cannot do so indefinitely or your information it is not palatable that schooners should be released from Control.

DIST

ACTION EWTR
INFO CHIEF COMMISSIONER
ECON SEC
TN SC
FILE (2)
FLOAT

HEADQUARTERS
JUN 1945

RESTRICTED

0481

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

Ext. 519

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MJB/eh

Phone 489081

29 May 1945

504/35/Tn 3

SUBJECT: Allocation of Fuel for Schooners

TO : Ministry of Marine
Attention: Lt. Gen. Matteini

1. Reference this Headquarters' letter 504/35/Tn 3 dated 26 May 1945.

2. The AMG authorities responsible for the allocation of POL are anxious to ensure that the allotment of fuel to the Italian Government is adequate but not excessive.

3. In order that this adequate allocation can be made, can you please inform this Headquarters of the quantity of fuel for schooners it is estimated will be required monthly for the balance of 1945.

4. It is presumed that you have records of the number of schooners operating in 1938-39 and the amount of fuel which they consumed. May this information also be supplied in order that a balance may be struck.

5. In order to arrive at a reasonably final figure, will you please take into account those schooners which are about to be handed over to Italian Government control.

M. J. SIFF, Colonel
Chief, Movements Division

cc: COMZNA
AMG Petroleum Section, RAAC
Economic Section
Commerce Sub-Commission
Shipping Sub-Commission

3050

0482

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

Ext. 318

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

53

MJS/ah

Phone 469081

TCS/ 39/m 3

26 May 1945

SUBJECT: Allocation of Fuel for Schooners

TO : Ministry of Marine
Attention: Lt. Gen. Matteini

attached 53A

1. Reference your letter 4974 of 23 May and conversation [redacted] Matteini/Sieff of 25 May.

2. The organization suggested by you for distributing fuel to motor schooners is approved.

3. Will you please inform this Headquarters if the Liquid Fuel Section of the Ministry of Industry, Commerce and Labor do not agree to the quantities which COGENA estimate they require, in order that there shall be no delay to controlled craft carrying stores against the disease and unrest program.

4. It is requested that immediate action be taken in order that the present unsatisfactory situation is finally resolved.

M. J. Sieff Col.

M. J. SIEFF, Colonel
Chief, Movements Division

cc:
Ministry of Commerce Industry & Labor
COGENA
Schooner Control Board - Naples
Petroleum Section, AFHQ, Advance
G-5, AFHQ
G-4 (Mov & Tn), AFHQ
Commerce Sub-Commission (Petroleum Section)
Economic Section
Shipping Sub-Commission
Port & Warehouse Division, Tn S/C

3139

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

_F_R_A_T_E_L_L_A_N_Z_I_O_R_

D 3 A /14

MINISTRY OF MARINE
General Direction
of Mercantile Marine

Rome, 23.5.1945

To : M.M.A.C. Mn. S/C.
Movements Div.

Div.III Nav.
Ref. N°4974

Subject :Fuel for schooners

In order to agree with letter N°318 dated 8/May '45, from Movements Division, Mn.S/C. I wish to state a proposal, which, according to my point of view, would effect a better control on distribution and consumption of fuel oil allocated to schooners

(1) It is advised that the fuel oil necessary for the operation of schooners, could continue to be allocated as at present to the CO.C.M.A. In fact, only the CO.C.M.A. is capable to know before hand the actual quantity of fuel oil, oils etc., required for a stated period, knowing that all freight is handled by that organisation.

(2) For what concerns the control of the actual consumption of fuel oil, we propose to hand the matter over to the Port Capitaneria, who, after ascertaining that the schooners have obtained authority to sail from CO.C.M.A. should signal the competent offices of C.I.F. the quantity of fuel oil necessary for each schooner for every crossing, and the quantity used during the passage. The Port Capitaneria are the institutions best qualified to accomplish the service either because they are state organization, depending directly from this Ministry, or because they are already equipped for such a service and for long 3038 have taken care of supplying fuel oil to schooners in a very satisfactory way, also foodstuffs for the Navy.

If the supply period should finish and an excess of fuel should be found, the same should remain at the disposal of C.I.F. and be accounted for in the next period.

(3) We take the opportunity to thank you for having call the attention of the Ministry of Industry, Commerce and Labour on the necessity to allocate fuel required for schooners, which are not operating owing to lack or insufficient supply of fuel, thus creating a serious disruption to the supply system of the country and riflects on the financial situation of CO.C.M.A. who are [illegible] freight for schooners and not being able

Subject :Fuel for schooners

In order to agree with letter N°318 dated 7 May '45, from Movements Division, En.S/C. I wish to state a proposal, which, according to my point of view, would effect a better control on distribution and consumption of fuel oil allocated to schooners

(1) It is advised that the fuel oil necessary for the operation of schooners, could continue to be allocated as at present to the CO.GE.NA. In fact, only the CO.GE.NA. is capable to know before hand the actual quantity of fuel oil, oils etc., required for a stated period, knowing that all freight is handled by that organisation.

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The finacial deficit of CO.GE.NA. which is already serious will be a total burden on the State in the near future.

(4) An answer to this letter would be appreciated.

For the Minister
(ard. Mattaini)

0 4 8 4

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

Tele : 454 HEADQUARTERS ALLIED COMMISSION AMMoC/Td
APO 394
Transportation Sub-Commission

52.

Our ref.: AC/504/37/Tn 3 26 May 1945

SUBJECT : Shipments from Sicily and Sardinia

TO : Associazione Nazionale Spedizionieri
Via del Bufalo 133,
Roma.

1. Receipt is acknowledged of your letter N°414 dated 27 April '45.

2. It is pointed out that Cogena agents have instructions, to accept cargo on any ship, once authorized bids nominated by this Commission through Cogena Head Office have been met. Furthermore, all bids for movements of goods from Catania/Messina to the west coast are being fully met. It is not therefore understood why large stocks of various commodities are stored in Messina and Catania as you state. If that is indeed the case, the fault lies with the merchants and not with the shipping authorities.

3. You state that the Langano sailed from Cagliari not fully loaded "on account of arrangements made by the Transportation Sub-Commission". This is quite untrue. Every effort has been made to ensure that the Langano sails fully laden with livestock. Unfortunately, due to the prevalence of foot and mouth disease in the North of Sardinia, the ship has had to be sailed from Cagliari, at which port the authorities in Sardinia have not always been able to produce animals in sufficient quantity. In order that space should not be wasted instructions have been issued by this Sub-Commission that authorized cargoes should be loaded in addition to livestock. This Sub-Commission is vitally concerned to see that the Langano sails fully laden, and has told the interested parties that, if they cannot undertake this, she will be diverted to other uses. The actual nomination of cargo for the Langano is done by the Italian Agencies of Cogena and not by this Sub-Commission.

For the Director:

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

Via del Bufalo 133,
Rome.

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For the Director:

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

Copy to : Medio Schooner Control Board
Shipping Sub-Commission
Ports & Whse Division

0486
Declassified E.O. 12356 Section 3.3/NND No. 785021

0487

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

AFHQ PETROLEUM SECTION
ROME AREA ALLIED COMMAND
Tel* ROME 479075

PET 30/B/27
25 May 45

SUBJECT: POL - COCEMA.

HQ. A.C., Transportation Sub-Commission.
APO 394.

Reference AC/5146/13/Commerce/POL 1 dated 21 May 45, from Commerce Sub-Commission to you.

1. The estimates previously submitted of the probable consumption of vessels under control of COCEMA have proved to be very far from actual experience. This Section is anxious to ensure that the allotment of petroleum made to the Italian Government is adequate, but not excessive. It is understood that the appropriate Italian Government Department is now trying to prepare an estimate on the need. It is presumed that adequate records are available of the numbers of schooners operating in the years 1938/39, and that similar information is available of the present position. It is, therefore, requested that this information should be supplied to this Section to assist in its examination of the problem.

H. B. EYLES
Colonel
Petroleum Section

HEADQUARTERS
26 MAY 1945

Copy to: HQ. A.C., Commerce Sub-Commission.

DELLA MARINA

Ministero delle Comunicazioni

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

Roma 23-5-1945

Divisione III Sez. *Sez.*
Prot. N.° 4774 *Allegati*

Al HEADQUARTERS ALLIED
COMMISSION
TRANSPORTATION SUB COMMISSION
MOVEMENTS DIVISION
A P O 394

Risposta alla sua del
Div. *Sez.* *N.°*

OGGETTO Carburante per motovelieri.
Attn : Col. M.J. Sieff.

Per corrispondere alla richiesta contenuta nella lettera di codesta Commissione n.316 in data 18 maggio 1945 si segnalano qui appresso le proposte che, ad avviso dello scrivente, consentirebbero un più efficace controllo sulla distribuzione e il consumo del carburante destinato ai motovelieri:

I°) Si premette che l'assegnazione del combustibile necessario ai motovelieri potrebbe continuare a farsi, come si pratica attualmente, al CO.GE.NA.. Difatti soltanto il CO.GE.NA. è in grado di conoscere in anticipo l'effettivo fabbisogno di nafta, di lubrificanti ecc. per un periodo determinato dato che tutti i viaggi sono per il suo tramite disposti.

2°) Per quanto concerne invece il controllo sullo effettivo consumo di carburante si propone di affidare tale incarico alle Capitanerie di porto, le quali, dopo essersi accertate che i motovelieri abbiano ottenuto il permesso di viaggio dal CO.GE.NA., dovrebbero segnalare ai competenti uffici del C.I.P. il quantitativo di nafta necessario a ciascun motoveliero per la traversata e controllarne il razionale impiego.

Le Capitanerie di porto sono gli enti meglio qualificati per

ISTITUTO POLIGRAFICO DELLO STATO

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

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

HEADQUARTERS ...
COMMISSION
TRANSPORTATION SUB COMMISSION
MOVEMENTS DIVISION
APO 394

Divisione III Nav. Sez.
Prot. N.° 4774 Allegati

Risposta al f.° del
Div. Sez. N.°

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Le Capitanerie di porto sono gli enti meglio qualificati per la esecuzione di tale servizio, sia perchè sono organi statali, con ordinamento militare, dipendenti direttamente da questo Ministero, sia perchè sono già attrezzate per un servizio del genere, effettuan

ISTITUTO POLIGRAFICO DELLO STATO

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

do da tempo, con soddisfazione, il rifornimento della nafta ai moto_ pescherecci, nonchè i rifornimenti di tutti i generi razionati neces_ sari al naviglio.

Qualora ultimato il periodo di erogazione delle scorte di combu_ stibile, si verificasse eventualmente un'eccedenza, questa resterebbe a disposizione del C.I.P. e potrebbe essere tenuta presente nel calco_ lo dell'assegnazione di nafta per il periodo successivo.

3°) Nell'occasione questo Ministero ringrazia codesta Commissione di aver richiamato l'attenzione del Ministero Industria Commercio e Lavo_ ro sulla necessità di assegnare ai motovelieri tutto il carburante ne_ cessario per le loro esigenze.

Come codesta Commissione ben comprende, l'inconveniente della inoperosità dei motovelieri in dipendenza della mancata o insufficien_ te assegnazione di carburante produce un arresto nei rifornimenti del paese e grava inoltre in maniera assai rilevante sull'andamento finan_ ziario del CO.GE.NA. che avendo noleggiato a tempo i motovelieri men_ tre da un lato corrisponde il compenso di noleggio dall'altro non ne ottiene il pieno rimborso dal trasporto merci effettuato.

Cosicchè in definitiva il deficit finanziario del CO.GE.NA., che già si profila preoccupante, verrebbe a ricadere, come è ovvio, sull'Erario.

4°) Lo scrivente prega per un cenno di risposta.

IL MINISTRO

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

0491

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

[redacted]

49.

Ref. : AC/304/36/Tn 3 21 May 1945

SUBJECT : Release of m/schooners (motorv.) "MARIA PACE PESCA" and "SAN GIOVANNI".

To : Allied Commissario dell'Alimentazione.

see 62A

30 F

1. Reference your letter A/IVY/220 dated 5 May 1945.

2. The m/v "MARIA PACE PESCA" and m/v "SAN GIOVANNI" were released by Sicily Fishery Control Board on 10 May under following conditions : "Limited for line longliner fishing and transport services - Civitavecchia. Reference letter High Commissioner for Food, 5 May. Released for 2 months against owners".

3. If a further allocation is required after present period has expired, application should be made to this Office in due course.

For the Director :

3634
G.B. COURTNEY,
Major I.T.

Copy to : Food Sub-Commission.

FILE

0492

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

HEADQUARTERS ALLIED COMMISSION
APO 394
COMMERCE SUBCOMMISSION

ASB/ec

Ref. AC/5146/13/Commerce/POL 1

Tel. Rome 478829

21 May 1945

SUBJECT : POL COGENA

TO : Transportation Subcommission.

1. Attached is a translation of some notes arising out of discussionsbetween the Ministry of Industry, Commerce and Labour (Liquid Fuels Office) and the Ministry of Marine concerning proposals that the latter control supplies of POL to COGENA.

W. P. EVANS
Colonel
Director
Commerce Subcommission

Attached: as above

Copy to : Pet. Sec. AFHQ, RAAC
Economic Section

3633

0493

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

Translation

48 A

Summary of arguments put forward and explanations received during conversation with Min. Mercantile Marine 15 May 1945.

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1. It is difficult to control actual consuption. The schooners are an inefficient means of sea transport particularly considering that those controlled by COGENA have limited carrying capacity and low power motors. Further, where small schooners are concerned weather and sea conditions have a big influence on consumption, so much so that this is not in direct relation to the theoretical length of the voyage.
The difficulty of estimating the theoretical length of voyage is increased by Allied regulations, which enforce sailing inshore during daylight hours only, the avoidance of areas crossed by convoys, etc. etc.

2. A system of control through the Capitanerie di Porto would be possible but would not have the effect of reducing consumption. The Capitanerie would be obliged to make theoretical calculation to establish requirements and in practice the final result would be to increase allocations over those made by COGENA, who base their figures on data acquired by experience.

3. COGENA appears to enjoy the full confidence of the Mediterranean Shipping Board; it is not considered correct, therefore, to examine alternatives to the present system of distribution unless Commerce Subcommission first consults that Allied Body.

4. Consumption is increasing for various reasons:
a) Voyages are longer since Ports of final destination seem to be more and more in N. Italy.

b) A greater number of schooners in service as a result of the favourable Charter rates now in force. COGENA is obliged to put them in service to cover the Charter expenses which it must pay in any case.

c) In the summer season greater use of sea transport is possible and necessary.

5. Allocations to cover a full month's sailing are justified

./.

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

becuase voyages rarely last less than 25 days and as soon as one voyage is ended the schooner starts off on another.

6. COGENA could be released from the obligation of chartering schooners of less than 50 DWT but it would not be possible to leave these without allocations without risking their turning to the Black Market for supplies. It would be necessary eventually to use them for fishing which would increase demands in that direction.

7. COGENA believes it must ask the Italian Government to ensure the maximum functioning of sea transport in order to avoid that the cost of Time Charters incurred by them be not less than transport returns in respect of cargoes carried, since such eventual losses would represent a charge against the State.

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0495

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

MJS/h.

47

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

19 May 1945.

Ref: AC/564/35/Tn.3.

SUBJECT: POL Supplies for COGENA.

TO: Commerce Sub-Commission.

1. Reference your AC/5146/13/COMMERCE/POL-16 dated 16th May 1945.

2. It is difficult to see how the reserves were used, as on a number of occasions delays have occurred to schooners due to there being no flexibility in obtaining supplies when the monthly allocation was consumed.

3. The division of the month's supply into two fortnightly parts is obviously no solution and has resulted in an unsatisfactory situation becoming more unsatisfactory. It is obvious, for example, that on the 12th of the month Schooner Control Board at Naples are not in a position to know what has been drawn in other Areas up to that period. Civil communications, as you are well aware, are not sufficiently swift.

3. Reference paragraph 8. Considerable numbers of new Schooners are being returned to Schooner Control Committee from the R.A.S.C. Motor Boat Coys.; and it is reasonable to anticipate that a larger quantity of fuel will be required as these additional schooners come into service. The figure of 440 tons per month, based on such knowledge as is available, is considered insufficient to meet the demands of schooners under the control of the Schooner Committee. This is confirmed by the fact that in the month of April, 440 tons was found to be insufficient and an additional 60 tons of fuel had to be allocated to meet urgent demands.

4. Serious delays have already occurred to Schooner shipping in the month of May, which have been discussed verbally with the Commerce Sub-Commission by the Transportation Sub-Commission on several occasions, and a warning has been sounded that if this rigid system is adhered to, further delays to shipping and wastage of perishable stores, which the ships carry, will be recorded. In the meantime therefore, provisional arrangements have been made with A.F.H.Q. Petroleum Section, and Petroleum Section A.F.H.Q. advised to meet any interim shortage of fuel by the allocation of a special additional allotment.

In the meantime, Italian Ministry of Marine has been asked to review with the other Ministries and Organisations concerned, the present system of fuel supply, to consider and institute immediately a more satisfactory one. Copy of this letter is attached.

For the Director

M.J. SIEFF,
Colonel.

Enclos:

0496

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

POLVERIFICI GIOVANNI STACCHINI S. A.
ROMA
DIREZIONE AMMINISTRATIVA

№ 2579

39

SCHOONER " GIOVANNINA" (About Tonn.30)

Tonnage involved monthly: about 50/60 Tonns.

Port of dispatch: Fiumicino

Ports of arrival; for Sardinia St. Antioco

for Sicily: Palermo and Port Empedocle.

0497

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

4 Hdq
46

Tel. 290
Ref. AC/21/2/Tn6

RMB:mvm
19 May 1945

SUBJECT: Shipments from Sicily and Sardinia

TO : Col. M. J. Gieff, Chief
Movements Division

52

1. For your information and attention, we attach herewith original letter in Italian from Associazione Nazionale Spedizionieri with copy of translation.

R. M. Bazanella

R. M. BAZANELLA, Chief
Ports & Warehouse Division

Attachment as stated above.

3628

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

ASSOCIAZIONE NAZIONALE SPEDIZIONIERI
Via del Bufalo 133
Rome

1)
4-6A

Ref: 414

Rome, 27/4/1943

To: Th.S/C. Ports & Whse Div.-Rome

Subject : Shipments from Sicily and Sardinia.

Reference to the precedent applications submitted by this Association in regard to the reoperation of maritime-services from Sicily and Sardinia to Civitavecchia and viceversa, this Association wants to call your attention on the fact that, in nearly all cases, steamers which are available to ship citrus fruits and wines from Sicily and cattles from Sardinia, are sailing with still sufficient space on board, which could be easily used in loading various commodities and products which are not frozen.

In fact we are informed that large stocks of various stuffs are stored either at Messina or Catania, and in spite that they have export permits it is impossible for our associated members to ship them because each time there are local difficulties.

It will be opportune that the Sub-Commission should help the foods movement and increase the exchange of products, avoiding that large stocks should be spoiled for being stored for many month, especially now that the hot season is imminent, and that it should instruct the Cogena's depending offices to authorise and accept shipments of freights whenever it results that there is available space on board of sailing ships or m/schooners.

These inconveniences happen frequently because goods for which shipment has been requested are diminished of quantity or the allocated mean has a total tonnage superior to the tonnage of goods which must be shipped and even if goods can be practically shipped they are not accepted in spite of the existing authorizations.

These inconveniences happen frequently for movements from Sicily, while for those from Sardinia to Civitavecchia it resulted that the steamer which ought to carry cattles is not completely loaded and various stuffs, in spite of all authorizations are not shipped owing to dispositions of the Transportation Sub-Commission.

2027

It is also an economic loss to let sail a ship with available space which is not used and therefore also for this service, it would be necessary that the Sub-Commission should authorize shipments of foods on the ship operating the local service from Cagliari to Civitavecchia.

[illegible] will be considered and will

To: Fn.S/C. Ports & Whse Dir.-Rome

Subject : Shipments from Sicily and Sardinia.

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It is also an economic loss to let sail a ship with available space which is not used and therefore also for this service, it would be necessary that the Sub-Commission should authorize shipments of foods on the ship operating the local service from Cagliari to Civitavecchia.

We hope that this memorandum will be considered and will provoke a better operation of the transportation means; in the meantime the association would like to know the instructions that your Division will take on the matter.

Best regards
The President
(sgd.Dott.B.D'Amore)

2427

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

ASSOCIAZIONE NAZIONALE SPEDIZIONIERI

SEDE SOCIALE: ROMA
VIA DEL BUFALO 133 - TELEFONO 681.940

46B

Prot. N. 414

Roma, 27/4/1945

ON. TRANSPORTATION SUB-COMMISION
SEZIONE PORTI E MAGAZZINI
R O M A

TRASPORTI MARITTIMI DALLA SICILIA E SARDEGNA

Facendo riferimento alle precedenti richieste avanzate da questa Associazione in relazione al ripristino dei servizi marittimi dalle Sicilia e Sardegna con Civitavecchia e viceversa, servizi in parte oggi stabiliti, questa Associazione sente suo dovere far rilevare, come da segnalazioni avute, che nella quasi generalità dei casi si verifica che i piroscafi messi a disposizione per effettuare carichi di agrumi e vini dalla Si= cilia, e bestiame dalla Sardegna, partono dai porti di origine a destinazione di Civitavecchia ancora con spazio disponibile a bordo, spazio che potrebbe agevolmente essere utilizzato col pron= to carico di merci varie e prodotti non contingentati.

Difatti risulta che forti partite di merci varie sono giacenti sia a Messina che a Catania per le quali, pure aven= do ottenuti i permessi d'imbarco e di esportazione ai nostri asso= ciati non riesce possibile poter procedere all'imbarco stesso per= chè ogni volta subentrano difficoltà locali ed imprecisabili.

Sarebbe opportuno che codesta Sotto Commissione solo per agevolare il più possibile il movimento di merci e dare maggior vita allo scambio dei prodotti onde evitare che partite delle stesse restando giacenti per mesi si deteriorino anche in vista della calda stagione ora incipiente, dia disposizione ai di= pendenti uffici del CO.GE.NA. affinchè siano autorizzati ad eccet= tare merci ogni qualvolta potrà risultare che esista spazio di= sponibile a bordo delle navi e motovelieri in partenza, ciò perchè il più delle volte si verifica che le merci per le quali è stato richiesto l'imbarco ed il mezzo viene messo a disposizione, o sono diminuite di quantità od il mezzo stesso è di capacità superiore alle partite imbarcande, in tali contingenze pure essendoci possi= bilità pratiche d'imbarco le merci non vengono accettate malgrado le autorizzazioni esistenti.

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

Prot. N. 444

Roma, 27/4/1945

ON. TRANSPORTATION SUB-COMMISION
SEZIONE PORTI E MAGAZZINI
R O M A

TRASPORTI MARITTIMI DALLA SICILIA E SARDEGNA

Facendo riferimento alle precedenti richieste avanzate da questa Associazione in relazione al ripristino dei servizi marittimi dalla Sicilia e Sardegna con Civitavecchia e viceversa, servizi in parte oggi stabiliti, questa Associazione sente suo dovere far rilevare, come da segnalazioni avute, che nella quasi generalità dei casi si verifica che i piroscafi messi a disposizione per effettuare carichi di agrumi e vini dalle Si= cilia, e bestiame dalla Sardegna, partono dai porti di origine a destinazione di Civitavecchia ancora con spazio disponibile a bordo, spazio che potrebbe agevolmente essere utilizzato col pron= to carico di merci varie o prodotti non contingentati.

Difatti risulta che forti partite di merci varie sono giacenti sia a Messina che a Catania per le quali, pure aven= do ottenuti i permessi d'imbarco e di esportazione ai nostri asso= ciati non riesce possibile poter procedere all'imbarco stesso per= chè ogni volta subentrano difficoltà locali ed imprecisabili.

Sarebbe opportuno che codesta Sotto Commissione solo per agevolare il più possibile il movimento di merci e dare maggior vita allo scambio dei prodotti onde evitare che partite delle stesse restando giacenti per mesi si deteriorino anche in vista della calda stagione ora incipiente, dia disposizione ai di= pendenti uffici del CO.GE.MA. affinchè siano autorizzati ad eccet= tare merci ogni qualvolta potrà risultare che esiste spazio di= sponibile a bordo delle navi e motovelieri in partenza, ciò perchè il più delle volte si verifica che le merci per le quali è stato richiesto l'imbarco ed il mezzo viene messo a disposizione, o sono diminuite di quantità od il mezzo stesso è di capacità superiore alle partite imbarcande, in tali contingenze pure essendoci possi= bilità pratiche d'imbarco le merci non vengono accettate malgrado le autorizzazioni esistenti.

3826

Quanto precede principalmente si verifica per il traffico dalla Sicilia, per quello invece dalla Sardegna a Ci= vitavecchia è risultato che il piroscafo adibito principalmente al trasporto del bestiame non carica quasi mai per l'intera disponibi= lità e capienza, e merci varie malgrado le autorizzazioni non ven= gono imbarcate per disposizioni di codesta Sotto Commissione. Ora fer viaggiare una nave con disponibilità di spazio che non viene adoperato è anche un danno economico, e quindi anche per questo servizio si ravvisa la necessità che codesta Sotto Commissione au=

./.

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

ASSOCIAZIONE NAZIONALE SPEDIZIONIERI

SEDE SOCIALE: ROMA

VIA DEL BUFALO 133 - TELEFONO 681.940

~~45e~~ 46e

2° Foglio

torizzi l'imbarco di merci da Cagliari a Civitavecchie sulla attua= le nave in servizio locale.

Con la piena fiducia che l'esposizione formulata sia be= nevolmente accolta e considerata onde ottenere un miglior sfrutta= mento dei mezzi di trasporto messi a disposizione, questa Associa= zione Nazionale resta in attesa di conoscere le disposizioni che codesta Sezione deciderà di impartire al riguardo ed in tale at= tesa distintamente saluta.

IL PRESIDENTE
DOTT. B. D'AMORE

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

0503

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

44A

T R A N S L A T I O N

BG/gs

High Commissioner's Office of Sardinia
CAGLIARI

Ref : 13090 - Div: II/1i

Cagliari 14 May 1945

TO : MINISTRY OF MARINE
General Direction of Merchant Marine
Maritime Service Inspectorate
ROME

SUBJECT : Maritime communications between Olbia and Civitavecchia.

N.R.

Reference is made to your letter N° 10266, dated May the 7th on same subject.

Owing to the present epidemic of epizootic aphta all shipments of Sardinian ovine and cattle live-stocks, have been suspended and only few horses are shipped with the steamer 'Langano' which is operating this service.

On the other hand as the 'Langano' is operating between Cagliari and Civitavecchia, we do not succeed in completing the cargo with other merchandises, because all movements of stuffs between Sardinia and the port of Civitavecchia depend for economic and geographical reasons, from the port of Olbia.

Then the exporters of the provinces of Sassari and Nuoro are unable to send to Cagliari the Commodities which ought to be shipped to Civitavecchia owing to the different transport situation of the Island and for the same reasons is not convenient to ship to Cagliari the commodities which must then be sent to the Northern places of the Island.

Therefore if we consider this difficult situation it is easy to understand why the ship Langano is operating the service with empty space on board in spite of the fact that a large number of commodities are waiting to be shipped since many months, from and to Sardinia (prov. of Sassari and Nuoro).

We beg the Ministry to reoperate as soon as possible the line Olbia-Civitavecchia and use for this service the

504

0504

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

steamer Langano.

In order that the mentioned service should really be useful it would be advisable that the steamer should ship live-stock and commodities (and not only live-stock as up to now) and that the Allies should order, as it has already been done for the Abbazia, that it is sufficient the exporting permit issued by this High Commissioner's Office, exempting consignors from submitting the form S.B.2.

It would be very much appreciate if the steamer 'Langano' could carry a limited numbers of deck passengers.

Hoping that the Ministry will accept our proposal we would like to have a reply.

THE HIGH COMMISSIONER FOR SARDINIA

(Gen. DI Squadra Area)
sgd Pietro Pinna)

0505

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

ALTO COMMISSARIATO PER LA SARDEGNA
CAGLIARI

Prot. N. 13090 Div. IIª/Li

Risposta a foglio N.

del Allegato N.

Cagliari, li 14 maggio 1943 XXI

Al MINISTERO DELLA MARINA
Direzione Generale della
Marina Mercantile-Ispettorato Servizi Marittimi
R O M A

3 p.c. HEADQUARTERS ALLIED COMMISSION
Transportation Sub Commission - R O M A
DIREZIONE CO.GE.NA.
Piazza Carità 32
N A P O L I

OGGETTO: Comunicazioni marittime fra Olbia e Civitavecchia.-

Si fa seguito alla nº10266 del 7 c.m. relativa all'oggetto.

Come è noto a causa della epidemia in corso di afta epizootica, sono state sospese le spedizioni in Continente di bestiame bovino ed ovino sardo, ed attualmente, sul piroscafo "Langano" adibito a tale uso vengono in ciascun viaggio imbarcati soltanto pochi capi equini. D'altra parte, poichè il "Langano" fa servizio fra Cagliari e Civitavecchia, nèn si riesce a completare il carico con altre merci, in quanto i traffici merci fra la Sardegna ed il porto di Civitavecchia, per necessità economiche e geografiche, non possono che gravare essenzialmente sul porto di Olbia, come è sempre stato per il passato. Nè, per le difficoltà di trasporto nell'interno dell'Isola, gli esportatori delle provincie di Sassari e di Nuoro sono in grado di far affluire a Cagliari le merci che dovrebbero essere imbarcate per Civitavecchia nè, d'altro canto, per gli stessi motivi riesce possibile fare appoggiare a Cagliari le merci provenienti da Civitavecchia o destinate al nord dell'Isola.

Di conseguenza è facile immaginare quale situazione di disagio deriva da tale stato di cose, tanto più, ripetesi, che mentre molte merci attendono da mesi di poter essere imbarcate da e per la Sardegna (prov. di Sassari e Nuo

.//.

0506

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

...ro il "Langano" effettuò la tra...sata per buona parte scarico.

Per i motivi soprasposti si prega codesto Ministero di voler disporre con la maggiore urgenza possibile il ripristino della linea Olbia-Civitavecchia, adibendovi, appunto, il P/fo "Langano". Naturalmente, perchè il servizio in questione sia di reale vantaggio, bisognerà che il piroscafo sia adibito al trasporto bestiame e merci (e non soltanto bestiame, come è avvenuto fin'ora) e, possibilmente, che per l'imbarco delle merci, come già praticato per l'"Abbazia", gli Alleati dispongano che sia sufficiente il permesso di esportazione rilasciato da questo Alto Commissariato, esonerando i caricatori dall'obbligo di presentare il noto modulo S.B.2.

Così pure sarebbe oltremodo necessario che il "Langano" potesse trasportare un certo numero, sia pure limitato, di passeggieri di ponte, cosa questa che potrebbe essere accordata, data la brevità del viaggio.

Nella certezza che codesto Ministero, rendendosi conto della urgente necessità prospettata, vorrà cortesemente aderire a quanto sopra richiesto, si resta in attesa di notizie in merito.

L'ALTO COMMISSARIO PER LA SARDEGNA
(Gen. di Squadra Aerea Pietro Pinna)

0507

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

43

COPY

TO: Mr. Crooks

COMITATO ITALIANO GESTIONE NAVI

"COGENA"

Request of fuel & lubricating for schooners & ferry-boats. 1696 MV. 14 May 1945
Co/lg

ALLIED COMMISSION
Transportation Sub-Commission
c/o Southern Region

NAPLES

Following our letter n. 1482/MV of the 19th April inst we beg to inform you that for the next month of June we will require at least following quantities of fuel and lubricating to supply to the schooner and ferry-boats:

IN TONS

PORTS	Gasoil	Lubricating	Benzin	Petrol	Grease
SANTO STEFANO	5	0.2			
CIVITAVECCHIA	15	1			
ANZIO	30	1			
NAPOLI	400	35	30	5	3
REGGIO CAL.	30	1	2		
MESSINA	20	1	3		
PALERMO	80	3	8	3	2
TRAPANI	20	1	2		
MARSALA	30	1			
LICATA	5				
AUGUSTA	15	1	3		
SIRACUSA	10	0.5	1		
CATANIA	70	3	6	2	2
BRINDISI	15	0.5			
BARI	60	3	4	2	1
MANFREDONIA	15	0.5			
ANCONA	20	1			
CROTONE	20	1			
ORTONA	15	0.5			
	875	55.2	59	12	8

We do hope that all above quantities will be allocated in order to consent the regular traffic of schooners during the month of June and avoid delay in sailing of schooners.

(signed(
for the DIRECTOR
(Dr. E. Sarnella)

3021

504

0508

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

RU/mdp

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

42

Ref. : AC/504/33/In 3. 18 May 1945

SUBJECT : Request for Allocation of Motor Schooner "GIOVANNINA" 30-35 tons D/W.

TO : Shipping Transportation Officer Lt. Crooks
A.F.H.Q. Naples Command.

Attached

1. Gino Rosetti, Delverified Giovanni Stacchini via Cavour 184, have requested allocation of the above schooner for transporting explosives to the mines of Society Sipá in Sardinia and Sicily.

2. The monthly tonnage involved is about 50-60 tons from Fiumicino for delivery to Sant'Antioco, Palermo and Porto Empedocle.

3. It is requested that you place this application before the Schooner Board and let us know whether their request can be accepted, or whether they should bid for movement in the usual way.

For the Chief Commissioner :

G.B. GODFREY,
Major I.A.

3620

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

HEADQUARTERS ALLIED COMMISSION
AFO 394
Transportation Sub-Commission

RH/mdp

41

Ref. : AC/504/32/Tn 3

15 May 1945

SUBJECT : Shipment of non rationed foodstuffs on Schooners.

TO : Shipping Transportation Officer Mr. Crooks,
A.M.G. Naples Commune.

1. Attached in triplicate is copy of translation of a letter received from the Alto Commissariato per l'Alimentazione.

2. It would be appreciated if the Schooner Board could take this matter up with CO-OS-NA, and if there are any cases of cargoes being shipped which did not agree with the bids, they should be immediately reported to this office.

3. Please let us have confirmation that this matter has your attention.

For the Chief Commissioner :

G.B. GODFREY,
Major I.C.

File .3019

0510

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

/lr

COPY

PRESIDENCE OF THE MINISTRY'S COUNCIL
Food High Commissioner

41A

Food General Secretary's Office
Transports Branch

Service : VIII

Transportation Branch-Ref.A/VIII/1040 Rome 7 May 45

TO : AC Food SUb-Comm. Rome.

SUBJECT : Shipment of not rationed foodstuffs
Inconvenience in loading m/schooners

1? Reference is made to the conversation you had with Dr. Gasperini.

2. We have noticed that m/schooners which ought to ship cytrus fruits, not complying with the procedure fixed in accordance with you, are oftenly shipping cargoes which are completely different from, those mentioned in the bids submitted to the Chamber of Commerce and to the Sepral.

3. We beg you to instruct Naples Cogena so that we may be informed at once of all violations of the shipment procedures, in order to avoid and prevent all the deplored inconveniences and have respected the policy which we have agreed with you.

4. We would appreciate very much a reply.

3018

The High Commissioner
(sgd illegible)

Copy to. AC.HC.Tn SC. Rome

FILE

40

HEADQUARTERS ALLIED COMMISSION
AFO 394
TRANSPORTATION SUB-COMMISSION

Tel: 918

MJS/hl

9/6

504/32/TN 3

SUBJECT: Fuel for Schooners

18 May 1945

TO : Ministry of Marine
ATT: Lt.Gen. Matteini

1. Considerable delays have occurred in the past to movement of schooners due to non-availability of fuel. This has not only resulted in waste of shipping, but has resulted in waste of perishable cargoes. Both types of wastage must be avoided.

2. The various systems which have been tried in the past for distribution of fuel to schooners have proved unsatisfactory. It is requested that you initiate with all speed a system whereby fuel for schooners, operated under the control of COGENA , is demanded thru Italian Government channels, and the necessary allocations are made thru Italian channels responsible for the distribution of liquid fuels. In view of the world shortage of shipping, it is essential that the Italian Government allocate sufficient fuel to cover all craft engaged in the lifting of stores against the disease and unrest program, that is, all controlled craft.

3. While you are working out a system, Petroleum Section, AFHQ, have agreed to allocate an additional quantity of fuel to prevent delays in the interim period. This must not be taken as establishing a precedent; fuel requirements for schooners must be included in the over-all request made thru Italian channels for this type of fuel. 3017

4. Will you please take immediate steps to initiate a satisfactory system? Please inform this HQ of the action taken.

M.J. SIEFF, Colonel,
Chief Movements Division

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

Tel: 316

MJS/hl

504/32/IN 3

18 May 1945

SUBJECT: Fuel for Schooners

TO : Ministry of Marine
Attn: Lt.Gen. Matteini

1. Considerable delays have occurred in the past to movement of schooners due to non-availability of fuel. This has not only resulted in waste of shipping, but has resulted in waste of perishable cargoes. Both types of wastage must be avoided.

2. The various systems which have been tried in the past for distribution of fuel to schooners have proved unsatisfactory. It is requested that you initiate with all speed a system whereby fuel for schooners, operated under the control of COGEMA , is demanded thru Italian Government channels, and the necessary allocations are made thru Italian channels responsible for the distribution of liquid fuels. In view of the world shortage of shipping, it is essential that the Italian Government allocate sufficient fuel to cover all craft engaged in the lifting of stores against the disease and unrest program, that is, all controlled craft.

3. While you are working out a system, Petroleum Section, AFHQ, have agreed to allocate an additional quantity of fuel to prevent delays in the interim period. This must not be taken as establishing a precedent; fuel requirements for schooners must be included in the over-all request made thru Italian channels for this type of fuel. 3017

4. Will you please take immediate steps to initiate a satisfactory system? Please inform this HQ of the action taken.

M.J. SIEFF, Colonel,
Chief Movements Division

Distribution:

Ministry of Commerce Industry & Labor (for liquid fuel office)
COGEMA
Schooner Control Board - Naples
Commerce Sub-Commission (Petroleum Section)
Petroleum Section, AFHQ, Advance
Economic Section
G-5, AFHQ
G-4, (Mov & Tn), AFHQ
Port & Warehouse Division, Tn. S/C
Shipping Sub-Commission

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

0513

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

TRANSLATION

38

We inform you that in order to transport the necessary explosives in Sardinia and in Sivily our Manager Cr.Uff.Ernesto Stacchini has purchased for Soc.Sipi of Rome, of which Soc. he is President and Manager, the 30/35 tons motor schooner "Giovannina" marking Nº 2720 in the register of the R.Capitaneria of Naples.

This motor schooner is actually hired, Nº 681, by Comitato Gestione Navi (Committee Administration Ships) (Co-Ge-Na) in Naples.

In consideration of the urgent need to provide with continuous supply of explosives the ~~xxxxxxx~~ Sardinia and Sicily mines it is necessary that Co-Ge-Na releases to the new owner Soc.SIPI the motor achooner in question.

An approval is therefore requested of this Sub-Commission.

Gino Rosati

Polverifici Giovanna Stacchini
via Cavour 184

ports dispatch + arrival
tonnages involved per month.

3C16

504

FHT

36

HEADQUARTERS ALLIED COMMISSION
AFO 394
TRANSPORTATION SUB-COMMISSION

Tel: 916

MWS/hl

504/32/TN 3

18 May 1945

SUBJECT: Fuel for Schooners

TO : Ministry of Marine
ATT: Lt.Gen. Matteini

1. Considerable delays have occurred in the past to movement of schooners due to non-availability of fuel. This has not only resulted in waste of shipping, but has resulted in waste of perishable cargoes. Both types of wastage must be avoided.

2. The various systems which have been tried in the past for distribution of fuel to schooners have proved unsatisfactory. It is requested that you initiate with all speed a system whereby fuel for schooners, operated under the control of GOCHENA , is demanded thru Italian Government channels, and the necessary allocations are made thru Italian channels responsible for the distribution of liquid fuels. In view of the world shortage of shipping, it is essential that the Italian Government allocate sufficient fuel to cover all craft engaged in the lifting of stores against the disease and unrest program, that is, all controlled craft.

3015

3. While you are working out a system, Petroleum Section, AFHQ, have agreed to allocate an additional quantity of fuel to prevent delays in the interim period. This must not be taken as establishing a precedent; fuel requirements for schooners must be included in the over-all request made thru Italian channels for this type of fuel.

4. Will you please take immediate steps to initiate a satisfactory system? Please inform this HQ of the action taken.

M.J. SLEFF

M.J. SLEFF, Colonel,
Chief Movements Division

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

504/32/TN 3

SUBJECT: Fuel for Schooners

18 May 1945

TO : Ministry of Marine
ATT: Lt.Gen. Matteini

1. Considerable delays have occurred in the past to movement of schooners due to non-availability of fuel. This has not only resulted in waste of shipping, but has resulted in waste of perishable cargoes. Both types of wastage must be avoided.

2. The various systems which have been tried in the past for distribution of fuel to schooners have proved unsatisfactory. It is requested that you initiate with all speed a system whereby fuel for schooners, operated under the control of COGEMA , is demanded thru Italian Government channels, and the necessary allocations are made thru Italian channels responsible for the distribution of liquid fuels. In view of the world shortage of shipping, it is essential that the Italian Government allocate sufficient fuel to cover all craft engaged in the lifting of stores against the disease and unrest program, that is, all controlled craft.

3015

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4. Will you please take immediate steps to initiate a satisfactory system? Please inform this HQ of the action taken.

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

Distribution:

Ministry of Commerce, Industry & Labor (for liquid fuel office)
COGEMA
Schooner General Board - Naples
Commerce Sub-Commission (Petroleum Section)
Petroleum Section, AFHQ, Advance
Economic Section
G-5, AFHQ
G-4, (Mov & Tn), AFHQ
Port & Warehouse Division, Tn. S/C
Shipping Sub-Commission

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

0516

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

Col Leaf

HEADQUARTERS ALLIED COMMISSION
APO 394.
TRANSPORTATION SUB COMMISSION

35

Tel. 290
Ref. AC/13/21/Tn6

RMB:avm
17 May 1945

SUBJECT: POL Supplies

TO : Commerce Sub Commission
POL Division

1. For your information and retention, we enclose copy of letter received from Mr. Crooks with attached list of estimated fuel supply needs as reported to him by COGENA.

R. M. BASCUNILLA, Chief
Ports & Warehouse Division

Enclosure as stated above.

copy: Col Chieff

3014

504

0517

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

San Stefano	5	tons
Civitavecchia	15	"
Anzio	15/30	"
Naples	300/400	"
Reggio Calabria	25/30	"
Messina	20	"
Palermo	60/80	"
Trapani	15/20	"
Marsala	25/30	"
Augusta	10/15	"
Siracusa	10	"
Catania	60/70	"
Brindisi	15	"
Bari	60	"
Manfredonia	15	"
Ancona	20	"
Ortona	15	"
Ricata	5	"

0518

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HQ AFC Trans S/C 17/5/45
Maj Godfrey

34

Reference your letter AC/504/29/Tr 3, dated 10 May 1945, the M/V Maria Paco Feola and San Michele were released by Malta Schooner Control Board on 10 May under following conditions." Allocated for Civ Lobster fishing & transport Sardinia Corrections: Ref letter High Commissioner for food, 5 May. Released for 2 months Schooner Control Board 3613 Chief C Staff

(over)

0519

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

I am working the office staff day and night getting the bills tabulated. Please expedite payment note

Check

a further allotment

2 If ~~there~~ is required

after present period

expires a ~~Final~~ application

should be made

Final ~~office~~ Chief Clerk

0520

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

83

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION
Ports & Warehouse Division

Tel. 290
Ref. AC/13/20/Tn6

16 May 1945
RBE:mvm

SUBJECT: COGENA POL

TO : Mr. C. C. Crooks
Transportation Sub Commission
Naples

1. For your information, we enclose copy of letter from the Commerce Sub Commission.

2. The advisability of establishing fueling stations at ports between Naples and the southern part of Italy was discussed this morning with a representative of the Italian Ministry of Marine. It is believed that the establishment of these fueling stations might be of help in preventing waste or illegal disposition of fuel.

3. Should these fueling stations be established, vessels sailing from Naples would not be given enough fuel supply for a round trip but only a one-way supply and if the schooners run short of fuel enroute because of sailing or other hazards, they can call at these enroute fueling stations for the necessary supply to continue the voyage.

4. If this scheme is found practical, the delivery of fuel at the fueling stations would be made under the supervision of the local Port Commander.

5. Please give this matter your immediate study and let us have your views or counter-suggestions. If in favor, please name the ports which you believe would be the logical ones to be used as fueling stations. 3012

6. We are awaiting advice requested in para 3 of our letter of 11 May 1945, ref. AC/13/19/Tn6.

7. A reply by return mail is requested and required.

R. M. BAZZARELLA, Chief
Ports & Warehouse Division

Enclosure as stated in para 1

Copy: Col. Sieff
Major Brereton

504

0521

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

32

HEADQUARTERS ALLIED COMMISSION
APO 394
COMMERCE SUB-COMMISSION

ASB/r'am

16 May 1945

Tel. : 478829

Ref. : AC/5146/13/COMMERCE/POL-16

SUBJECT: POL SUPPLIES COGENA

TO : Transportation Sub-Commission

see 47

1. Conversation Col. Sieff - Major Brereton refers.

2. It is agreed that the present arrangement for supplying Cogena with POL is not working out satisfactorily.

3. The whole question of supplies to Cogena and the way in which they were to be handled was raised by this Sub-Commission with Transportation Sub-Commission some time ago (in October last) and Transportation Sub-Commission were then asked to say whether supplies for Cogena should be included in the bulk allocations to be made to the Italian Government or whether they wished themselves to control these allocations. It was decided to include supplies for Cogena in the bulk allocations to the Italian Government.

4. The latter then made allocations at a number of points at which it was understood that Cogena required supplies based largely on what had been done by Petroleum Section who themselves had never been able to obtain any information as to Cogena's real requirements and had in fact been making allocations which were well above the quantities actually drawn with consequent damage to other users.

5. In February Cogena produced some figures which were forwarded to the Italian Government through Transportation Sub-Commission and Commerce Sub-Commission. Owing to difficulties which were arising due to the allocations at various points being in some cases above and in some cases below requirements, the Italian Government agreed after discussions with this Sub-Commission and with your approval to allocate POL for Cogena by zones and that the Supreme Control Commission in Naples should have the power to switch supplies from point to point provided a total quantity allocated was not exceeded. As a further precaution the Italian Government held a reserve against unforeseen contingencies.

Whereas the reserve?

?611

5714

0522

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

6. In March this arrangement appeared to work satisfactorily but in April the original allocation was used up in the first three weeks and the reserve had to be drawn on. To prevent shortages occuring at the end of the month the Italian Government divided its May allocation into two equal amounts the first of which could be drawn during the first half of the month and the second during the latter half. It seems that owing to some confusion at Naples the full quantity which might have been drawn was either not drawn at all or was drawn without the knowledge of the Schooner Control Committee at some other points.

not correct
no solution

7. To avoid a repetition CIF have been instructed that the second half of the Italian Government allocation namely 220 tons is to be made available at Naples or some other point as the Schooner Control Committee may instruct the CIF Naples office and that any part of the original 220 tons allocated for the first half of the month and which has not actually been drawn at Naples or elsewhere be drawn under identical conditions.

Imprest

Schooner-table

8. We have again discussed the question of Cogena supplies with the Liquid Fuels Office of the Italian Government who have obtained the somewhat unwilling consent of the Ministry of Marine to endeavor to control Cogena supplies through their Ports Organization commencing 1 June 45. They feel however that conditions in the Schooner market are now such that large numbers of indiscriminate and unserviceable craft are being used uneconomically by Cogena and that the demands for POL will increase by leaps and bounds in much the same way as has happened with the passenger carrying Camionette in Rome. They are therefore not prepared to make available more than 440 tons monthly.

all craft controlled

9. They have warned us that if further quantities are requested the matter will have to come up for decision by the Interministerial Committee responsible for allocation of petroleum supplies available to the Italian Government among different categories of users. This Committee has given instructions that Agriculture which is a large user of gas oil is number 1 priority. UNAC is also another large user with high priority.

10. Should the Italian Government not feel able to increase allocations to Cogena it will be necessary for the whole matter to be raised with AFHQ to see whether authority can be obtained for an increase in the bulk allocation being made to the Italian Government.

3 (19)

Naturally we increase as more Schooners are handed

0523

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

11. It is wished to point out that this Sub-Commission has no control whatever over allocat ons made by the Italian Government from the bulk supplies placed at their disposal and that these bulk supplies are determined under the present Category "A" formula of "disease and unrest." Provision for an increase in POL supplies necessary to implement a projected increase in the Category "A" program have been included in that program which is at present understood to be under discussion at Washington. An increased allocation for fishing and marine was included in that Program.

12. Confirming later conversation with Mr. Mazzanella it is requested that you will obtain from Cogena a statement as to the quantities and ports (say 12 max.) at which the June and subsequent allocations should be made available and at which time detailed issue will be controlled by the Port Authorities. The total of these quantities should not exceed 440 tons.

400 tons not quoted a suitable figure

for
W. P. [illegible]
Colonel
Director
Commerce Sub-Commission

Many kiss.

0524

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

Telex : 534 HEADQUARTERS ALLIED COMMISSION RM/fs

AFO 394

Transportation Sub-Commission

31

Our ref.: AC/004/30/Tn 3 13 May 1946

SUBJECT : M/v "MARIETTA MAIRE" No 207 and
m/v "DORIA" No 347.

TO : CO-GEMA
Piazza Carità 32, Naples

See 27

1. Reference your letter 4477 /GC d'I dated the 20th of April regarding freights payable on the recent cargo of citrus from Palermo to Ancona.

2. The cargoes carried were not A.C. cargoes, but were for a civilian account and freights therefore should be payed by the shippers.

For the Director:

C. H. GODFREY,
Major, I.A.

Copy to : Medbo Schooner Control Naples
Shipping Tn. Officer, Mr. Crooks,
AMG Naples Commune
High Commissioner, Sicily.

Shipping S/C

3008

0525

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

29 RH 30A

Tel : - 534 HEADQUARTERS ALLIED COMMISSION RH/gs
APO 394
Transportation Sub-Commission

Our Ref :- AC/504/29/Tn.3. 10 May 1945

TO :- Shipping Transportation Officer Mr. Crooks (3)
AMG Naples Commune.

1. Attached is copy of letter received from Alto Commissariato dell'Alimentazione requesting the release of the "MARIA PACE FECLA" & "SAN MICHELE" for fishing purposes.

2. Please advise this HQ the decision of the Shipping Authorities.

For the Director :-

G.B. GODFREY
Major I.E.

3007

0526

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

TRANSLATION

BG:gs

30B

MINISTRY OF AGRICULTURE AND FORESTS
FOOD GENERAL DEPARTMENT

Section XIV
Ref : A/IVX/228

Rome 5th May 1945

TO : ALLIED COMMISSION
Transportation Sub-Commission
Shipping Branch - Rome-

SUBJECT : Release of m/schooners (motovivai) "MARIA PACE FEOLA" and "SAN MICHELE"

1. The shipowners Antonio Feola and Cristoforo Tagliamento of Ponza have allocated to this High Commissioner's Office, according to a regular contract all the production of lobster in Sardinia.

2) Shipments of mentioned shaltfishes will be operated with the m/schooner (motovivai) " MARIA PACE FEOLA" and S.MICHELE" which belong to the mentioned shipowners, but are operating at present thru COGENA.

3) As these vessels are especially constructed to ship lobsters and eels, we beg that Sub-Commission to instruct COGENA in order to release them.

3606

THE HIGH COMMISSIONER
(sgd illegible)

50-X

05271

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

29

Tele.534

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

PG/lr

4 May 1945

AC/504/27/Tn.3

SUBJECT : CO.GE.NA

TO : Tn. Officer
AC Reggio Calabria
c/o 204 Sub-Area.

28

1. Ref. your letter R.27 dated 26 April 1945.

2. The undermentioned are agents of COGENA in the following ports :

Reggio Calabria	:	Fratelli Labate
Crotone	:	Rinaldo Giovanni di Napoleone
Vibo Valentia	:	Giuseppe Emanuele Centafio and Santafio.

For the Director :

G.B. GODFREY,
Major I.E.

3605

FILE

05281

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

CCC/dp

29

MEDITERRANEAN SCHOONER CONTROL BOARD,
NAPLES.

88/Shipping/27 26 Apr 45.

SUBJECT : Fuel for Schooners.

TO : Deputy Director,
(Att: Col M.B.Thomas),
Transportation Sub-Commission,
H.Q. Allied Commission.

1. Delays to many schooners have occurred again during April due to insufficient fuel being allocated to CO-GE-NA. The board has given a great deal of attention to this matter, and while no perfect solution has been found, some improvements have been made. C in C Med has been asked to give permission for direct routes between Italian Mainland, and Island Ports. It is known, that at present, many schooners are taking direct courses while drawing fuel for the longer coastal routings. The surplus fuel drawn finds its way into the 'black market'. Fuel is being allocated for only outward voyages, fuel for return voyage being drawn at sailing port. This gives an extra check on consumption, and balance left in tanks.

3004

2. Allocations are made on calculations of Vessel's D.W., Engine H.P., Speed, and distance to be travelled. Certificate of Master gives consumption during voyage, and balance of fuel in tanks at end of each voyage. The tanks are gauged by a C.I.P. representative before each refueling. In spite of all these precautions a certain quantity of fuel is being diverted to the 'black market'.

3. The question to be settled once and for all is : Are schooners to be held up at the end of each month for lack of fuel, because some of this fuel goes into the 'black market',

'black market',/

304

0529

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

or are they to be used at their greatest efficiency? In each past month supplementary al-locations have been made, but not until many schooners have been withdrawn from service for lack of fuel.

Charles C Crooks

CHARLES C. CROOKS,
Medbo Schooner Control Board,
Naples.

Copy to : Port & Warehouse Div,
CO-GE-NA,
M.W.T. (Mr Hanvey).

3003

0530

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

TRANSPORTATION SUB-COMMISSION A.C.

ALLIED CONTROL COMMISSION

PROVINCE OF REGGIO IN CALABRIA

28

SUBJECT: COGENA

REF: R /2

TO: H.Q. A.C. (Tpth S.C.)

26 Apr 45

1. I do not appear to have a list of the local agents of Cogena (for such ports in this Divn. as Crotone, Vibo, Reggio, etc)

2. Please forward.

Bill Buddy

B. W. BUDDY
CAPTAIN
DIVN.SUPT. TPTN.S.C.A.C.
REGGIO CAL.

29

100

2102

0531

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

T R A N S L A T I O N

BG/gs

28

CO GE NA

Pza Carità 32 Tele 53211

Naples 20 April 1945

Ref 4477/SC d'I

TO ALLIED COMMISSION
Transportation Sub-Commission
ROME

SUBJECT m/s "MARIETTA MADRE" nº 207
m/s "Cora" n) 347

The mentioned m/schooners, who are at present still operating for the RASC, have operated on behalf of the ALCOM Palermo; a shipment of cytrus fruits from that port to Ancona, where they arrived on March the 12th, after having carried 120,7 tons the m/s MARIETTA MADRE and 212.7 tons the m/s "CORA".

At the cargo did not belong to the Allied Armed Forces, the Naples Ministry of War Transport has charged us to collect the due freights. Thus we have writtin to our Palermo Agency.

Our branch office has replied us that : 3401

1º) as the m/schooners, were operating on behalf of the RASC, they have accepted the cargo without its assistance.

2º) Merchandises were sold to the Italian Association of Agricultural Syndacates of Palermo (Federazione Italiana dei Consorzi Agrari), thray the Palermo AC.

3º) Owing to agreements between Capt. Hall of the Palermo AC. and the mentioned Association, all freights ought to be paid by the AC.

4º) The companies which have shipped the stuffs, questioned on the matter have declared that freights ought to be paid by the AC. and that shipments have been operated at bob conditiogns.

0532

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

At the same time the Allied Commissions of Southern Region have been withdrown and Capt. Hall left Palermo; as our Agency is therefore unable to continue its investigations we are compelled to address ourself to your kindness hoping that you will enable us in collecting the freights of the mentioned shipments.

We would appreciate very much a reply. Best regards.

The Director

(sgd Doct. Eugenio Sarnella)

3000

0534

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

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

OGGETTO: m/v MARIETTA MADRE n°207
" CORA " 347

N° 4477 /sc d'I

DATA: NAPOLI 20 Aprile 1945
PIAZZA CARITÀ 32 - TELEF. 60-931

27

Spett/ ALLIED COMMISSION
Transportation sub Commission

ROMA

I motovelieri in oggetto, attualmente ancora in servizio per il RASC, eseguirono per conto dell'ALCOM di Palermo, un trasporto di Agrumi da quel porto per Ancona e precisamente:
m/v MARIETTA MADRE tonn. 120,7 = m/v CORA tonn. 212,7
giungendo a dastino il 12 Marzo u.s.

Trattandosi di carico non di pertinenza delle Forze Armate alleate, il Ministry of War Transport di Napoli ci interessò per il recupero dei relativi noli per cui scrivemmo alla nostra Rappresentanza di Palermo.

La predetta ns/ dipendenza ci risponde ora che:

1°) i motovelieri, essendo in servizio RASC, imbarcarono la merce senza il suo intervento;
2)° la merce fu venduta dalla Federazione Italiana dei Consorzi Agrari di Palermo alla S.E.P.R.A.L. di Pesaro, tramite l'AC. di Palermo;
3°) per accordi, interceduti tra il Cap. Mister HALL dell'AC. di Palermo e la predetta Federazione, i noli dovevano essere regolati dall'AC. stessa;
4°) le ditte caricatrici, interpellate in proposito, hanno confermato che il nolo per il trasporto doveva essere regolato dall'AC e che le spedizioni erano state effettuate con la condizione fob;

2999

Nel frattempo però le Commissioni Alleate delle Provincie del Sud hanno cessato di funzionare, il Cap. Mister HALL ha lasciato Palermo e, poichè quella ns/ Rappresentanza non è quindi più in condizioni di portare a termine la pratica, siamo costretti - nostro malgrado - a ricorrere alla Vs/ ben nota cortesia e pregarVi di volerci mettere in grado di recuperare i noli dei trasporti in questione.

Restiamo in attesa di Vs/ riscontro e, nel ringraziarVi in anticipo, Vi porgiamo i sensi della ns/ profonda stima.

IL DIRETTORE
Dott. Eugenio Sarnella

0534

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

26

MEDBO SCHOONER CONTROL NAPLES INFO FREEDOM CITE FHGDM FHGEG

ALCOM NAPLES

5651 18 APRIL 45 PRIORITY

RESTRICTED PD

PARA ONE PD UNDERSTAND FROM GEORGE FOUR PAREN MOV AND TN PAREN AR AFHQ THAT YOU HAVE NOMINATED CANTAKEIT PELAGOSA ALRESFORD AND AGEA VARVARA FOR ALCOM CARGOES PD

PAREN TO MEDBO SCHOONER CONTROL NAPLES INFO TO FREEDOM CITE FHGDM FHGEG TO ALCOM NAPLES FOR CROOKS FROM HQ ALCOM CITE ACTPT PAREN

PARA T O PD WISH TO POINT OUT VESSELS HAVE NOT BEEN COORDINATED THIS HEADQUARTERS PD

PARA THREE PD CANNOT GUARENTEE STORES WILL BE AVAILABLE FOR PROMPT SHIPMENT OR THAT STORES CAN BE CLEARED ON ARRIVAL AT DESTINATION PD

PARA FOUR PD XXX EMPHASISE TO AVOID DELAYS TO SHIPPING PD ALL NOMINATIONS OF SHIPS XX MUST BE AGREED THIS HEADQUARTERS AND SET UP AGAINST SPECIFIC BIDS APPROVED THIS HEADQUARTERS PD

TRANSPORTATION SC

390

NICHOLAS PICOBINO
CPO U.S.A.
Asst.Adjutant

0535

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

19

1911/12-IX

EXT- 202

H.Q.,A.C.
C.M.F.

5th April, 1945.

To: Colonel M. J. Sieff,
Chief, Movements Division,
H.Q., A.C.

Subject: Cost of Transportation by Italian Shipping.

Dear Sieff,

I attach hereto copy of a communication from the Chairman of the Mediterranean Shipping Board to the Chief Administrative Officer, A.F.H.Q., copy of which has also been forwarded to the Acting President of the Allied Commission. This has a direct bearing on the matter which we discussed with Antolini yesterday.

Yours
Kenneth Campbell.

please see Campbell

Mov Shipping

To note + retain — 2997
I will require at some future date
5/15/45

Cost Problems
No 1 Section

COPY.

(23)

4th April, 1945.

To: Chief Administrative Officer.
(Copy to Mr. Harold Macmillan,
Chief Commissioner to the Allied Commission)

From: Chairman, Mediterranean Shipping Board.

COST OF TRANSPORTATION BY ITALIAN SHIPPING.

1. The question of the cost of transportation of goods by sea has been raised by the Economic authorities on the Allied Commission. It is felt that a short statement of the existing situation should be made, and guidance sought.

2. Acting under instructions from the Combined Shipping Adjustment Board the Mediterranean Shipping Board requested the Italian Ministry of Marine to requisition all vessels over 300 tons d.w.t. and to take on charter anything of a smaller size and to place it at the disposal of the Allied authorities.

3. For this purpose, and for the purposes of operation, the Italian Ministry of Marine created a body known as Comitate Italiano Gestione Navi (CO.GE.NA), who are responsible for the payment of all charges which would normally fall to the owner of the ship - i.e., crews' wages, insurance, maintenance and repairs. Their only means of achieving an income is by collecting rates of freight on civil cargo transported within the Italian theatre. The Mediterranean Shipping Board felt that it was only right, at the outset, that this particular department of the Italian Government should be a self-supporting body financially, and that their income should bear relation to their expenditure.

4. It is appreciated, however, that by such means the freights charged by CO.GE.NA for the carriage of goods may be such as to do harm to some one or other particular industry in Italy which it is desired to rehabilitate in order to save importations from abroad. 9662

5. It has been suggested that CO.GE.NA is charging too high a rate of freight on certain of these commodities, particularly pyrites, salt and timber, but it did not appear appropriate to the Mediterranean Shipping Board that the shipping authorities alone should be the judge of what was the correct rate of freight in order to subsidise one or other particular industry.

6. In examining this problem, it should be appreciated that the Allied authorities are not only asking for the free use of Italian shipping, but are making demands on CO.GE.NA for the free services of crews for local Allied craft, such as waterboats and store carriers, and are also insisting on extensive repairs being carried out to old vessels to keep them in service. It should be added that the costs of these repairs, under existing circumstances in Italy, have reached exorbitant heights, and that the Italian authorities have no access to the world market for insurance, thereby making their costs on this item alone extremely high.

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

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7. Guidance is required to the shipping authorities on the following points:

(i) Is it acceptable in principle that the directive to the Minister of Marine that his Department should achieve an income to balance its expenditure is a correct one?

(ii) Does it not appear that at this stage the Italian Government, with the assistance of the Allied Commission, should decide whether the Italian Government should subsidise goods and fix seilling prices either by means of a direct subsidy on the goods, or

.....(iii)

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

(iii) Issue instructions that such a subsidy is to be achieved by a direction as to rates of freight, thus showing a loss on their Department of Mercantile Marine?

(Sgd.) J. GIBSON GRAHAM

Chairman,
Mediterranean Shipping Board.

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

0539

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

Schedule A.

(21)

Estimate of Cogens requirements April 1945 made by Capt. Smith

Italian Government territory.

NAPLES ZONE			3000 quintals
Naples	3000 q.ls		
BARI ZONE			1650 "
Bari	1300	"	
Crotone	200	"	
Manfredonia	150	"	
SICILY ZONE			3300 "
Catania	1200	"	
Palermo	1200	"	
Messina	300	"	
Augusta	300	"	
Trapani	300	"	
SARDINIA ZONE			
not shown			----
LAZIO UMBRIA ZONE			800 "
Civitavecchia	500	"	
Anzio	300	"	
Total Ital. Govt. territory			8750 "

A.M.G. territory.

MARCHE ABRUZZI ZONE			500 "
Ancona	500	"	
LIGURIA ZONE			
not shown			--- "
			9250 "2995

NOTE: In the accompanying report dated March 21st 1945 it is stated that the total number of schooners is 489 estimated to make 1 round trip per 4 week period and requiring an average of 2 tons gas oil. It is added that allowing for 10% of vessels laid up this gives a monthly consumption of 1000 tons.

0340

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

Schedule B.

Comparison Allocations COGENA - March/April 1945

(Gas Oil only)

	March allocation (incl. supplementaries)		April allocation	
Italian Govt. areas				
NAPLES ZONE		2500 Q.lts		2500 Qls.
Naples	2500 Qls.		2500 Qls.	
BARI ZONE		242 "		400 "
Bari	154 "		200 "	
Brindisi	15 "		- "	
Foggia	32 "		- "	
Taranto	41 "		- "	
Crotone	-- "		100 "	
Manfredonia	-- "		100 "	
SICILY ZONE		1134 Qls.		1200 Qls.
Reggio Cal.	274 "		-- "	
Catania	150 "		250 "	
Palermo	650 "		650 "	
Messina	60 "		100 "	
Augusta	-- "		100 "	
Trapani	-- "		100 "	
SARDINIA ZONE		41 "		100 "
LAZIO UMBRIA ZONE		-- "		200 "
Civitavecchia	- "		100 "	
Anzio	- "		100 "	
Total Ital.Govt. Territory		3917 "		4400 "
AMG areas				
MARCHE ABRUZZI ZONE		50 "		107 "
Ancona	50 "		107 "	
LIGURIA ZONE		-- "		107 "
Grosseto	-- "		107 "	
Grand Total		3967 "	2994	4614 "

0541

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

Schedule C.

Extract from letter Pet.Sec.- PET 30/B/27 of 31 March'45

2. It is noted that the list of schooner submitted by Captain Smith totals 489, and suggests about 2 tons of gas-oil per month per schooner. The number of schooners supplied during the months August to February last, and the quantities of diesel oil which these schooners have drawn at the various ports, has been examined and it is found that the maximum number of schooners operating in any one month is 228. The number each month being as follows:

August	193
September	228
October	193
November	197
December	197
January	174
February	200

3. It is further found that the average quantity drawn at Naples, where most of the schooners operated from, was 5.6 barrels; in Sicily, about 7 barrels, so that a fair average would be at 6 barrels per month per schooner. And assuming a 50% increase in the number of schooners operating in April, this would mean 300 schooners at 6 barrels per schooner equals 1,800 barrels equals 270 tons, approximately.

4. This Section cannot say if the anticipated use of schooners will multiply in April to the extent suggested by Captain Smith. It is felt, however, that the estimate of 270 tons will probably more than meet the requirements.

0542

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

Sched e D.

Extract from movement reports sent by Capt. Smith do date.

Supplies issued

Date	Total schboners listed	To schooners	Quintals Gas oil	Petrol	
Mar 21st	22	8	78.4		)Note states data
" 22nd	8	3	24.=		)regarding supplies
					)to balance not
					) available.
" 23rd	I0	I0	III.6	I0.5	
" 24th	8	8	4I.6	9.7	
" 26th	I2	I2	I27.6	3.=	
	60	4I	383.2	23.2	
Average per schooner			9.3	0.6	

NOTES: (a) An analysis of comments made on reports shows that in more than 30 cases outward sailing were under Ballast.

(b) Bulk of inward cargoes comprised by items such as Citrus fruits, Carob pods, Salt for a/c Monopoly, Timber. In some cases it is stated that schooner has been loaded with varied cargo for a/c ship owner.

0543

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

Schedule B.

Actual Sales to COGENA - Gas oil

	Dec.	Jan.	Feb.
NAPLES ZONE	1453 Qls.	765Qls.	1232 Qls.
BARI ZONE	114 "	141 "	71 "
SICILY ZONE	92 "	878 "	700 "
SARDINIA ZONE	17 "	13 "	11 "
LAZIO UMBRIA ZONE	— "	— "	— "
MARCHE ABRUZZI	19 "	— "	23 "
	1695 "	1797 "	2037

Figures supplied by Pet.Soc. from C.I.P. official sales records.

No. of schooners	197	174	200
Av. per schooner.	8.6 quint.	10.3 quint.	10.2 quint.

0544
Declassified E.O. 12356 Section 3.3/NND No. 785021

JAB/nf

(19)

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Ref: AC/504/78/Tn.3 3 February 1945

TO : Lt.Col. M.J.Sieff, OBE, R.E.
Chief, Movements Division.

1. I am rather concerned at the method of control which is at present being exercised by A.C. over export, import and sea carriage of commodities carried by coastwise traffic.

2. Although this section is directly interested in the control, the persons responsible for the detailed operations have not been appointed with our approval owing to the fact that we did not exist at time of appointment.

3. I fully realise the difficulties that must have faced this Commission and appreciate that it has undoubtedly formed a measure of control which previously did not exist and which is of paramount importance today. I believe, however, that the control is not representative of the trade.

4. Importers, exporters and ship-owners are represented by persons appointed by Allies and not by themselves. I feel that although in most cases the controlling authorities perform their duties reasonably well in extremely difficult conditions, that if they had been appointed by the trade, more satisfactory results would have been achieved.

5. Continually in perusal of files and in the execution of my duties, complaints of vested interests appear.

6. To avoid genuine complaints being levelled at A.C. the free traders must be given the opportunity to govern themselves and we confine our activities to control and assistance. At present we appear to have exceeded that control and given what is tantamount to a monopoly to certain firms.

2990

7. The solution of todays' problem I feel is to adopt civilian democratic methods, the decentralising of the A.C. control, operated by Committees formed by the traders themselves. Licenses being issued by Chamber of Commerce to the appointed Committee based on bid

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2990

7. The solution of todays' problem I feel is to adopt civilian democratic methods, the decentralising of the A.C. control, operated by Committees formed by the traders themselves. Licenses being issued by Chamber of Commerce to the appointed Committee based on bid acceptance and A.C. retaining the right to specify the number on Committee but not to nominate members.

8. May the suggestion as outlined in para 7, please be put before our Director for his consideration.

J.A. BALFOUR
Lt.Col. R.E.
Movements Division.

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

0546

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

To: Transportation

S/C

S.A.I. per la produzione Calci e Cemento di Segni
ROMA - CORSO UMBERTO I, 257

(18)

ROME, March 15, 1945

Direzione

App/356=BL/Ia

To the
HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub Commission
R O M A
==========

SUBJECT: Your letter RH/id
or the 9th inst.

(16)

Referring your letter RH/fd of the 9th inst., we ask you for the allotment of m/v SAMIA II° - n° 1669, for the conveyance of 100 tons of coke-dust from Naples to Vibo Valentia.

The above mentioned material, alloted to us by the Commerce Chamber, is urgently requested for our Cement Factory at Vibo Valentia Marina.

The above mentioned ship, owned by our Commonsister S.A.MI= NERARIA ITALO ALBANESE "BULGRI", is waited for in the next days in the Gulf of Naples. Therefore we shall be very grateful to you if, appre = ciating our industrial necessities, will be so kind as to provide to the requested allotment.

Thanking beforehand, we remain,

S. A. I. PER LA PRODUZIONE CALCI E CEMENT
Il Direttore

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

ROME, March 15, 1945

Direzione

App/356=BL/Ia

To the
HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub Commission
R O M A

SUBJECT: Your letter RH/fd
of the 9th inst.

(16)

Referring your letter RH/fd of the 9th inst., we ask you for the allotment of m/v SANTA IIº - nº 1669, for the conveyance of 100 tons of coke-dust from Naples to Vibo Valentia.

The above mentioned material, alloted to us by the Commerce Chamber, is urgently requested for our Cement Factory at Vibo Valentia Marina.

The above mentioned ship, owned by our Commonsister S.A.MI= NERARIA ITALO ALBANESE "BULGRI", is waited for in the next days in the Gulf of Naples. Therefore we shall be very grateful to you if, appre = ciating our industrial necessities, will be so kind as to provide to the requested allotment.

Thanking beforehand, we remain,

S. A. I. PER LA PRODUZIONE
CALCI E CEMENT
Il Direttore

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

0549

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

RH/fd

18

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

9 March 1945

Our ref.: AC/504/16/Tn 3

SUBJECT : Allocation of Schooner SAMIA III

TO : S.A. Calci e Cementi di Segni
Corso Umberto I, No.269
Rome

2

1. Ref your letter Ann/233-PG/IA dated 13 February addressed to Industry Sub-Commission.

2. The above schooner cannot be allotted to you unless specific bids are received.

3. If bids are received and approved this vessel may then be allotted to move your goods as soon as the vessel is available.

4. If you call at this office the correct procedure will be explained to you.

for Andrei Chmyr
major AA
MERRITT H. TAYLOR
DIRECTOR

Copy to : Industry Sub-Comm.
Regional Comm. Southern Region (Attn.Tn.Officer)
Schooner file

...ZIONE
...GNI
2460
12 MAR ...

2938

0 5 5 0

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

(15)

HEADQUARTERS
ALLIED COMMISSION
TRANSPORTATION SUB COMMISSION
C/o Southern Region

TO : TN SUB COMMISSION
A.C. H.Q.

March,7th.1945

Reference : AC/Tn/G/175

Your ref.AC/504/13/Tn 3

SUBJECT : ALLOCATION OF SCHOONERS.

In reply to your letter of 2nd.March addressed to Cogena,regarding the m/v "SAMIA II",the firm of Calci e Cementi has been asked on several occasions to submit a bid,but so far has omitted to do so. To put the matter in line with usual practice,will you please ask them to comply with this requirement, both for the homeward cargo Barletta/Naples,Cement,and for any return cargo they may have from here to the East Coast.

The "SAMIA II" will then be allocated against these bids.

Meantime,as soon as the vessel is available to load cement,it will be allocated by Medbo Schooner Control Board, for this purpose.

Captain.R.E.
Tn.Sub Commission
Southern Region

2987

504/13

JHH/mi

FNE 14

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

20 February 1945

Ref. AC/504/14/Tn.3

SUBJECT : Schooners - Names & numbers.

TO : Regional Commissioner Southern Region.
(Att. Tn Officer for Capt.Smith(Schooner control)

1. Ref. Economics and supply Division letter RES 091. 31/2/12 dated 14 Feb copy to you.

2. Please ensure that in all communications reference schooners, that COGENA number as well as name is quoted.

By Command of Rear Admiral STONE :

/ Merritt H. Taylor Major AA
MERRITT H. TAYLOR
Director

Copy to : Economic & Supply Division.

2986

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

SUBJECT : Schooners - Names & numbers.

TO : Regional Commissioner Southern Region.
(Att. In Officer for Capt.Smith(Schooner control)

1. Ref. Economics and supply Division letter RSS 091. 31/2/12 dated 14 Feb copy to you.

2. Please ensure that in all communications reference schooners, that CCFSNA number as well as name is quoted.

By Command of Rear Admiral STONE :

Acting Capt RA
MERRITT H. TAYLOR
Director

Copy to : Economic & Supply Division.

2986

504/7N3

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

0553

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

(13)

ACP/ic

TRANSPORTATION SUB-COMMISSION, AC.
(RAIL DIVISION)
c/o Transportation Increment
C.M.F.

Tel. 843238
Ref. AC/31/Tn 4

21 February 45

TO : Movements Shipping Branch
HQ, AC.

SUBJECT : Increase in Rail rates : (9)

1. Reference is to your AC504/9/Tn 3 of 18 February 45.

2. The following information is given :

1 Jan. 1939	Passenger fares increased 20%
1 Feb. 1940	Freight rates " "
19 Nov. 1944	Passenger & Freight rates increased 100%.

O.H.LINDBERG
Lt.Col. R.E.,
Chief, Rail Division.

5044/Tn3.

0554

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

(13)

ACP/ic

TRANSPORTATION SUB-COMMISSION, AC.
(RAIL DIVISION)
c/o Transportation Increment
C.M.F.

Tel. 843238
Ref. AC/31/Tn 4

21 February 45

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O.H.LINDBERG
Lt.Col. R.E.,
Chief, Rail Division.

7985

504/Tn3.

0555

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

FILE 13A

HEADQUARTERS ALLIED COMMISSION RH/gs
APO 324
Transportation Sub-Commission

Our Ref: AC/S04/13/Tn.3. 2 March 1945

SUBJECT:- Allocation of Schooners

del (15)

TO :- CC-G.-NA
Piazza Carità
NAPOLI

1. Attached is copy of application and correspondence re-allocation of schooner SANTA II to S.A. CAICI E C MANTI DI BONI.

2. It is felt owing to the importance of cement in the rehabilitation of Italy that their application might be considered with favour.

3. Please advise this Sub-Commission if you are able to acquiesce to their proposals.

for Lieutenant Colonel
MERRITT H. TAYLOR
Director

copy to: Regional Commissioner Southern Region
(attn. Tn. Officer)
Industry Sub-Commission
Economic Section
Ports & Warehouse Division

2984

S04/TN.3.

0556

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

(138)

HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRY SUB-COMMISSION

AMW/ci

Tel. 447

20 February 1945

Ref. AC/5589/IND.

SUBJECT : S. A. Calce e Cementi di Segni.

TO : Transportation Sub-Commission
(Attn.: Shipping Division).

1. Ref. attached letter App/233-PG/Ia passed to you for information and necessary action.

2. We confirm text of letter regarding the activities carried out by this firm and suggest that any assistance which could be given would be appreciated by this Sub-Commission.

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

Incl.:
As per Para. 1 above.

Copy to:
Economic Section.

2983

382/IN3

0557

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

S.A.I. PER LA PRODUZIONE

CALCI E CEMENTI DI SEGNI

CAPITALE L. 16.000.000 INT. VERS.

SEDE IN ROMA

CORSO UMBERTO I. N. 267

STABILIMENTI IN COLLEFERRO, CASTELLAMMARE DI STABIA, VIBO VALENTIA

C.P.E. N° 1/6556 ROMA
C.P.E. N° 90252 NAPOLI
C/C. POSTALE N° 1/4321

Roma 13 Febbraio 1945

16 FEB 1945
5589

App/233=PG/Ia

OGGETTO

m/v SAMIA II°

Spett.le

A. C.

INDUSTRIAL SUB COMMISSION

R O M A

Ci permettiamo accludere in originale e copia ns/ lettera App/232 indirizzata al CO.GE.NA Napoli, pregandoVi vivamente di volerla esaminare e, se d'accordo con quanto da noi richiesto, di inoltrarla con il Vs/ parere favorevole.

RingraziandoVi fin d'ora, distintamente Vi salutiamo.

All/2

TRANSLATION

SUBJECT: m/v SAMIA II°

2982

We enclose the original and a copy of our letter n° App/232 addressed to the CO.GE.NA Naples, begging You to examine it and, if You agree about what we have requested, to despatch it with Your approval.

Thanking beforehand, we remain,

SOCIETÀ ANONIMA ITALIANA
PER LA PRODUZIONE CALCI E CEMENTI DI SEGNI
Il Direttore

2/Encl.

ALLEGATO 858

Telegrammi: CALCEMENTI - ROMA - Telefoni Centralino 62155

0558

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

(13D)

TRANSLATION

Rome, 13 February 1945

TO : General Management
or "Co. Ge. Na
(Comitato Italiano Gestione Navi.
Naples.
(Piazza Carità)

As you already know our Society has actually started :
a) the reconstruction for the partial working of the own cement-works of Colleferro.
b) the working of the plant of Castellammare di Stabia for the production of hydrate lime.
c) the completion of the cement-works of Vibo Valentia which will soon restart the production.
d) the reactivation of the own mine of lignite situated at Castel S. Pietro (Poggio Mirteto).
e) the re-activation of the mine of lignite of Briatico for which we came to an agreement with the owner Soc. Limsa.

Besides the "Società Italiana delle Miniere di Sclenizza started :
a) the working of the plant of Colleferro for the production of bituminous cardboards.
b) The re-activation of the mine of asphalt rock situated at Colle S. Magno.
c) Roads maintenance works at Rome.
d) Roads maintenance works at Naples.

For the above activities all important for the reconstruction and the repair of buildings damaged by war it is required the transport of materials for supplying the plants.

Actually the transports are very difficult, therefore the working is strongly embarassed. In case that our Society could dispose the sailing vessel with aux. motor "Samia II of 100 tons belonging to the other Society "S.A.M.I.A." (Società Anonima Mineraria Italo-Albanese) difficulties would be remarkably reduced.

In any case the sailing vessel with aux. - motor would be used for going and return and eventually in these last voyages for the transport of our products to the consuming centers.

We beg therefore to ask this CO. GE. NA. to will allott the 981 sailing vessel with aux motor Samia II to our Society for the mentioned transports and also for the materials in which the other Society "Miniere di Sclenizza" is interested.

We remain

Calci e Cementi di Segni
The Director : Bazzoni.

0559

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

S. A. I. PER LA PRODUZIONE
CALCI E CEMENTI DI SEGNI
CAPITALE L. 16.000.000 INT. VERS.

SEDE IN ROMA
CORSO UMBERTO I. N. 262

STABILIMENTI IN | COLLEFERRO
| CASTELLAMMARE DI STABIA

UFFICIO APPROVVIGIONAMENTI

C.P.E.C. N° 17658 - ROMA
C.P.E.C. N° 90952 - NAPOLI
C/C POSTALE N° 1/4321

Telegrammi CALCEMENTI - ROMA - Telefoni 61446 62-150 - 62-169 - 62-107

BE

Roma, 13 Febbraio 1945

/App/232 PG/M

OGGETTO
M/V " SAMIA II°"

Alla
Direzione Generale del Comitato
Italiano Gestione Navi
"CO. GE. NA."
N A P O L I
Piazza Carità

Come noto a codesto Co.Ge.Na. la nostra Società sta attualmente procedendo

a) alla ricostruzione a parziale esercizio della propria cementeria di Colleferro

b) all'esercizio dello stabilimento di Castellammare di Stabia per produzione di calce idrata

c) al completamento della cementeria di Vibo Valentia, presso la quale è imminente l'inizio dell'esercizio

d) alla riattivazione della propria miniera di lignite di Castel S.Pietro (Poggio Mirteto)

e) alla riattivazione della miniera di lignite di Briatico per la quale è intervenuto un accordo con la proprietaria Soc. LIMSA.

Inoltre la nostra Consorella Società Italiana delle Miniere di Selenizza svolge attualmente le seguenti attività :

a) esercizio dello stabilimento di Colleferro per produzione di cartoni bitumati

b) riattivazione della miniera di roccia asfaltica di Colle S. Magno

c) lavori di manutenzione stradale a Roma

d) lavori di manutenzione stradale a Napoli.

2989

Per tutte queste attività, delle quali riteniamo superfluo far rilevare l'importanza ai fini della ricostruzione e della riparazione dei fabbricati danneggiati per gli eventi bellici, è necessario eseguire trasporti di materiali per il riformimento degli stabilimenti.

./..

ALLEGATO 655

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

segue lettera /App/232 PG/M del 13 Febbraio 1945 / 2°)

Nelle circostanze attuali l'esecuzione di tali trasporti è molto difficile e l'attività produttiva ne risulta fortemente intralciata.

Qualora la nostra Società potesse disporre del motovela "Samia II°", della portata di circa Tonn. 100, di proprietà dell'altra nostra Consorella Società Anonima Mineraria Italo Albanese "S.A.M.I.A.", le difficoltà risulterebbero notevolmente ridotte.

Il natante sarebbe in ogni caso utilizzato tanto per i viaggi di andata quanto per quelli di ritorno, eventualmente in questi ultimi viaggi per il trasporto dei prodotti dei nostri stabilimenti ai centri di consumo.

Ci permettiamo pertanto rivolgere domanda a codesto Co. Ge. Na. di volere assegnare il motovela "Samia II°" alla nostra Società per i trasporti sopra indicati, anche per i materiali interessanti la nostra Consorella Soc. It. Miniere di Selenizza.

Con osservanza

S.A.I. PER LA PRODUZIONE
CALCI E CEMENTI DI SEGNI

2979

0561

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

(12)

ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
APO 394

NCA/sf.

FILE : RES 091.31/2/12 14 February 1945.

SUBJECT : Schooners - Names and numbers.

TO : H.Q. Allied Commission
for T/N Sub-Com.

1. This Office desires to remind you that there are very many instances in the Schooner Pool of several vessels bearing identical names, this is a potential source of confusion and misunderstanding.

2. It is therefore particularly requested that in all cases where it is necessary to mention a specific schooner in any communication, verbal, telephone, signal or letter you will invariably quote the CoCeNa Number as well as the name.

For the Regional Commissioner :-

HEADQUARTERS
18 FEB 1945
G.

H. DRING,
Major,
Director, Economics
& Supply Division.

2978

Copies to:- H.Q. TN Sub-Com. Southern Region A.C.
for Capt. Smith (Schooner Control).
File RES 091.31/2/12 A.
File RES 091.31/2/12 B.

0562

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

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Comaission

JP/hm

REF : 504/10/TN.3

24 Feb. 1945

SUBJECT: Sea Transportation of Foodstuffs.

TO : Sezione Provinciale Alimentazione.

Napoli

1. Ref. your letter 388/CA dated 12 Feb. 1945.

2. Your suppliers have to make requests for sea transportation on bid form SB.2 which will be submitted to the Office of the AC Regional Commissioner through the Provincial Chamber of Commerce.

3. Bid form SB 2 may be obtained in the local Chamber of Commerce.

MERRITT H. TAYLOR
Director

Translation

2977

1. Rif. vostra 388/CA 12.2.45.

2. Vostri fornitori debbono inoltrare richiesta per trasporto marittimo sui moduli SB 2 che sono sottoposti al AC Regional Commissioner dalla Camera di COmmercio.

3. I moduli SB 2 possono essere ottenuti presso la Camera di Commercio.

MINISTERO DELL'AGRICOLTURA E DELLE FORESTE

Sezione Provinciale dell'Alimentazione

NAPOLI

Naples, 15th February 45

Prot. 388/CA

TO THE AC TRANSPORTATION SUB COMMISSION

R O M E

SUBJECT: Commodities transportation by schooners .-

Owing to rail and lorries transportations difficulties expecially these latter, it is necessary to provide that some products and commodities be transported by schooners.

In fact, it should be necessary tu use these schooners for the transportation of some products as oranges lemons and wine which integrate the nourishement of the civil population.

In order to avoid eventual speculations in forwarding of goods by the interested on markets which could offer time by time increased profits, we deem to avoid this inconvenient allocating to the Sepral's competent Offices sea means transportations. In such manner this product could be loaded on shipping places, and the prices of purchase, transportation and sale, checked , with benefit of the civil population.

the goods permits would be given to the Firms which have always performed commercial activity for the products requested, according to the capacity of the shooners and to the application sent, in order to avoid a great purchasing by few Firms only.

We wait for your instructions on the matter.

2976

THE DIRECTOR
(I. R. Sansone),

Sa/FI

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

Naples, 15th February 45

Prot. 388/CA

TO THE AC TRANSPORTATION SUB COMMISSION

ROME

SUBJECT: Commodities transportation by schooners .-

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We wait for your instructions on the matter.

2976

THE DIRECTOR
(L. R. Sansone),

Sa/FL

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

0563

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

SEPRAL, NAPLES

Their translation does not convey the meaning of the original Italian text. The Sepral want to make purchases in Sicily and the export permits from Sicily would be made out in the names of the Sicilian suppliers. The reply to give the Sepral, (they want to make schooner bids) is to tell them the bidding system to be carried out by their suppliers in Sicily. Tell them to make separate bids for wine

2975

Hr Patara Please draft letter on above lines Ab

0566

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

MINISTERO DELL'AGRICOLTURA E DELLE FORESTE

Sezione Provinciale dell'Alimentazione - Napoli

Prot. 388/CA

Div. ..... Uff. 4

Risp. a note N. .....

del .....

Napoli, 12 febbraio 1945

Via S. Aspreno

Al l'A.C.-Sottocommissione

per i trasporti

ROMA.

Tip. A. E. O. A. - Napoli

OGGETTO : trasporto generi alimentari a mezzo vettori

In relazione alle difficoltà dei trasporti ferroviari ed automobilistici, in particolare di questi ultimi, si rende necessario il convogliamento di alcuni prodotti e generi alimentari a mezzo di vettori o motovettori, usufruendo di agevoli posti d'imbarco e di sbarco della merce stessa. Infatti, sarebbe necessario far convogliare con tali mezzi alcuni prodotti come gli agrumi ed il vino che formano oggi base integrante dell'alimentazione della popolazione civile.

Ad evitare eventuali speculazioni con l'invio della merce da parte degli interessati su mercati, che danno modo di usufruire di volta in volta di utili piuttosto elevati, riteniamo che si possa ovviare a tale inconveniente con l'assegnazione agli uffici preposti all'alimentazione, dei mezzi di trasporti marittimi. In tal modo si potrebbe far caricare nei posti d'imbarco detto prodotto e controllare altresì i prezzi di acquisto, di trasporto e di vendita con beneficio della popolazione civile.

I permessi della merce verrebbero dati alle aziende che hanno sempre svolto attività commerciale per i prodotti richiesti in quota parte in rapporto alla portata dei vettori ed alle domande avanzate in modo

./.

2974

0561

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

da mettere in condizioni di evitare dannosi accaparramenti da parte soltanto di alcune ditte.

Restiamo in attesa di conoscere il vostro pensiero in proposito.

IL DIRETTORE
(L.R.Sansone)

Sent par

JAB/gs

I N T E R O F F I C E M E M O

Our Ref: AC/504/9/Tn.3. 18 February 1945

SUBJECT: Coasting Rates.

TO : Rail Division.

1. Please advise what increase has taken place on the rail rates between early '39 & current month.

2. A general figure on a percentage basis will suffice as it is only required for comparison with the shipping freight rates.

J. A. BALFOUR
Lt. Col. R.E.
Movements Division
Shipping Branch.

2973

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

TO : Rail Division.

1. Please advise what increase has taken place on the rail rates between early '39 & current month.

2. A general figure on a percentage basis will suffice as it is only required for comparison with the shipping freight rates.

J. A. BALFOUR
Lt. Col. R.E.
Movements Division
Shipping Branch.

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

TRANSLATION

/mi 8

Chamber of Commerce, Industry and Agriculture
MESSINA

CAL/RA

Office : Commerce Dep.
Ref No. 901

Messina 4 - 2 - 1945

SUBJECT : Assignment of m/schooners for the COGENA of Canneto Lipari.

TO : Headquarters Allied Commission
Transportation Sub-Commission
ROME

Reference to the conversation we had with Mr.Mc Donald, Official of that Hq., in the premises of this Chamber, we inform you that after having questioned the Cogena's Sub-agency of Canneto Lipari about the motorschooners whichhave not been loaded for non-availability of commodities it has been answered with the following cable :

" Crafts which have been assigned with permits no.180,212,263,267 268,269,356,354 have been repelled by the allotters with the explanation that freights conditions were unacceptable. It do not result that crafts have been assigned with permits 427,525,623,624.STOP. COGENA. Ferlazzo Natoli."

In the same time we received also the following cable from Rag. Giuseppe Natoli, allotter of the m/schooners :

" The Cogena's Agency of Canneto has informed me of your cable no.778.Stop. I repelled the crafts assigned by Cogena owing to the sub-chartering conditions and because only the freight would have overcomed the price of the commodities which I would have realized at Naples. Stop. I loaded as experiment the m/v S.Antonio with bad results. Stop. I will ewplain in a written report everything: it may be that next week I will personally explain the situation in order to obtain your authoritative defense to avoid the suspension of the pumice stone industry. Rag. Giuseppe Natoli"

As soon as we will have the report mentioned in the second cable or we will have more details on the question directly from Mr.Natoli. This Chamber will inform that Commission.

Best regards

The Commissioner
(sgd. ?)

2972

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

Canneto Lipari.

TO : Headquarters Allied Commission
Transportation Sub-Commission
ROME

Reference to the conversation we had with Mr.Mc Donald,Official of that Hq.,in the premises of this Chamber,we inform you that after having questioned the Cogena's Sub-agency of Canneto Lipari about the motorschooners whichhave not been loaded for non-availability of commodities it has been answered with the following cable :

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Best regards

2972

The Commissioner
(sgd. ?)

Original to Mr. Crosbie

Lee

504/IN3

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

(7)

GB/ab:

T R A N S L A T I O N

ANTONIO SCHINAIA of Emanuele.
Taranto
51,Mercato Piazza Fontana
Tel.3425

Reggio Calabria-
23rd.January 1945
c/o Palagiano Emanuele
133,Via Tripepi.

TO : Director of Cogera
Naples.

I contracted with the Firm " Fratelli Labate di Francesco", which is your representative in Calabria,about the procedure to obtain the assignment of m/shhooners of a craft, which will be subchartered for many voyages from Reggio Calabria to Taranto to transport citrus-fruits and fruit and vegetable products.-

Already in the month of November the above-mentioned representatives instructed me about the right procedures and there being no prescribed forme during that time, I sent my application to the H.Q. A.C. In/Sub-Commission-Rome.

At the same time I appreciated very much the operation of your local representative and I obtained the assignment of five m/shhooners:"Fratelli Barbera" - "Resuscito" - "Bernardino A" - "Mariannina Madre"and "Nuovo Felice",all means,which I have utilised and of which only the first has been really useful to me owing to the rapidity of the voyage.-

The m/schooner "Resuscito" arrived at Taranto with great delay and from the cargo of citrus-fruits I realized only a benefit of the 35% but also a lot of expenses.

The "Bernardino A." which has been subchartered on the 12/12/44 arrived at Reggio Calabria on the 22/12/44, then owing to the bad weather it stayed in the harbour for many days and she could discharge at Taranto only on the 12/1/1945.-

The "Mariannina Madre" which was assigned on the 12/12/44 arrived here the 4/1/45 and already loaded since the 6/1/45,- proceeded the 21st of the same month with the "Nuovo Felice", which arrived in port on the 15/1/45 and was assigned to me from Lipari on the 3rd of the same month.-

Owing to the losses I endured and to the delayed arrival of the "Mariannina Madre" on december the 29th I sent you the

2371

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

c/o Palagiano -Manfredi
133,Via Tripepi.

TO : Director of Cogera
Naples.

I communicated with the Firm " Fratelli Labate di Francesco", which is your representative in Calabria,about the procedure to obtain the assignment of m/sbhooners of a craft, which will be subchartered for many voyages from Reggio Calabria to Taranto to transport citrus-fruits and fruit and vegetable products.-

Already in the month of November the above-mentioned representatives instructed me about the right procedures and there being no prescribed forms during that time, I sent my application to the H.Q. A.C. In/Sub-Commission-Rome.

At the same time I appreciated very much the operation of your local representative and I obtained the assignment of five m/sbhooners:"Fratelli Barbera" - "Resuscito" - "Bernardino A" - "Mariannina Madre"and "Nuovo Felice",all means,which I have utilised and of which only the first has been really useful to me owing to the rapidity of the voyage.-

The m/schooner "Resuscito" arrived at Taranto with great delay and from the cargo of citrus-fruits I realised only a benefit of the 35% but also a lot of expenses.

The "Bernardino A." which has been subchartered on the 12/12/44 arrived at Reggio Calabria on the 22/12/44, then owing to the bad weather it stayed in the harbour for many days and she could discharge at Taranto only on the 12/1/1945.-

The "Mariannina Madre" which was assigned on the 12/12/44 arrived here the 4/1/45 and already loaded since the 6/1/45,- proceeded the 21st of the same month with the "Nuovo Felice", which arrived in port on the 15/1/45 and was assigned to me from Lipari on the 3rd of the same month.-

Owing to the losses I endured and to the delayed arrival of the "Mariannina Madre" on december the 29th I sent you the following cable, which I confirm you and which you have not received as it results from the letter you addressed to your agency:

" On December the 12nd you assigned me the m/schooners, Bernardino 1133 and Mariannina Madre 1071 to transport cytrus fruits from Reggio to Taranto- Only the Bernardino 1133 arrived on the 22nd.Stop-

As the commodities, which are ready to be shipped, can be spoiled I beg you to consider my damages and expenses besides the payment of the freight starting from that period.Stop.

Excluding all pretext at the unarrived of the Mariannina I beg you to charge to the shipowners the injustified delay

1071

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

(7A)

which has caused all these damages.- Antonio Schininaia c/o Pelagiani.-Tripepi 133."

I entrust my interests to your well known capacity and skilfulness to obtain the assignment of an efficient craft, as the "Fratelli Barbera" which is good for her spped and loading capacity and has an active captain as Mr.Giaunquinto.-

I beg that office to consider my applications and point out to the Headquarters Allied Commission, which decides of the assignment of m/schooners, that the transport of my products is necessary and urgent to supply the civil population of my province and that the exportation of the above mentioned product is free in this province.-

I am sure that you will consider my letter.-

Best regards,

Truly yours

(sgd. Antonio Schinaia)

2979

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

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I am sure that you will consider my letter.-

Best regards,

Truly yours
(sgd. Antonio Schinaia)

2970

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

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BEST COPY POSSIBLE

IMPORTAZIONE ESPORTAZIONE

(78)

ANTONIO SCHINAIA DI EMANUELE

CASA DI COMMISSIONE

FRUTTA SECCA E FRESCA = AGRUMI = UVA DA TAVOLA

TARANTO

MERCATO PIAZZA FONTANA, 51 = TELEFONO 3428

PER TELEGRAMMI: ANTONIO SCHINAIA

Reggio C. ~~TARANTO~~ li 23 gennaio 1945
presso Palagiano Eman. Via Tripepi, 133

Spett. DIREZIONE DEL COMITATO ITALIANO
GESTIONE NAVI " CO.GE.NA."
= NAPOLI =

e, per conoscenza:
HEADQUARTERS ALLIED COMMISSION APO 394
Transportation Sub-Commission

= R O M A =
~~2989~~

Le Spett. Ditte Fratelli Labate di Francesco, Vs/ Rappresentante per le Calabrie, mi ha intrattenuto circa la pratica da seguire per ottenere l'assegnazione di motovelieri, o, meglio di un natante da ingaggiare per più viaggi consecutivi da Reggio Calabria e Taranto pel trasporto di agrumi e prodotti ortofrutticoli in genere.

Per la verità, fin dal mese di novembre s.a., già i prelodati Vs. Rappresentanti mi istruirono di un tanto e, mancando in quel tempo i moduli prescritti, mi affrettai inoltrare richieste al Superiore Comando Alleato H.C.A.C. Trasportation Sub-Commission - Roma.

Ho potuto apprezzare nel frattempo la solerzia della locale Vs. Rappresentanza e il Vs. cortese interessamento, ottenendo l'assegnazione dei cinque motovelieri: "Fratelli Barbera" - "Resuscito" - "Bernardino A." - "Mariannina Madre" e " Nuovo Felice" mezzi che ho utilizzato e dei quali solo il primo mi portò giovamento per la rapidità del viaggio, necessaria al trasporto che mi occupe.

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



ANTONIO SCHINAIA DI EMANUELE

CASA DI COMMISSIONE

FRUTTA SECCA E FRESCA = AGRUMI = UVA DA TAVOLA

TARANTO

MERCATO PIAZZA FONTANA, 51 = TELEFONO 3428

PER TELEGRAMMI: ANTONIO SCHINAIA

Reggio C. ~~TARANTO~~, li 23 gennaio 1945
presso Palagiano Eman. Via Tripepi, 133

Spett. DIREZIONE DEL COMITATO ITALIANO
GESTIONE NAVI " CO.GE.NA."
= NAPOLI =

e, per conoscenza:
HEADQUARTERS ALLIED COMMISSION APO 394
Transportation Sub-Commission
= ~~R O M A~~ 2959 =

Le Spett. Ditte Fratelli Labate di Francesco, Vs/ Rappresentante per la Calabria, mi ha intrattenuto circa la pratica da seguire per ottenere l'assegnazione di motovelieri, o, meglio di un natante da ingaggiare per più viaggi consecutivi da Reggio Calabria e Taranto pel trasporto di agrumi e prodotti ortofrutticoli in genere.

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Ho potuto apprezzare nel frattempo la solerzia della locale Vs. Rappresentanze e il Vs. cortese interessamento, ottenendo l'assegnazione dei cinque motovelieri: "Fratelli Barbera" - "Resuscito" - "Bernardino A." - "Madonnina Madre" e " Nuovo Felice" mezzi che ho utilizzato e dei quali solo il primo mi portò giovamento per la rapidità del viaggio, necessaria al trasporto che mi occupa.

Il Mv/ "Risuscito" per ovvie ragioni, arrivò a Taranto con molto tardo e del suo carico di agrumi potei utilizzare solo il 35% previa ulteriore aggravio di spese.

Pel "Bernardino A." non mi toccò migliore sorte, a cagione della di decorrenza del suo ingaggio: 12/12/944 e suo arrivo a Reggio Calabria 22/12/44 indi pel cattivo tempo sostò molti giorni in questo porto,

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

do la discerica a Taranto solo il 12/1/945.

Il "Mariannina Madre" pure assegnatomi con decorrenza 12/12/944 giunse qui il 4/1/45 e, gia carico fin dal 6 c.m. proseguì il 21 stesso mese unitamente al "Nuovo Felice" giunto in porto il 15 c.m. ed assegnato mi da Lipari il 3 stesso mese.

In considerazione dei danni sofferti e del ritardato arrivo del M/v. "Mariannina Madre" il 29 dicembre s.a. mi permisi richiamare la Vs. attenzione, lanciandoVi il seguente telegramma, che confermo e che Voi, a quanto risulta dalla pregiata Vs. diretta alla Vs. Spett.Rappresentanze,non avete ricevuto :

"Vostra assegnazione dodici corrente motovelieri Bernardino 1133 et Marian "nina Madre 1671 trasporto agrumi ortofrutticoli Reggio Taranto giunto sol "tanto Bernardino 1133 ventidue corrente punto merce pronta imbarco natura deperibile pregovi considerare miei danni et spese nonchè aggravio nolo pre "dette decorrenza ingaggi punto escludendo ogni cause fora maggiore mancato "arrivo Mariannina pregovi portare carico armatore nave ingiustificabile ri "tardo danni et conseguenze cui protestomi Antonio Schinaia presso Pelagia= "ni Tripepi 133.""

Stando cosi le cose, non mi resta che affidare i miei interessi al la risaputa Vs. solerzia e praticita e Vi prego venirmi incontro con l'asse gnarmi un efficiente natante, quale il "Fratelli Barbera" apprezzabile per ve locita e portata, nonchè per la solerzia del suo Capitano, Sig. Giaunquinto, unico, come predetto, che mi ha reso un ottimo servizio.

Prego vivamente codesta On.le Direzione Disporre in accordanza al le mie richieste e far considerare all'On.le Superiore Comando Alleati, cui è devoluta l'assegnazione del naviglio, che il trasporto dei prodotti da me trattati è necessatio ed urgente per l'approvvigionamento della popolazione civile della mia regione e d'altra parte i predetti prodotti sono di libera esportazione da questa Provincia.

Sicuro di ottenere il valido Vs. interessamento, con ogni ringra= ziamento e stima Vi riveriamo.

Schinaia Antonio

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

CASELLA POSTALE 40 — Telegrammi: LUPO
UFFICIO Via Napoli 28 — Tel. 15343-15349

C. P. C. Palermo 27894-23931
Albo Esportatori N. 243 — Codice Privato

A. LUPO RAIMóNDO

ESPORTAZIONE PRODOTTI SICILIANI

PALERMO

(23)

Reparto

VR/GN
(da indicare nella risposta)

PALERMO, 18 ottobre 1944
ITALIA

All'A.C.C. 2968
Sottocommissione Trasporti

ROMA

La nostra ditta esportatrice d'origine e che al riguardo una lunga attività per cui é munita di una adeguata attrezzature, si purtroppo nella triste condizione di non potere concorrere agli sca con l'Italia continentale perché, sempre osseguiente alle disposizio superiori, non si presta a seguire ed incoraggiare-come fanno gli s teri che di questo lavoro si stanno occupando soltanto oggi-il mer nero dei trasporti; e ciò nonostante sia in possesso di un regolare mezzo di esportazione di 550 tonn. di prodotti vari riassunti in v muni, marsala, vermouth, pesce salato, carrube, olive, rilasciato dalle rità alleate ed italiane preposte che riconoscono alla nostra dit diritto a questo lavoro in dipendenza dei suoi precedenti comme delle esigenze organizzative rappresentate fra l'altro da un n gente di operai ed impiegati che alle dipendenze di essa tragg zi di vita per le proprie famiglie.

La inattività della ditta apporterebbe la sua ras conseguenze che si percuoterebbero a svantaggio di numeros oltre che del mercato che perderebbe un elemento moderato con l'ingordigia degli speculatori e fuori-mestiere.

Pregniamo, pertanto, cotesta Sottocommissione di fa alla nostra ditta uno o più motovelieri che le consentano di al permesso già posseduto.

Confidando nel favorevole interessamento di cotest misione da cui attendiamo conferma, ringraziamo in anticipo.

La merce viaggia a rischio e pericolo del committente anche se venduta franco destino. Per qualunque controversia Foro competente Palermo.

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

VR/GV
(da indicare nella risposta)

ITALIA

All'A.C.C. 2988
Sottocommissione Trasporti

R O M A

La nostra ditta esportatrice d'origine e che al riguardo una lunga attività per chi è munita di una adeguata attrezzature,si purtroppo nella triste condizione di non potere concorrere agli sca con l'Italia continentale perché,sempre osseguiente alle disposizi superiori,non si presta a seguire ed incoraggiare-come fanno gli s teri che di questo lavoro si stanno occupando soltanto oggi-il mer nero dei trasporti;e ciò nonostante sia in possesso di un regolare mezzo di esportazione di 550 tonn.di prodotti vari riassunti in v muni,marsala,vermouth,pesce salate,carrube,olive,rilasciato dalle rità alleate ed italiane preposte che riconoscono alla nostra dit diritto a questo lavoro in dipendenza dei suoi precedenti comme delle esigenze organizzative rappresentate fra l'altre da un n gente di operai ed impiegati che alle dipendenze di essa trag zi di vita per le proprie famiglie.

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Pregniamo,pertanto,codesta Sottocommissione di fa alla nostra ditta uno o più motovelieri che le consentano di al permesso già posseduto.

Confidando nel favorevole interessamento di codesta missione da cui attendiamo conferma,ringraziamo in anticipo.

A.LUPO RAIMONDO

PS. Apprendiamo dal COGENA di Napoli che sta a codesta ACC attraverso lo schooner Control Sub-Committee, ad assegnare ro. Noi siamo certi che non mancherete di appoggiare la pr richiesta.=

La merce viaggia a rischio e pericolo del committente anche se venduta franco destino. Per qualunque controversia Foro competente Palermo.

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

JAB/nf

(6)

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Ref: AC/504/78/Tn.3

3 February 1945

TO : Lt.Col. M.J.Sieff, OBE, R.E.
Chief, Movements Division.

1. I am rather concerned at the method of control which is at present being exercised by A.C. over export, import and sea carriage of commodities carried by coastwise traffic.

2. Although this section is directly interested in the control, the persons responsible for the detailed operations have not been appointed with our approval owing to the fact that we did not exist at time of appointment.

3. I fully realise the difficulties that must have faced this Commission and appreciate that it has undoubtedly formed a measure of control which previously did not exist and which is of paramount importance today. I believe, however, that the control is not representative of the trade.

4. Importers, exporters and ship-owners are represented by persons appointed by Allies and not by themselves. I feel that although in most cases the controlling authorities perform their duties reasonably well in extremely difficult conditions, that if they had been appointed by the trade, more satisfactory results would have been achieved.

5. Continually in perusal of files and in the execution of my duties, complaints of vested interests appear.

6. To avoid genuine complaints being levelled at A.C. the three traders must be given the opportunity to govern themselves and we confine our activities to control and assistance. At present we appear to have exceeded that control and given what is tantamount to a monopoly to certain firms.

7. The solution of todays' problem I feel is [illegible] to adopt civilian democratic methods, the decentralising of the A.C. control, operated by Committees formed by the traders themselves. Licenses being issued by Chamber of Commerce to the appointed Committee based on bid [illegible] the right to specify the number on

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

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6. To avoid genuine complaints being levelled at A.C. the three traders must be given the opportunity to govern themselves and we confine our activities to control and assistance. At present we appear to have exceeded that control and given what is tantamount to a monopoly to certain firms.

7. The solution of todays' problem I feel is [illegible] to adopt civilian democratic methods, the decentralising of the A.C. control, operated by Committees formed by the traders themselves. Licenses being issued by Chamber of Commerce to the appointed Committee based on bid acceptance and A.C. retaining the right to specify the number on Committee but not to nominate members.

8. May the suggestion as outlined in para 7, please be put before our Director for his consideration.

J.A. BALFOUR
Lt.Col. R.E.
Movements Division.

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

0584

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

(76) (5)

HEADQUARTERS
ALLIED COMMISSION
TRANSPORTATION SUB COMMISSION
C/o Southern Region

TO : TN SUB COMMISSION
A.C. HQ.

January, 20th. 1945

Reference : Tn/C/121

SUBJECT : FREIGHT RATES.

Enclosed are skedules:-

(1) Distance Table. — (76A)
(2) Classification List. — (76B)
(3) Ton - mile freight Charter. — (76C)

Kindly acknowledge receipt.

Captain.
Tn. Sub Commission
Southern Region

2966

Encl: Recd. a duplicate

0583

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

C O M I T A T O I T A L I A N O G E S T I O N E N A V I

("C.G. GE. NA.")

NOLI PER IL TRASPORTO DI MERCI A NOLEGGIATI DAL MINISTERO DELLA MARINA (Dir. Gen./le Marina Mercantile)

Distanza in miglia da	a	MERCI Prezzi per tonn. in lire I.	II.	III.	IV.
sino	108	3.959	3.173	2.417	1.512
109	119	4.127	3.279	2.478	1.542
120	129	4.297	3.384	2.538	1.573
130	140	4.444	3.490	2.599	1.602
141	151	4.604	3.596	2.658	1.634
152	162	4.761	3.702	2.718	1.663
163	173	4.867	3.753	2.757	1.690
174	183	4.973	3.807	2.795	1.715
184	189	5.079	3.859	2.833	1.742
190	194	5.079	3.859	2.833	1.742
195	205	5.184	3.652	2.871	1.767
206	216	5.290	3.955	2.907	1.794
217	227	5.317	3.992	2.934	1.821
228	237	5.342	4.017	2.951	1.845
238	243	5.369	4.044	2.996	1.872
244	248	5.369	4.044	2.986	1.872
249	259	5.294	4.058	3.013	1.897
260	270	5.421	4.095	3.038	1.924
271	281	5.448	4.122	3.065	1.951
282	291	5.472	4.147	3.092	1.976
292	302	5.499	4.174	3.117	2.003
303	313	5.524	4.199	3.144	2.028

2965

0586

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

C O M I T A T O I T A L I A N O G E S T I O N E N A V I

(" C. G. G E. N A. ")

PER IL TRASPORTO DI MERCI A MOTOVELIERI NOLEGGIATI DAL MINISTERO DELLA MARINA (Dir. Gen.le Marina Mercantile)

Distanza in miglia		M E R C I			
da	a	Prezzi per tonn. in lire			
		I.	II.	III.	IV.
sino	108	3.959	3.173	2.417	1.512
109	119	4.127	3.279	2.478	1.542
120	129	4.297	3.384	2.538	1.573
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282	291	5.472	4.147	3.092	1.976
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303	313	5.524	4.199	3.144	2.028

0587

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

Distanza in miglia da	a	TERCI Prezzi per tonn. in lire I.	II.	III.	IV.
3I4	324	5.55I	4.226	3.168	2.055
325	335	5.578	4.253	3.195	2.082
336	345	5.603	4.278	3.222	2.I06
346	356	5.630	4.305	3.247	2.133
357	367	5.655	4.329	3.274	2.158
368	378	5.682	4.356	3.299	2.185
379	389	5.709	4.383	3.326	2.2I2
390	399	5.733	4.408	3.353	2.237
400	410	5.760	4.435	3.378	2.264
411	421	5.785	4.460	3.405	2.289
422	432	5.8I2	4.487	3.429	2.3I6
433	443	5.839	4.5I4	3.456	2.343
444	453	5.864	4.539	3.483	2.367
454	464	5.89I	4.566	3.508	2.394
465	475	5.9I5	4.590	3.535	2.4I9
476	486	5.943	4.6I7	3.560	2.446
487	497	5.970	4.644	3.587	2.473
498	507	5.994	4.669	3.6I4	2.498
508	5I8	6.021	4.696	3.639	2.525
5I9	529	6.046	4.721	3.666	2.550
530	540	6.073	4.748	3.690	2.577
54I	55I	6.09I	4.766	3.711	2.593
552	56I	6.111	4.786	3.729	2.6I5
562	572	6.129	4.804	3.749	2.633
573	583	6.150	4.824	3.767	2.653
584	594	6.168	4.842	3.785	2.67I
595	605	6.186	4.860	3.805	2.689

./.

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

2°)

Distanza in miglia		MERCI			
		Prezzi per tonn. in lire			
da	a	I.	II.	III.	IV.
3I4	324	5.55I	4.226	3.168	2.055
325	335	5.578	4.253	3.195	2.082
336	345	5.603	4.278	3.222	2.I06
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400	4I0	5.760	4.435	3.378	2.264
4II	42I	5.785	4.460	3.405	2.289
422	432	5.8I2	4.487	3.429	2.3I6
433	443	5.839	4.5I4	3.456	2.343
444	453	5.864	4.539	3.483	2.367
454	464	5.89I	4.566	3.508	2.394
465	475	5.9I5	4.590	3.535	2.4I9
476	486	5.943	4.6I7	3.560	2.446
487	497	5.970	4.644	3.587	2.473
498	507	5.994	4.669	3.6I4	2.498
508	5I8	6.021	4.696	3.639	2.525
5I9	529	6.046	4.721	3.666	2.550
530	540	6.073	4.748	3.690	2.577
54I	55I	6.09I	4.766	3.7II	2.593
552	56I	6.III	4.786	3.729	2.6I5
562	572	6.129	4.804	3.749	2.633
573	583	6.15C	4.824	3.767	2.653
584	594	6.168	4.842	3.785	2.67I
595	605	6.186	4.860	3.805	2.689

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0589

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

Distanza in miglia		M E R C I			
		Prezzi per tonn. in lire			
da	a	I.	II.	III.	IV.
606	615	3.206	3.881	3.823	2.709
616	626	3.224	3.899	3.843	2.727
627	637	3.244	3.919	3.861	2.748
638	648	3.262	3.937	3.879	2.766
649	659	3.280	3.955	3.900	2.784
660	669	3.300	3.975	3.918	2.804
670	680	3.318	3.993	3.938	2.822
681	691	3.339	4.013	3.956	2.842
692	702	3.357	4.031	3.976	2.860
703	713	3.375	4.049	3.994	2.878
714	723	3.395	4.070	4.012	2.898
724	734	3.413	4.088	4.032	2.916
735	745	3.433	4.108	4.050	2.937
746	756	3.451	4.126	4.068	2.955
757	767	3.469	4.144	4.089	2.973
768	777	3.489	4.164	4.098	2.993
778	788	3.507	4.182	4.127	3.011
789	799	3.528	4.202	4.145	3.031
800	810	3.546	4.220	4.163	3.049
811	821	3.564	4.238	4.183	3.067
822	831	3.584	4.259	4.201	3.087
832	842	3.602	4.277	4.221	3.105
843	853	3.622	4.297	4.239	3.126
854	864	3.640	4.314	4.257	3.144
865	875	3.658	4.333	4.278	3.162
876	885	3.678	4.353	4.296	3.182
886	896	3.696	4.371	4.316	3.200

2963

0590

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

stanza in miglia		M E R C I			
	a	Prezzi per tonn. in lire			
		I.	II.	III.	IV.
06	615	5.206	4.881	3.823	2.709
16	626	5.224	4.899	3.843	2.727
27	637	5.244	4.919	3.861	2.748
38	648	5.262	4.937	3.879	2.766
49	659	5.280	4.955	3.900	2.784
60	669	5.300	4.975	3.918	2.804
70	680	5.318	4.993	3.938	2.822
81	691	5.339	5.013	3.956	2.842
92	702	5.357	5.031	3.974	2.860
03	713	5.375	5.049	3.994	2.878
14	723	5.395	5.070	4.012	2.898
24	734	5.413	5.088	4.032	2.916
35	745	5.433	5.108	4.050	2.937
46	756	5.451	5.126	4.068	2.955
57	767	5.469	5.144	4.089	2.973
68	777	5.489	5.164	4.098	2.993
78	788	6.507	5.182	4.127	3.011
89	799	6.528	5.202	4.145	3.031
00	810	5.545	5.220	4.163	3.049
11	821	6.564	5.238	4.183	3.067
22	831	6.584	5.259	4.201	3.087
32	842	6.602	5.277	4.221	3.105
43	853	6.622	5.297	4.239	3.126
54	864	5.640	5.314	4.257	3.144
65	875	5.658	5.333	4.278	3.162
76	885	6.678	5.353	4.296	3.182
86	896	6.696	5.371	4.316	3.200

2963

0591

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

Distanza in miglia		M E R C I			
		Prezzi per tonn. in lire			
Da	a	I.	II.	III.	IV.
897	907	6.717	5.391	1.334	3.22
908	918	6.735	5.409	1.352	3.23
919	928	6.753	5.427	1.372	3.25
929	939	6.773	5.448	1.390	3.27
940	950	6.791	5.466	1.410	3.29
951	961	6.811	5.486	1.428	3.31
962	972	6.829	5.504	1.446	3.33
973	983	6.847	5.522	1.467	3.35
984	993	6.867	5.542	1.485	3.37
994	1004	6.885	5.560	1.505	3.38

Napoli, 16 Dicembre 1914.

23552

0592

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

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Distanza in miglia		MERCI			
		Prezzi per tonn. in lire			
Da	a	I.	II.	III.	IV.
897	907	6.7I7	5.39I	+.33+	3.220
908	9I8	6.735	5.409	+.352	3.238
9I9	928	6.753	5.+27	+.372	3.256
929	939	6.773	5.++8	+.390	3.276
940	950	6.79I	5.466	+.+I0	3.29+
95I	96I	6.8II	5.+86	+.+28	3.3I3
962	972	6.829	5.50+	+.+46	3.333
973	983	6.8+7	5.522	+.467	3.35I
98+	993	6.857	5.5+2	+.485	3.37I
99+	I00+	6.885	5.560	+.505	3.389

Napoli,16 Dicembre I9++.

2332

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56

NOMENCLATURA E CLASSIFICAZIONE DELLE MERCI
NOMENCLATURE AND CLASSIFICATION OF THE GOODS

	Categoria Categorie	New Classification
Accessori e parti meccaniche Engine accessories and parts	I	I
Acciaio - ritagli e rottami steel - shavings and turnings	III.	IV
Acciughe salate in fusti anchovies salted in casks	III.	IV
Aceto in fusti Vinegar in casks	III.	III
Acido citrico Citric acid	I.	I
Acido tartarico Tartaric acid	II.	II
Agro di limone - crudo o cotto Lemon juice - crude or concentrated	III.B.	III
Agro di arance - crudo o cotto Orange juice - crude or concentrated	II.	II
Agrumi (citrus fruits) Limoni - arance - mandarini Lemons - Oranges - Tangerines	II.	IV
in salamoia (in brine)	III.	IV
Aglio garlic	III.	III
Arredi di casa e masserizie usate Household goods used	I. B	III Vor IV
Asfalto Asphalt	[illegible]	IV
Alcool denaturato o non, in fusti di ferro o casse Adulterated or pure alcohol in iron casks or cases	I.	II III
Antigrittogamici solidi o liquidi Solid or liquid antichrittogamic salts	II.	IV

not denatured

denatured

solidi

	Categoria Categorie	Classification
Accessori e parti macchine Engine accessories and parts	I	I
Acciaio - ritagli e rottami steel - shavings and turnings	III.	IV
Acciughe salate in fusti anchovies salted in casks	II.	IV
Aceto in fusti Vinegar in casks	III.	III
Acido citrico Citric acid	I.	I
Acido tartarico Tarteric acid	II.	II
Agro di limone - crudo o cotto Lemon juice - crude or concentrated	III.B.	III
Agro di arance - crudo o cotto Orange juice - crude or concentrated	II.	II
Agrumi (citrus fruits) Limoni - arance - mandarini Lemons - Oranges - Tangerines in salamoia (in brine)	II. III.	IV IV
Aglio garlic	III.	III
Arredi di casa e masserizie usate Household goods used	I.B	III. V or W
Asfalto Asphalt	[illegible]	IV
Alcool denaturato o non, in fusti di ferro o casse Adulterated or pure alcohol in iron casks or cases	not denaturated II. denaturated III.	
Antigrittogamici solidi o liquidi Solid or liquid antichrittogamic salts	IV. solidi IV liquidi III	
Avena Oats	IV. B.	IV

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

Baccalà o stoccofisso Codfish or stockfish.....	II.	IV
Barili o fusti vuoti Empty barrels or cases	II. B.	III +100%
Birra - in bottiglie e in casse beer - bottled in cases.....	II.	III
Birra in barili Beer in barrels	II.	IV
Biscotti dolcificati o non Sweetened or unsweetened biscuits.....	I. dolcificati ordinari	II IV
Bitume in fusti Bitumen in casks.....	III.	IV
Bombole vuote Empty gas-bottles.....	II.	III
Botti vuote di ferro o legno Empty wooden or iron barrels	II.	III + 100%
Bottiglie in genere Bottles of any kind	II.	IV
Bronzo in filo - lamiere - pani e rottami Bronze in wire, plates, loaves, in pieces	II.	III
Bronzo in lavori Bronze in works	I.	II
Burro fresco, salato o di cacao Fresh salted or cocca butter	I.	III

2959

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

Caffè in sacchi coffee in bags	II.	III
Calce spenta in sacchi lime slacked in bags	IV.	IV
Calzature di qualsiasi specie Shoes of any kind	I. B.	I V or W
Calze di cotone, lana, seta artificiale Cotton woollen or artificial silk stockings	di cotone seta artificiale I. A.	III II
Calze di seta naturale Real silk stockings	seta naturale I. B.	I
Capok Kapok	II. B.	III V or W
Capperi Capers	II.	III
Carbonato di soda, di calce, di zinco, di bario Calcium, sodium, zinc or barium carbonate	III.	IV
Carbonati in genere Carbonates of any kinds	I.	II
Carbone fossile Coal	IV.	IV
Carbone vegetale Charcoal	III A.	IV
Carburo di calcio Calcium carbide	I. B.	III
Carrube Carobbeans	III A.	IV
Carta da giornale Newspaper paper	III. in rotoli 2958	III IV
Carta da imballo Wrapping paper	III.	III
Carta da lettere, stampati Letter paper, printed forms	II.	III

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

Cascami di qualsiasi specie pressati Pressed wastes of any kind	II.	IV
Cascami di qualsiasi specie non pressati Unpressed wastes of any kind	II.B	Vom IV 4
Casse vuote di legno Empty wooden cases	II.B	III Von IV
Castagne chestnuts	III.	IV
Catene di ferro Iron chains	III.	IV
Cavi elettrici Electric cables	II.	III
Ceci chickpeas	III.	III
Cemento cement	IV.	IV
Cera Wax	II.	III
Ceramiche ordinarie Ordinary ceramics	II.	III
Cereali diversi Various cereals	III.	IV
Chincaglieria Hardwares	B.	II
Chiodagione ferro Assortment of iron nails	III.	III IV
Chiodagione ottone, rame, bronzo Assortment of brass, copper or bronze nails	II.	III
Cipolle e cipollini Onions	III.	IV
Conserva di pomidoro Tomato sauce	III.	III
Conserve alimentari Preserves	II.	III

2957

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

Pressed waste of any kind	II.	IV
Cascami di qualsiasi specie non pressati Unpressed wastes of any kind	II.B	V or IV
Casse vuote di legno Empty wooden cases	II.B	III V or IV
Castagne chestnuts	III.	IV
Catene di ferro Iron chains	III.	IV
Cavi elettrici Electric cables	II.	III
Ceci chickpeas	III.	III
Cemento cement	IV.	IV
Cera Wax	II.	III
Ceramiche ordinarie Ordinary ceramics	II.	III
Cereali diversi Various cereals	III.	IV
Chincaglieria Hardware	I.	II
Chiodagione ferro Assortment of iron nails	III.	III IV
Chiodagione ottone,rame,bronzo Assortment of brass,copper or bronze nails	II.	III
Cipolle e cipollina Onions	III.	2957 IV
Conserve di pomidoro Tomato sauce	III.	III
Conserve alimentari Preserves	II.	III
Cognac Cognac	I.	II

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

Concentrato d'uva Concentrated grape juice	II.	III
Coperte di lana, cotone Blankets or cotton bed covers	II.	II
Coperte di seta naturale o artificiale Real or artificial silk covers	I.	I
Copertoni incatramati Tarred canvas covers	III.	IV
Copertoni di gomma per auto , ecc. Gum tires for motor cars, etc.	I.	II
Cordami Cordages	II.	III IV
Cordoni elettrici Electric wires	II.	III
Corna, unghioni Horns, large nails	II.	III
Cortecce in genere Bark of any kind	II.	III
Cotone in balle pressate Cotton in pressed bales	III.B	IV
Cotone in genere, in balle non pressate Cotton of any kind in unpressed bales	II.B	III
Crine vegetale Vegetable fibre.....	III.B	IV Vor W
Cristallame Crystal ware	I.	II
Cuoio Leather	II.	III
Crusca e cruschello Bran and pollard	IV.A	IV

2956

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

Damigiane vuote Empty demijohns	II.B	Vor W III
Doghe Barrel staves	III.	IV
Droghe Drugs	I.	II

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

Erbe medicinali, per tinta o concia
Medicinal dying or tanning herbs ..... II. III.

Essenze
Essences ..... I.B I

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

0402

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Fagioli secchi Haricot beans dried	III.	IV
Farina di grano Grain flour	III.	IV
Farina di mandorle Almond flour	I.	I
Farine e semole Flour and farine	III.	IV
Fave secche Beans dried	III.	IV
Feccia di vino o morchie d'olio Wine-lees or oil dregs	III.	IV
Ferramenta Iron works	II.	III.
Ferro in lavori Ironware	II.	IV
Ferro rottami Iron scraps	IV.	IV
Fiammiferi Matches	I.	I
Fieno Hay	III.B	VaW4
Fichi secchi Figs dried	II.	III.
Fili ferro Iron wires	III	IV
Fili di ottone, rame, ecc. Brass, copper wires, etc.	II.	III
Formaggi Cheese	II.	29 III
Frutta fresca Fresh fruits	II.	III
Frutta secca Dried fruits	II.	III
Frumento		

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

Fagioli secchi Haricot beans dried	III.	IV
Farina di grano Grain flour	III.	IV
Farina di mandorle Almond flour	I.	I
Farine e semole Flour and farine	III.	IV
Fave secche Beans dried	III.	IV
Feccia di vino o morchia d'olio Wine-lees or oil dregs	III.	IV
Ferramenta Iron works	II.	III
Ferro in lavori Ironware	II.	IV
Ferro rottami Iron scraps	IV.	IV
Fiammiferi Matches	I.	I
Fieno Hay	III.B	V or IV b
Fichi secchi Figs dried	II.	III
Fili ferro Iron wires	III	IV
Fili di ottone, rame, ecc. Brass, copper wires, etc.	II.	III
Formaggi Cheese	II.	99 ~~III~~
Frutta fresche Fresh fruits	II.	III
Frutta secca Dried fruits	II.	III
Frumento Grain	IV.	IV
Fusti vuoti Empty casks	II.	III+IV

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

Cotone Cotton	IV.	IV
Ghise in lavori Cast-iron works	II.	IV
Ghise in rottami Cast-iron wastes or larves	II.	IV
Gomme elastiche e lavori Indian rubber and works	I.	III
Gomme in rottami Gum wastes	II.	IV
Granaglie in genere Corn	III.	IV

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

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

2920

Lute Grozan in bolle pre-ete
new jute in pressed bales ..... II.



Lute grozan in bolle nor pease to
New jute in wrapped bales II.3

Rame in fili, spranghe, verghe, etc. II
Copper in wire, bars, etc. II

Rame in lavori I
Copper works I

Riso III
Rice III

Residui e cascami animali o vegetali IV.2
Animal or vegetal refuses or wastes IV.2

Residui di cascifici II
Cheese-factories wastes II

Rhum I
Rum I

Rosolio I
Rosolio I

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

Sacchi vuoti Empty bags	III.A	IV
Salgemma Rock-salt	IV	IV
Sale marino Salt	IV	IV
Sapone grezzo Soap	III	IV
Sapone in scatole Soap in boxes	II	II
Senape, semolino, seegliola Mustard linseed, bird seeds	IV	IV
Sevo o sego grezzo o depurato Raw or purified tallow	III	IV
Sevo o sego alimentare Alimentary tallow	II	III
Silicato di soda Sodium silicate	IV	IV
Soda caustica Caustic soda	II	III
Sommacco in foglie Sumac leaves	IV.B	III
SOMMACCO MACINATO Ground sumac	III	III
Sughero greggio, cascami Corkwood raw, corkwaste	IV.B	Var W III
Sughero fino in balle preparato Slabs ir prepared bales	II	Var W III
Scope Brooms	III.A	Var W IV 2948 IV
Scorze di agrumi in salamoia Citrus peel in brine	IV	
Scorze di agrumi secche Citrus peels dried	IV.B	III

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

Sacchi vuoti
Empty bags .....III.A IV

Salgemma
Rock-salt .....IV IV

Sale marino
Salt .....IV IV

Sapone grezzo
Soap .....III IV

Sapone in scatole
Soap in boxes .....II II

Sarago, semolino, scaglie
Mustard linseed, bird seeds.....IV IV

Sego o sego grezzo e depurato
Raw or purified tallow .....III IV

Sego o grasso alimentare
Alimentary tallow .....II III

Silicato di soda
Sodium silicate .....IV IV

Soda caustica
Caustic soda .....II III

Sommacco in foglie
Sumac leaves.....IV.B III

SOMMACCO MOLITO
Ground sumac .....III III

Sughero greggio, cascami
Corkwood raw, corkwaste .....IV.D Von W III

Sughero fino in balle pressato
Slabs in pressed bales.....II Von W III

Scopa
Broome .....III.A Von W IV
2948

Scorze di agrumi in salamoia
Citrus peel in brine .....IV IV

Scorze di agrumi secche
Citrus peels dried .....IV.B III

Stoviglie e terraglie in genere
Pottery or earthenware of any kind I
of terracotta IV
of porcelain III
of fine porcelain II

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

Stoviglie e vasellame di alluminio
Aluminium pottery or earthenware.....I III

Stoviglie ordinarie di terracotta
Lower earthenware ..... II IV

Stracci
Rags .....III.3 V or VI

Succo d'uva
Grape juice.....I II

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

Tabacco in fogli
Tobacco leaves ..... II Var W III

Tabacco manifatturato
Manufactured tobacco ..... I.E V or W I

Tessuti di lana e lino
Woollen or linen tissues ..... I Tessuti di lana ... III lana ... II

Tessuti di cotone
Tissues cotton ..... II III

Tessuti di seta
Tissues silk ..... I.E I

Tubi di ferro sino a 6 metri
Iron tubes up to 6 m. ..... III sino a 6 metri ... IV sino a 6 metri III

Tubi di ottone, rame, alluminio etc.
Brass, copper, aluminium tubes etc. I

Saponette di zucchero
Cakes ..... II V o W 3

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

Uva fresca
Fresh grapes II

Uva secca
Raisin I

Uva pigiata (mosto)
Pressed grape (must) III

II
III
IV

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

Vermouth in bottiglione
in damigiane I
bottiglie in casse
bottiglie in casse II
in fusti
in casse III

Vino (Wine)
in fusti (in.casks) III
bottiglie in casse (bottles in cases).....II

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

Zolfo
Sulphur ..... IV IV

Zucchero
Sugar ..... III IV

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

Lana greggia in balle Greenwool in bales	II. B	V or W 4
Laterizi (mattoni, tegole, ecc.) Bricks (tiles etc.)	III.	IV
Latta Tin plates	III.	IV
Latta in lavori Tin plate works	I.	II
Latte vuote Empty cans	II.B	V or W III
Legname (wood) segati (sawn)	II.	IV
tronchi (timbers)	III.	IV
Legumi freschi Fresh vegetable	II.	III
Legumi secchi Dry vegetables	III.	IV
Liquirizia pasta o bastoni Liquorice paste or sticks	I.	III
Liquirizia-radici in balle Liquorice roots in bales	II.	IV
Lupini Lupines	III.	III
Liquori in casse Liquors in cases	I.	II
Liquori in fusti Liquors in casks	II	III

2912

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

Macchine e macchinari Machines and machineries	I	III
Maioliche ordinarie Lower earthenwares	II.	III
Maioliche fini Fine earthenwares	I.	I
Mandorle fresche o secche Fresh or dry almonds	II.	III
Manne Manna	I.	I
Mannite Mannite	II.	II
Marmo in blocchi Blocks of marble	III.	IV
Marmo comunque lavorato (escluse statue) Marble in works worked marble (excepted statues)...	II.	III
Marsala vino: in bottiglie - in casse Bottles in cases	II.	III
in fusti in casks	III.	III
in damigiane in demijohns	I.	II
Mattonelle Flooring-tiles	III.	IV
Mattoni Tiles, bricks	III.	IV
Medicinali Medicinals	I. A 29	III
Meloni melons	III.	III
Mercerie in genere Mercery of any kind	I.	II
Miele Honey	II.	III
Minerali		

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

Meccanica ed macchinerie Mechanics and machineries	I.	II
Maioliche ordinarie Lower earthenwares	II.	III
Maioliche fini Fine earthenwares	I.	I
Mandorle fresche o secche Fresh or dry almonds	II.	III
Manne Manna	I.	I
Mannite Mannite	II.	II
Marmo in blocchi Blocks of marble	III.	IV
Marmo comunque lavorato (escluse statue) Marble in works worked marble (excepted statues)	II.	III
Marsala vino: in bottiglie - in casse Bottles in cases	II.	III
in fusti in casks	III.	III
in damigiane in demijohns	I.	II
Mattonelle Flooring-tiles	III.	IV
Mattoni Tiles, bricks	III.	IV
Medicinali Medicinals	I.	II
Melloni Melons	III.	III
Mercerie in genere Mercery of any kind	I.	II
Miele Honey	II.	III
Minerali Minerals	III.	IV

29

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

Mobile Turnitur	I.E	II+10%
Mobel	I.	I

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

Olio d'oliva (olive oil) in casse (in cases) in fusti (in casks)	II. III.	III III
Olio industriale Industrial oil	III.	IV
Olio al solfuro Suphur oil	III.	IV
Olive in salamoia Olives in brine	III.	III
Olive secche Olives dried	II.	III
Orzo Barley	IV.	IV
Ossa Bones	II.	III
Ottone in fili, verghe, fogli, ecc. Brass in wire, bars, sheets	II.	III
Ottone in tubi o altri lavori Brass in tubes or other works	I.	II

2919

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

Pali e pertiche di legno fino a 6 metri Wooden poles or perche up to 6 m.	III.	IV
oltre 6 up to 8 m.	II.	IV+50%
da 6 a 8 metri		
oltre 8 up to 12 m.	I.	IV+100%
da 8 a 12 metri.		
Paraffina Paraffine wax	II.	IV
Pasta alimentare in casse Macaroni in cases	III	III
Patate Potatoes.....	IV	IV
Pece Pitch	III	IV
Pelli conciate o salate Tanned or salted skins	II	~~II~~ III
Pelli secche Dried Skins	II.A	V on W ~~III~~
Pesci conservati in fusti Preserved fish in casks	II	III
Pietra calcarea Limestone	IV	IV
Pistacchio sgusciato Shelled pistachios	I	I
Pistacchio con guscio Unshelled pistachios	II	I
Pneumatici Tires	II.A	II
Pomice polita in sacchi o barili Ground pumice in bags or barrels	II	2938 IV
pezzami in sacchi o botti stones in bags or barrels	IV.A	V on W IV
Prugne.... Plums	II	III

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

0621

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

PRONTUARIO DISTANZE IN MIGLIA FRA PORTI DELL'ITALIA CENTRO MERIDIONALE E DELLA SARD

n° 1

	ANCONA	BARI	BRINDISI	C.ST.GOLFO	C.ST.MARIA	CATANIA	CROTONE	C/mare di Stabia
AMALFI	683	95	221	97	485	513	417	18	177	30	206	270	153
ANCONA	=	767	549	702	215	183	270	683	675	696	542	445	824
ANZIO	96	=	307	81	570	598	502	90	197	103	291	345	57
AUGUSTA	221	549	=	240	344	376	284	221	219	234	23	127	353
BARI	97	702	81	=	504	532	436	19	184	19	225	289	138
BARI	485	215	570	344	=	32	61	485	474	498	338	234	627
BARLETTA	513	183	598	376	532	=	93	513	502	526	370	266	655
BRINDISI	417	270	502	284	436	61	=	417	410	430	277	174	559
CAPRI	18	683	90	221	19	485	513	=	165	13	206	270	147
C.ST.GOLFO	177	675	197	219	184	474	502	165	=	178	195	259	25[illegible]
C.ST.MARIA	30	696	103	234	19	498	526	430	13	178	=	219	283	160
CATANIA	206	542	291	23	225	338	370	277	206	195	219	=	116	348
CATANIA	270	445	345	127	289	231	266	174	270	259	283	116	=	402
CIV/vecchia	153	824	57	353	138	627	655	559	147	254	160	348	402	=
CROTONE	300	411	395	157	319	200	232	140	300	289	313	146	40	442
GAETA	82	747	51	285	40	549	577	481	61	229	63	270	334	108
GALLIPOLI	350	362	135	217	369	161	193	97	350	336	363	210	107	492
GELA	350	601	311	107	357	100	132	337	338	155	351	121	202	371
GIOIA TAURO	141	533	230	77	168	336	364	273	149	159	162	62	126	287
GIOIA NOVA	623	57	708	497	642	163	131	217	623	620	536	490	394	765
ISCHIA	52	717	73	255	12	519	547	451	31	182	30	240	301	130
IONIA	186	532	271	13	205	328	360	267	186	175	199	20	106	328
LICATA	340	619	361	122	347	415	447	352	328	142	341	136	217	361
LIVORNO	278	937	175	476	251	745	773	671	262	350	275	461	520	118
MANFREDONIA	538	175	623	162	557	53	21	119	538	527	551	396	292	680
MARSALA	205	702	284	242	212	495	527	432	193	44	206	216	297	267
MAZARA	211	687	217	287	228	480	512	417	209	60	228	201	282	271

27837

0622

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

ARIO DISTANZE IN MIGLIA FRA PORTI DELL'ITALIA CENTRO MERIDIONALE E DELLA SARDEGNA

	ANCONA	BARI	BRINDISI	CAGLIARI	CATANIA	CIVITAVECCHIA	GAETA	GENOVA	LA SPEZIA	LIVORNO	MESSINA	NAPOLI	PALERMO	PORTO TORRES	S. STEFANO	TARANTO	TRAPANI	VIAREGGIO
ANCONA	=	485	513	417	18	177	30	206	270	153	300	683	95	221	97	485	513	417
BARI	485	=	183	270	683	675	606	542	445	824	411	215	767	549	702	215	183	270
BRINDISI	513	183	=	284	90	197	103	291	345	57	395	183	767	307	81	570	598	502
CAGLIARI	417	270	284	=	221	210	234	23	127	363	157	270	549	307	240	344	376	284
CATANIA	18	683	90	221	=	184	19	225	289	138	319	683	95	221	97	485	513	417
CIVITAVECCHIA	177	675	197	210	184	=	198	338	231	627	200	675	767	549	702	215	183	270
GAETA	30	606	103	234	19	198	=	370	266	655	232	606	767	307	81	570	598	502
GENOVA	206	542	291	23	225	338	370	=	277	559	140	542	549	307	240	344	376	284
LA SPEZIA	270	445	345	127	289	231	266	277	=	147	300	445	549	307	240	344	376	284
LIVORNO	153	824	57	363	138	627	655	559	147	=	442	824	767	549	702	215	183	270
MESSINA	300	411	395	157	319	200	232	140	300	442	=	411	767	549	702	215	183	270
NAPOLI	82	717	51	285	40	519	577	481	64	229	63	270	334	108	364	519	577	481
PALERMO	350	362	135	217	369	161	193	97	350	335	363	210	107	192	73	161	193	97
PORTO TORRES	350	601	311	107	357	400	132	337	338	155	351	121	202	371	232	400	132	337
PORTO TEMPO	141	533	230	77	168	336	364	273	149	159	162	62	126	287	157	336	364	273
PORTOVECCHIO	623	57	708	197	612	163	131	217	623	620	636	490	394	765	360	163	131	217
	52	717	73	255	12	519	577	451	34	182	30	240	301	130	334	519	577	451
	185	532	271	13	205	328	360	267	185	175	199	20	106	328	136	328	360	267
	340	619	304	122	347	415	447	352	328	142	341	135	217	361	247	415	447	352
	278	937	175	176	254	745	773	671	262	360	275	461	520	118	560	745	773	671
	538	175	623	302	557	53	21	119	538	527	551	396	292	680	258	53	21	119
	205	702	282	282	212	495	527	432	193	44	206	216	297	261	327	495	527	432
	211	397	217	297	228	480	512	417	209	60	222	201	282	274	312	480	512	417

2937

0623

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

DISTANZE IN MIGLIA FRA PORTI DELL'ITALIA CENTRO MERIDIONALE E DELLA SARDEGNA

	ANCONA	BARI	BRINDISI	CAGLIARI	CATANIA	GAETA	GENOVA	LA SPEZIA	LIVORNO	MESSINA	NAPOLI	OLBIA	PALERMO	PESCARA	PORTO TORRES	REGGIO CAL.	TARANTO	TRAPANI	TRIESTE	VENEZIA
ANCONA	683	=	767	549	307	81	240	=	504	215	570	344	376	532	436	61	485	513	417	18
BARI	=	683	=	767	549	307	81	240	=	504	215	570	344	376	532	436	61	485	513	417
BRINDISI	767	=	683	=	767	549	307	81	240	=	504	215	570	344	376	532	436	61	485	513
CAGLIARI	549	767	=	683	=	767	549	307	81	240	=	504	215	570	344	376	532	436	61	485
CATANIA	307	549	767	=	683	=	767	549	307	81	240	=	504	215	570	344	376	532	436	61
GAETA	81	307	549	767	=	683	=	767	549	307	81	240	=	504	215	570	344	376	532	436
GENOVA	240	81	307	549	767	=	683	=	767	549	307	81	240	=	504	215	570	344	376	532
LA SPEZIA	=	240	81	307	549	767	=	683	=	767	549	307	81	240	=	504	215	570	344	376
LIVORNO	504	=	240	81	307	549	767	=	683	=	767	549	307	81	240	=	504	215	570	344
MESSINA	215	504	=	240	81	307	549	767	=	683	=	767	549	307	81	240	=	504	215	570
NAPOLI	570	215	504	=	240	81	307	549	767	=	683	=	767	549	307	81	240	=	504	215
OLBIA	344	570	215	504	=	240	81	307	549	767	=	683	=	767	549	307	81	240	=	504
PALERMO	376	344	570	215	504	=	240	81	307	549	767	=	683	=	767	549	307	81	240	=
PESCARA	532	376	344	570	215	504	=	240	81	307	549	767	=	683	=	767	549	307	81	240
PORTO TORRES	436	532	376	344	570	215	504	=	240	81	307	549	767	=	683	=	767	549	307	81
REGGIO CAL.	61	436	532	376	344	570	215	504	=	240	81	307	549	767	=	683	=	767	549	307
TARANTO	485	61	436	532	376	344	570	215	504	=	240	81	307	549	767	=	683	=	767	549
TRAPANI	513	485	61	436	532	376	344	570	215	504	=	240	81	307	549	767	=	683	=	767
TRIESTE	417	513	485	61	436	532	376	344	570	215	504	=	240	81	307	549	767	=	683	=
VENEZIA	270	417	513	485	61	436	532	376	344	570	215	504	=	240	81	307	549	767	=	683

2337

0624

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

n° 2

	GAETA	GALLIPOLI	GELA	GIOIA TAURO	GIULIANOVA	ISCHIA	IONIA	LICATA	LIVORNO	MANFREDONIA	MARSALA	MAZARA	MESSINA	MILAZZO	MOLFETTA
ANCONA	82	350	350	141	623	58	186	340	278	538	205	211	158	153	197
ANCONA	717	362	604	538	57	717	532	619	937	175	702	687	524	586	199
ANZIO	51	135	311	239	708	73	271	304	175	623	204	217	243	243	582
AUGUSTA	265	217	107	77	497	255	43	122	476	402	202	187	63	93	360
BARI	49	369	357	168	642	12	205	337	251	557	212	228	177	172	516
BARLETTA	519	161	100	336	163	519	328	115	715	53	195	180	322	358	18
BRINDISI	577	195	132	351	131	547	360	117	773	21	527	512	350	386	16
CAPRI	181	97	337	273	217	251	267	352	671	119	132	117	259	295	77
CASTELLAMMARE	61	350	338	119	623	31	186	328	262	538	193	209	158	153	197
CAST.GOLFO	229	336	155	159	520	182	175	142	360	527	11	60	152	123	18
CAST.STELLA	53	363	351	152	636	30	199	341	275	551	206	222	171	166	516
CATANIA	270	210	121	62	490	240	20	136	161	395	216	201	48	78	35
CATANZARO	331	107	202	126	391	304	166	217	520	292	297	282	112	142	25
C/vecchia	108	192	371	287	765	130	328	361	118	680	261	271	300	300	63
CROTONE	364	73	232	157	360	334	136	247	560	258	327	312	113	173	21
GAETA	=	111	102	213	687	38	250	392	224	602	257	273	222	217	56
GALLIPOLI	111	=	282	206	310	384	200	297	605	219	377	362	192	222	17
GELA	102	282	=	165	557	350	141	15	169	158	100	85	151	181	11
GIOIA TAURO	213	206	165	=	487	183	12	175	105	389	184	200	16	32	34
GIULIANOVA	687	310	557	487	=	657	480	572	883	123	652	637	473	509	14
ISCHIA	38	384	350	183	657	=	220	340	215	572	205	221	182	187	53
IONIA	250	200	141	12	480	220	=	156	141	386	236	221	28	58	34
LICATA	392	297	15	175	572	340	156	=	153	473	90	75	161	191	13
LIVORNO	221	605	169	105	883	215	141	153	=	798	366	379	413	413	75
MANFREDONIA	602	219	158	389	123	572	386	473	798	=	553	538	375	411	3
MARSALA	257	377	100	184	652	205	236	90	366	553	=	16	177	147	51
MAZARA	273	362	85	200	637	221	221	75	379	538	16	=	103	165	49

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

GIBEA	GIVATAYIM	GIVON	GIVOT BRENER	GIVOT HAYIM	HADERA	HAIFA	HARISHON, RISHON LEZION	HARSINA	HAZEVA	HEFZIBA	HERZLIYA
82	350	350	141	623	52	186	340	278	538	205	211
717	362	604	538	57	717	532	619	937	175	702	687
51	435	311	230	708	73	271	304	175	623	294	217
265	217	167	77	497	255	13	122	476	402	202	187
12	369	357	163	612	12	205	317	251	557	212	228
519	161	100	336	163	519	328	115	745	53	495	480
577	195	132	361	131	517	360	147	773	21	527	512
181	97	337	273	217	451	267	352	671	119	432	417
61	350	338	149	623	31	186	328	262	538	193	209
529	336	155	159	529	152	173	112	360	527	11	66
93	363	351	162	636	30	199	311	275	551	206	222
270	210	121	62	190	240	20	136	161	396	216	201
331	107	202	126	391	304	196	217	520	292	297	282
106	192	371	287	765	130	328	361	118	680	251	274
361	73	232	157	360	331	136	247	560	258	327	312
=	112	102	213	687	38	250	392	221	602	257	273
112	=	282	296	310	334	206	297	505	219	377	362
102	282	=	165	557	350	111	15	169	158	100	85
213	205	165	=	187	183	12	175	105	389	184	200
687	310	557	187	=	557	180	572	883	123	652	637
38	381	350	183	657	=	220	340	215	572	205	221
250	200	111	12	180	220	=	156	111	386	236	221
392	297	15	175	572	340	156	=	153	173	90	75
221	605	169	105	883	215	111	153	=	798	366	379
602	219	155	389	123	572	386	173	798	=	553	538
257	377	100	154	652	205	236	90	366	553	=	16
273	362	85	200	637	221	221	75	379	538	16	=

HOLON	HOSHAYA	KABRI	KADIMA	KAFAR AHIM	KAFAR ASIF	KAFAR BARUKH	KAFAR BILU	KAFAR DANIEL	KAFAR GIDEONI	KAFAR HABAD	KAFAR HAHORESH
197	153	158	211	205	538	278	340	186	52	623	141
199	568	521	687	702	175	937	619	532	717	57	538
582	243	213	217	294	623	175	304	271	73	708	230
360	93	63	187	202	402	476	122	13	255	497	77
516	172	177	228	212	557	251	317	205	12	612	163
16	358	322	480	495	53	745	115	328	519	163	336
16	386	350	512	527	21	773	147	360	517	131	361
77	295	259	117	432	119	671	352	267	451	217	273
197	153	156	209	193	538	262	328	186	31	623	149
486	123	152	66	11	527	360	112	173	152	529	159
510	166	171	222	206	551	275	311	199	30	636	162
354	78	18	201	216	396	161	136	20	240	190	62
250	112	112	282	297	292	520	217	196	304	391	126
639	300	300	274	251	680	118	361	328	130	765	287
216	173	143	312	327	258	560	247	136	331	360	157
561	217	222	273	257	602	221	392	250	38	687	213
177	222	192	362	377	219	505	297	206	334	310	296
416	181	151	85	100	158	169	15	111	350	557	165
348	32	16	200	184	389	105	175	12	183	187	=
147	509	473	637	652	123	883	572	180	557	=	187
531	187	182	221	205	572	215	340	220	=	657	183
344	58	28	221	236	386	111	156	=	220	180	12
131	191	161	75	90	173	153	=	156	340	572	175
757	413	413	379	366	798	=	153	111	215	883	105
37	411	375	538	553	=	798	173	386	572	123	389
511	117	177	16	=	553	366	90	236	205	652	184
496	165	193	=	16	538	379	75	221	221	637	200

0626

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

nº 3

	ITOPOLI	MATERA	MODUGNO	MOLFETTA	MONTEMILONE	MONOPOLI	ORIA	ORTANOVA	OSTUNI	PALAGIANO	POLIGNANO	PUTIGNANO	RUTIGLIANO	SAN SEVERO	SANNICANDRO	SPINAZZOLA	TARANTO	TERLIZZI	TORRE MAGGIORE	TRANI	TRICASE	VALENZANO	VIESTE
ANDRIA	161	35	600	161	258	610	215	32	272	195	101	165	7	66									
ANCONA	227	700	80	611	705	69	881	697	634	851	566	518	685	639									
ANZIO	552	90	685	192	258	695	132	93	271	92	365	219	115	161									
AUGUSTA	323	238	475	180	209	185	113	235	137	393	69	57	223	176									
BARI	180	7	519	171	265	629	211	9	279	171	408	185	44	93									
BARLETTA	12	502	121	211	502	151	702	199	130	662	362	316	187	140									
BRINDISI	44	530	109	272	534	119	830	527	158	690	394	344	515	168									
CERI	39	33	195	376	139	205	628	181	367	588	299	253	119	372									
CAST.GOLFO	161	17	600	158	216	616	239	11	260	179	389	166	25	74									
CAST.STABIA	440	182	527	32	101	607	317	179	115	877	206	158	181	173									
CEFALU	374	13	613	165	259	623	232	10	273	192	402	179	38	87									
CATANZARO	316	223	168	165	223	178	418	220	151	378	83	42	208	161									
C/vecchia	213	287	372	229	301	382	177	291	232	137	164	106	272	225									
CROTONE	609	117	742	218	315	752	75	150	328	35	422	306	172	218									
GAETA	179	317	338	259	333	318	517	311	260	177	193	137	302	255									
GALLIPOLI	521	50	664	216	310	671	181	53	321	141	453	230	89	138									
GELA	136	367	288	309	384	298	562	364	312	522	214	186	352	305									
GIOIA TAURO	376	355	535	185	110	545	426	352	45	386	50	145	354	357									
GIULIANOV.	317	156	164	124	252	471	362	163	202	322	138	23	143	101									
ISCHIA	172	640	23	590	659	12	840	637	587	800	519	167	625	578									
IONIA	495	17	631	169	258	641	202	20	272	162	401	200	59	108									
LICATA	306	203	158	145	213	168	398	200	171	358	103	22	188	111									
LIVORNO	391	315	550	172	95	560	410	312	27	376	65	155	344	347									
MANFREDONIA	721	262	856	355	408	870	43	265	326	83	520	419	290	336									
MARSALA	77	555	101	197	560	111	753	552	488	715	420	369	540	494									
MAZARA	471	210	630	74	62	640	323	207	63	283	145	183	209	212									
	456	226	615	90	52	625	336	223	48	296	130	199	215	228									

55

0627

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

NAPOLI	MESSINA	PALERMO	CATANIA	SIRACUSA	TRIESTE	UDINE	VENEZIA	VERONA	TORINO	GENOVA	MILANO	BOLOGNA	FIRENZE	ROMA
161	35	600	154	258	610	215	32	272	195	101	166	7	66	83
227	700	80	511	706	69	884	697	634	851	566	518	685	639	623
552	90	585	192	258	695	132	93	271	92	355	219	115	161	178
323	238	475	180	209	185	413	235	137	393	69	57	223	176	160
480	7	519	171	265	629	211	9	279	171	408	185	44	93	110
12	502	151	104	502	151	702	499	130	662	362	316	487	140	424
44	530	109	172	534	119	770	527	482	690	394	344	515	468	452
39	531	195	376	439	205	628	481	367	588	299	253	419	372	356
461	17	600	152	216	610	239	11	260	179	389	156	25	74	91
440	182	507	32	101	507	317	172	115	277	206	158	181	173	166
374	13	613	165	259	623	232	10	273	192	402	179	38	87	104
316	223	168	155	223	478	418	220	151	378	83	42	208	161	145
213	287	372	229	304	382	477	284	232	437	164	106	272	225	209
600	147	742	248	315	752	75	150	328	35	422	306	172	218	235
179	317	338	259	333	348	517	314	262	477	193	137	302	255	239
521	50	664	216	310	674	181	53	324	141	453	230	89	138	155
135	367	288	309	384	298	582	361	312	522	244	186	352	305	289
376	355	535	185	110	645	426	352	15	386	50	145	354	357	340
317	166	164	124	252	471	362	163	202	322	138	23	143	101	85
172	640	23	590	459	12	840	637	587	800	519	467	625	578	562
495	17	631	169	258	611	202	20	272	162	101	200	59	108	125
306	203	158	115	213	168	398	200	171	358	103	22	188	141	125
391	345	550	172	95	560	410	312	27	376	65	155	311	347	330
721	262	850	355	408	870	43	265	126	83	520	419	290	336	353
77	555	101	197	530	111	753	552	488	715	420	369	540	494	478
471	210	630	71	62	640	323	207	63	283	145	183	209	212	195
456	226	615	90	52	625	335	223	48	296	130	199	215	228	211

57

0628

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

nº 1

	SCARIO	SCILLA	SIRACUSA	SOVERATO	TARANTO	TERMINI IMER.	TRANI	TRAPANI	T. del GRECO	VIBO VALENT.	VIESTE
ANALFI	62	248	228	265	368	170	507	183	30	130	551
ANCONA	638	659	552	450	405	631	189	706	695	574	155
ANZIO	157	214	313	340	453	213	592	189	95	225	626
AUGUSTA	175	162	14	122	235	160	370	217	233	113	419
BAIA	89	255	247	284	387	177	526	190	12	157	560
BARI	139	155	347	239	204	137	26	495	497	372	60
BARLETTA	167	187	379	271	236	465	6	527	525	400	28
BRINDISI	371	392	287	179	140	370	87	435	429	309	136
CAPRI	70	236	228	265	368	158	507	171	12	138	551
CAST. GOLFO	171	87	217	251	355	52	496	20	247	177	530
CAST. STABIA	83	249	241	278	381	171	520	184	7	151	554
CATANIA	160	176	29	111	227	145	364	221	218	98	413
CATANZARO	224	257	126	6	120	209	260	280	282	162	309
C/vecchia	214	301	370	397	510	270	649	246	152	282	683
CROTONE	254	287	156	45	86	239	226	310	312	193	275
GAETA	134	300	292	329	432	222	571	235	56	202	605
GALLIPOLI	304	337	221	112	47	289	187	370	362	242	236
GELA	355	60	95	197	292	205	426	116	350	201	475
GIOIA TAURO	100	227	84	121	224	107	358	178	161	32	392
GIULIANOVA	577	612	500	399	353	580	137	655	635	523	193
ISCHIA	104	218	262	299	402	192	541	188	23	172	575
IONIA	140	196	49	101	217	125	354	241	198	78	403
LICATA	345	50	110	212	307	192	441	106	340	211	490
LIVORNO	332	406	483	510	623	370	767	349	267	400	801
MANFREDONIA	193	513	405	297	262	490	27	553	550	425	20
MARSALA	210	43	190	292	387	94	521	16	205	202	570
MAZARA	226	27	175	277	372	110	506	32	221	218	555

7832

0629

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

nº 5

| | ANCONA | BARI | BRINDISI | CAGLIARI | CAMPOBASSO | CASTELVETRANO | CASTROVILLARI | CATANIA | CATANZARO | CHIETI | COSENZA | FIRENZE | FOGGIA | GENOVA | GIARRE | GIULIANOVA | GROSSETO | IMPERIA | LA SPEZIA | LECCE | LIVORNO | LUCCA | MACERATA | MESSINA | MILANO | MILAZZO | MODENA | MOLFETTA | MONOPOLI | NAPOLI | NOCERA INF. | ORTONA | PALERMO | PANTELLERIA | PESCARA | PIOMBINO | PORTICI | PORTOFERRAIO | POTENZA | RAGUSA | RAVENNA | REGGIO CALABRIA | RIETI | RIMINI | ROMA | SALERNO | SANREMO | SASSARI | SAVONA | SCALEA | SCARIO | SCIACCA | SIENA | SIRACUSA | SORRENTO | TARANTO | TERMINI IMER. | TERNI | TORINO | TRAPANI | TRENTO | TREVISO | TRIESTE | UDINE | VENEZIA | VERCELLI | VERONA | VIAREGGIO | VIBO VALENTIA | VIESTE | VITERBO |
|---|---|---

0630

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

	ALGHERO	ANCONA	ANZIO	AUGUSTA	BARI	BARI	BARLETTA	BRINDISI	CAPRI	CAST.GOLFO	CAST.STABIA	CATANIA	CATANZARO	C/vecchia	CROTONE
ALGHERO	158	521	243	63	177	322	350	259	158	152	171	48	112	300	113
ANCONA	153	566	213	93	172	358	386	295	153	123	166	78	142	300	173
ANZIO	497	199	582	360	516	16	16	77	497	486	510	354	250	639	216
AUGUSTA	461	227	552	323	480	12	41	39	461	440	474	316	213	609	179
BARI	35	700	90	238	7	502	530	431	17	182	13	223	287	117	317
BARI	60	80	685	475	619	141	109	195	600	597	613	468	372	712	338
BARLETTA	164	641	192	180	171	444	472	376	152	32	165	165	229	218	259
BRINDISI	258	706	258	209	265	502	531	439	216	101	259	223	301	315	333
CAPRI	610	69	695	485	629	151	119	205	610	607	623	478	382	752	348
CAST.GOLFO	245	881	132	443	211	702	730	628	239	317	232	418	477	75	517
CAST.STABIA	32	697	53	235	9	499	527	481	14	179	10	220	284	150	314
CATANIA	272	934	271	137	279	430	462	367	280	115	273	151	232	328	262
CATANZARO	195	851	92	393	171	662	690	583	179	277	192	378	437	35	477
C/vecchia	101	566	365	69	108	362	394	299	389	206	402	83	164	422	193
CROTONE	166	518	249	57	185	316	344	253	166	158	179	42	106	306	137
	7	685	115	223	11	487	515	419	25	181	38	208	272	172	302
	66	635	161	176	93	410	468	372	71	173	87	161	225	218	255
	83	523	178	160	110	424	452	356	91	166	104	145	209	235	239
	62	638	157	175	89	439	467	371	70	171	83	160	224	214	254
	218	559	214	162	255	455	487	392	236	87	249	176	257	301	287
	228	552	313	11	247	347	379	287	228	217	241	29	126	370	156
	265	450	310	122	284	239	271	179	265	254	278	111	6	397	45
	368	405	453	235	387	204	236	110	268	355	381	227	120	510	86
ER.	170	531	213	160	177	437	465	370	158	52	171	145	209	270	239
	507	189	592	370	526	26	6	87	507	496	520	364	260	649	226
	183	706	189	217	190	495	527	435	171	28	184	221	280	246	310
O	30	695	95	233	12	497	525	429	12	177	7	218	282	152	312
TI	130	571	225	113	157	372	400	309	138	177	151	98	162	282	193
	551	155	626	419	560	60	28	136	551	530	554	413	309	683	275

0631

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

n° 6	GAETA	GALLIPOLI	GELA	GIOIA TAURO	GIULIANOVA	ISCHIA	JONIO	LICATA	MARGHERITA	MARSALA	MESSINA	OSTIA
MESSINA	222	192	151	16	473	182	28	151	113	375	177	193	=	30
MILAZZO	217	222	181	32	509	187	56	191	113	111	147	165	30	=
MOLFETTA	561	177	116	348	137	531	341	431	757	37	511	496	334	370
MONOPOLI	521	136	376	317	172	495	306	391	721	77	471	456	303	339
NAPOLI	50	367	355	166	610	17	203	345	262	555	210	226	175	170
ORTONA	661	288	535	161	23	631	158	550	860	101	630	615	450	486
PALERMO	216	309	185	121	590	169	115	172	355	497	71	90	117	93
PANTELLERIA	310	381	110	252	659	258	213	95	108	560	62	52	215	215
PESCARA	671	298	515	471	12	611	168	560	870	111	610	625	350	496
PIOMBINO	181	562	128	382	640	202	398	110	13	753	323	336	370	370
PORTICI	53	364	352	153	637	20	200	312	265	552	207	223	172	167
P.EMPEDOCLE	321	312	15	202	587	272	171	27	126	468	53	18	188	156
P.S.STEFANO	121	522	386	332	800	162	358	376	83	715	283	296	330	330
POZZALLO	453	211	50	138	519	101	103	65	520	120	145	130	124	154
R.CALABRIA	230	186	145	23	167	200	22	155	119	369	183	199	6	31
SALERNO	89	352	354	143	625	59	188	344	290	540	209	215	160	155
SANTARI	138	305	357	101	578	108	141	347	336	194	212	226	115	113
SCALEA	155	289	340	85	562	125	125	330	353	478	195	211	99	97
SCARIO	134	304	355	100	577	104	140	345	332	493	210	226	116	112
SCIACCA	300	337	60	227	512	218	196	50	106	513	43	27	220	190
SIRACUSA	292	221	95	64	500	262	19	110	183	405	190	175	70	100
SOVERATO	329	112	197	121	399	299	101	212	510	297	292	277	187	137
TARANTO	132	47	292	221	353	102	217	307	623	262	387	372	210	211
TERMINI IMER.	222	289	203	107	520	192	125	192	370	490	94	110	100	70
TRAPANI	571	187	426	358	137	541	351	411	767	27	521	506	344	380
TROPEA	435	370	116	178	655	188	241	106	319	553	16	32	171	141
T.del GRECO	56	362	350	161	635	23	198	340	267	550	203	221	170	165
VIBO VALENTIA	202	242	201	32	523	172	76	211	409	425	202	218	49	50
VIESTE	305	236	175	39	103	575	403	190	801	20	570	555	378	411

2332

0632

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

GALETA	GALETTOLI	GALLI	GIOVI ELIA	GIULIANOVA	ISCHIA	JOLI	LICATA	LIVORNO	MARMIROLO	LARSLA	MAZZO	MESSINA	MILAZZO	MOLFETTA
222	192	151	16	473	182	28	161	113	375	177	193	=	30	334
217	222	181	32	509	187	58	191	413	411	147	165	30	=	370
561	177	416	318	117	531	344	131	757	37	511	496	334	370	=
521	135	376	317	172	495	306	391	721	77	471	453	303	339	28
50	367	355	166	610	17	203	345	262	555	210	226	175	170	513
664	288	535	161	23	634	458	550	860	101	530	615	450	485	125
216	309	185	121	590	169	115	172	355	497	74	90	117	93	456
310	331	110	252	559	258	213	95	408	560	62	52	215	215	518
671	298	515	171	12	711	168	560	870	111	610	625	460	496	135
181	562	426	362	610	202	395	110	13	753	323	336	370	370	711
53	361	352	163	537	20	200	312	265	552	207	223	172	167	511
324	312	15	202	587	272	171	27	426	488	53	18	186	158	446
141	522	385	322	800	162	358	376	83	715	283	296	330	330	671
153	241	50	136	519	401	103	65	520	120	145	130	121	154	378
230	185	145	23	467	200	22	155	419	369	183	199	6	31	328
89	352	351	143	625	59	168	341	290	540	209	215	160	155	499
138	305	357	101	578	108	141	347	336	494	212	228	115	113	452
155	289	340	85	562	125	125	330	353	478	195	211	99	97	436
134	301	355	106	577	104	140	345	332	493	210	226	116	112	451
300	337	60	227	612	246	196	50	106	513	43	27	220	190	471
292	221	95	84	500	262	49	110	483	405	190	175	70	106	363
329	112	197	121	399	299	101	212	510	297	292	277	107	137	255
132	47	292	224	353	402	217	307	623	262	387	372	210	241	220
ER. 222	289	205	107	580	192	135	192	370	490	94	110	100	70	149
571	187	426	350	137	541	351	441	767	27	521	506	344	380	10
235	370	116	178	655	188	211	106	349	553	16	32	171	141	511
96	392	350	161	635	23	198	340	267	550	205	221	170	165	509
IA 202	242	201	32	523	172	78	211	400	425	202	218	49	50	304
505	236	175	39	103	575	403	190	801	20	570	555	378	411	44

2662

0633

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

n.° 7

	MONOPOLI	NAPOLI	ORTONA	PALERMO	PANTELLERIA	PESCARA	PIOMBINO	PORTICI	P.EMPED.	P.S.STEF.	POZZALLO	R.CALABR.	SALERNO	SAPRI	SCILLA
MESSINA	303	175	150	117	215	160	370	172	188	330	124	6	150	115	9
MILAZZO	339	170	486	93	215	496	370	167	158	330	154	31	155	113	9
MOLFETTA	28	514	125	156	518	135	714	511	446	671	378	328	199	452	43
MONOPOLI	=	478	118	110	478	159	678	475	406	638	338	297	163	416	40
NAPOLI	178	=	617	170	263	627	219	3	277	179	106	183	42	91	10
ORTONA	118	617	=	567	637	10	617	614	565	777	497	444	602	556	54
PALERMO	110	170	567	=	131	577	312	166	115	272	236	123	168	157	11
PANTELLERIA	478	263	637	131	=	617	365	260	81	325	136	251	262	265	25
PESCARA	159	627	10	577	617	=	627	624	575	787	507	454	612	566	55
PIOMBINO	678	219	617	312	365	627	=	222	383	40	477	376	247	293	31
PORTICI	175	3	614	166	260	624	222	=	274	182	403	180	39	88	10
P.EMPEDOCLE	406	277	565	115	81	575	383	271	=	343	80	182	276	279	26
P.S.STEFANO	638	179	777	272	325	787	40	182	343	=	137	336	207	253	27
POZZALLO	338	106	497	236	136	507	477	403	80	137	=	119	405	408	39
R.CALABRIA	297	183	444	123	251	454	376	180	182	336	119	=	168	121	10
SALERNO	163	42	602	168	262	612	247	39	276	207	405	168	=	68	8
SAPRI	416	91	556	157	265	566	293	85	279	253	408	121	68	=	2
SCILLA	400	168	540	140	254	550	310	165	262	270	391	105	85	27	=
SCIRIO	415	87	555	155	263	565	289	84	277	219	406	120	64	5	2
SCILLCCA	131	253	590	117	67	600	363	250	30	323	105	226	252	255	23
SIRACUSA	226	215	478	187	197	488	140	212	125	100	57	64	230	183	16
SOVERATO	218	262	377	224	299	387	167	279	227	127	159	101	267	220	20
TARANTO	179	305	331	328	395	341	580	382	322	540	254	201	370	323	30
TERMINI IMER.	401	175	560	20	151	570	327	172	165	297	256	106	174	155	13
TRANI	38	524	115	166	528	125	724	521	156	681	388	338	509	462	44
TRAPANI	471	183	633	58	76	643	306	185	79	266	159	177	187	190	17
T.del GRECO	473	6	612	164	258	622	224	3	272	184	401	178	37	86	10
VIBO VALENTIA	353	155	500	142	270	510	357	102	220	317	174	55	132	91	7
VIESTE	96	558	81	500	577	91	758	555	502	718	437	372	553	197	48

3.3

0634

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

NAPOLI	CATANIA	SIRACUSA	PALERMO	PESCARA	BARI	PORTICI	P.ERCOLE	P.S.STEF.	POZZALLO	P.CALDA	SALERNO	SIENA	SCALEA
175	150	117	215	160	370	172	188	330	121	6	150	115	99
170	486	93	215	496	370	167	158	330	151	31	155	113	97
514	125	456	518	135	714	511	116	671	378	328	199	452	436
478	118	110	478	159	678	475	106	638	338	297	463	416	400
=	617	170	263	827	219	3	277	179	106	183	42	91	108
617	=	567	637	10	817	614	565	777	497	444	602	556	510
170	567	=	131	577	312	166	115	272	236	123	168	157	110
263	537	131	=	617	365	260	81	325	136	251	262	265	254
627	10	577	617	=	827	621	575	787	507	454	612	566	550
219	617	617	365	827	=	222	383	10	177	376	217	293	310
3	614	566	260	621	222	=	274	182	403	180	39	88	105
277	566	115	81	575	383	274	=	313	80	182	276	279	262
178	777	272	325	787	10	177	313	=	137	336	207	253	270
106	197	236	136	507	177	403	80	137	=	119	105	108	391
183	414	123	251	151	376	180	182	336	119	=	168	121	105
42	602	168	262	612	247	39	276	207	105	166	=	68	85
91	556	157	265	565	293	88	279	253	108	121	68	=	27
108	510	140	254	550	310	105	202	270	391	105	85	27	=
87	555	155	263	565	289	84	277	219	105	120	64	5	26
253	590	117	67	600	363	250	30	323	57	225	252	255	238
215	178	107	197	188	140	242	125	100	159	64	230	183	157
282	377	224	299	387	167	279	227	127	251	101	267	220	204
385	331	328	395	311	580	382	322	510	256	204	370	323	307
175	560	20	151	570	327	172	165	297	388	106	174	155	138
524	115	166	526	125	724	521	156	684	159	338	509	462	446
188	633	58	76	643	308	185	79	266	401	177	187	190	173
6	612	164	256	622	224	3	272	184	178	37	86	86	103
155	560	142	270	510	357	102	220	317	174	55	132	91	75
556	81	500	577	91	758	555	507	718	437	372	553	197	180

1634

0653

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

nº 8	SCARIO	SCILLCCA.	SIRACUSA	SOVERATO	TARANTO	TERMINI II.	TRANI	TRAPANI	T.del GRECO	VIBO V.I.	VIESTE
MESSINA	116	220	70	107	210	100	341	171	170	19	378
MILAZZO	112	190	100	137	241	70	380	141	165	50	411
MOLFETTA	451	471	363	255	220	419	10	511	509	384	44
MONOPOLI	415	431	226	218	179	404	38	471	473	353	96
NAPOLI	67	253	245	282	385	175	524	188	6	155	558
ORTONA	555	590	478	377	331	560	115	633	612	500	81
PALERMO	155	117	187	224	328	20	466	58	161	142	500
PANTELLERIA	263	67	197	299	395	151	528	76	258	270	577
PESCARA	565	600	480	387	341	570	125	643	622	510	91
PIOMBINO	289	363	440	467	580	327	724	306	224	357	758
PORTICI	84	250	242	279	352	172	521	185	3	102	555
P.EMEDOCLE	277	30	125	227	322	165	456	79	272	220	505
P.S.STEFANO	219	323	100	127	540	297	684	266	184	317	718
POZZALLO	406	105	57	159	254	256	388	159	101	174	437
R.CALABRIA	120	226	64	101	201	108	338	177	178	55	372
SALERNO	64	252	230	267	370	171	509	187	37	132	553
SAPRI	5	255	183	220	323	155	462	190	86	91	497
SCALEA	26	238	167	204	307	136	446	173	103	75	480
SCARIO	=	253	182	219	322	153	461	188	89	90	496
SCILLCCA	253	=	150	252	347	137	481	59	248	245	530
SIRACUSA	182	150	=	121	258	167	373	205	240	120	429
SOVERATO	219	252	121	=	125	201	265	275	277	157	314
TARANTO	322	347	238	125	=	306	230	385	380	260	279
TERMINI IMER.	153	137	167	201	306	=	459	78	170	125	493
TRANI	461	481	373	265	230	159	=	521	519	391	31
TRAPANI	188	59	205	275	385	78	521	=	183	196	560
T.del GRECO	82	248	240	277	380	170	519	183	=	150	553
VIBO VALENTIA	90	245	120	157	260	125	391	196	150	=	428
VIESTE	456	530	422	314	279	493	31	560	553	428	=

DISTANZE IN MIGLIA FRA PORTO E PORTO (Rotte dirette)

da	Cagliari	ad	Ancona	(e viceversa)		846
"	"	"	Augusta	"	"	369
"	"	"	Bari	"	"	645
"	"	"	Brindisi	"	"	581
"	"	"	Catania	"	"	370
"	"	"	Civitavecchia	"	"	230
"	"	"	Crotone	"	"	460
"	"	"	Gaeta	"	"	248
"	"	"	Gallipoli	"	"	514
"	"	"	Livorno	"	"	294
"	"	"	Messina	"	"	322
"	"	"	Napoli	"	"	263
"	"	"	Ortona	"	"	772
"	"	"	Palermo	"	"	216
"	"	"	P.Empedocle	"	"	240
"	"	"	Taranto	"	"	532

da Olbia a Civitavecchia (e viceversa) 125

SARDEGNA - periplo -

da	Cagliari	a	Torrevecchia	(e viceversa)		23
"	T.vecchia	"	Muravera	"	"	22
"	Muravera	"	Tortoli	"	"	34
"	Tortoli	a	Dorgali	"	"	22
"	Dorgali	"	Orosei	"	"	7
"	Orosei	"	Siniscola	"	"	20
"	Siniscola	"	Olbia	"	"	30
"	Olbia	"	Maddalena	"	"	30
"	La Maddal.	"	S.Teresa Gallura	"	"	12
"	S.Ter.Gall.	"	Castelsardo	"	"	33
"	Castelsardo	"	Porto Torres	"	"	16
"	P.Torres	"	Alghero	"	"	64
"	Alghero	"	Bosa	"	"	20
"	Bosa	"	Cristano	"	"	34
"	Cristano	"	Carloforte	"	"	54
"	Carloforte	"	S.Antioco	"	"	22
"	S.Antioco	"	Teulada	"	"	23
"	Teulada	"	Cagliari	"	"	33

2929

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

0637

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

(5) (4)

HEADQUARTERS
ALLIED COMMISSION
TRANSPORTATION SUB COMMISSION
C/o Southern Region

TO : ALLIED COMMISSION HQ.
Palermo

January, 5th. 1945

for Major DRING

SUBJECT : BIDS FOR TRANSPORT OF PUMICE & CAPERS FROM CANNETO LIPARI.

Motor vessels were allocated as indicated on the attached sheet.

When the vessels arrived, the bidders refused to load and declined to pay the cost of bringing the m/v to Canneto.

Will you take steps please to enforce payment Cogena agent has details.

It would apparently be best to avoid allocating any more m/v to load for any bid from lipari until the matter is settled.

See (73)

Captain.
Tn.Sub Commission
Southern Region

noted RH.

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

67A
4A

826/8/45/180 CANNETO LIPARI PORTICI Capperi al sale in fusti 15 tons
Consigner:Rag.Giuseppe NATOLI
9/12Sant'Andrea 30 tons Dw. 11/12 Nuova Luisa 24 Dw

827/9/45/212 CANNETO LIPARI PORTICI Pumice 50 tons Consigner:Rag.NATOLI
9/12 Sant'Anna Madre 54 Dw;

828/1245/263 CANNETO LIPARI PORTICI Pumice 150 tons Shipper:Rag.NATOLI
12/12 Nuovo Salvatore 45 Dw. 12/12 S.Antioco 48Dw
20/12 Adelina 19 Dw;

829/ 1345/267 CANNETO LIPARI ANZIO Pumice 200 tons Shipper:Rag.NATOLI
12/12 Salvatore Padre 49 Dw. 15/12 Ceccotto 42 Dw.

830/1445/268 CANNETO LIPARI PORTICI Pesca salata 10 tons Shippper:NATOL
12/12 S.Antonio 48 Dw.

831/1445/269 CANNETO LIPARI ANZIO Pesca salata 15 tons Shipper:Rag.NATOL
14/12 Nuovo Gennaro 18 Dw.

2927

g/s (3)

T R A N S L A T I O N

Syndacate of Maritime and Enterprises
Palermo

4th January 1945

During the General Meeting which has been hald on December the 30th 1944 by the Syindacate of Maritime agencies and enterprises has been voted the following:

ORDER OF THE DAY

The Syindacate of maritime agencies and enterprises, confi ming the observation advanced by the concerned shipowners to the Itali or Allied Authorities about the arbitrary operation done by CO-GE-NA and other groups (as the Finmare) of all the maritime transportation means, whose owners are in liberated Italy.

DENOUNCES
To the Italian and Allied Authorities that:

a) With the arbitrary act all the maritime means are recommended exclusively to the CO-GE-NA's Agencies, which reject with illegal means all the various maritime agencies of shipowners and use illegal clauses inserted illegally in the freight chart.

b) All this situation is provoked by an erroneous system of distributing transports, which rejects the forwarding Enterprises and the Maritime agencies, and allows only to the persons who have the exporting permits to do applications for the assignment and the commer damaging in this way all the maritime economy.
And so it happens that unprepared traders benefit in most cases of the exporting permits and operate their activities in strict connexion with speculations.

1) ~~The all~~ THE SYNDACATE wishes that all applications for exporting permits should be sent to the Chamber of Commerce through the forwarding enterprises (Case di Spedizione) which are approved and admitted.

2) That all maritime means, including those belonging to absent shipowners, legally represented, should be assigned to their Maritime Agencies for an equal distribution of work and an efficent

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

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2) That all maritime means, including those belonging to absent shipowners, legally represented, should be assigned to their Maritime Agencies for an equal distribution of work and an efficent dislocation of space, in order to enable exchanges of all commodities which do not form complete cargoes, and which are indispensable to the regional commercial and industrial reoperation, and permit in this way "groupage traffic" which at present do not exist and provoke a serious economic crisis.

HOPES
That there will be avoided any further prohibition which always inclu

0640
Declassified E.O. 12356 Section 3.3/NND No. 785021

/al

(2)

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel:478704 1 November 1944
Our Ref: AC.Tn/S/4

TO : A. Lupo Raimondo
Palermo

SUBJECT: "Bid for schooners"

Your letter of 18 Oct '44, reference VR/GV/ is acknowledged.

The difficulty of your position is fully appreciated and you will be given as much assistance as possible in re-starting your trade with the Italian mainland.

All requests for schooners, however, must be addressed through the Chamber of Commerce to A.C. Sicilia Region, Palermo, who will forward them to this Sub-Commission.

The "bids" requests must state most clearly:-

1. The name of consignor and consignee and their addresses.
2. Type of goods and their packing.
3. Weight in tons.
4. Cubic tonnage in tons of 40 cu.ft.
5. When shipment is required.
6. Earliest date goods will be ready for loading, confirming that you have made necessary arrangements for prompt loading on board, and that you have arranged also for prompt discharge.

It is also essential to state who will pay freight.

2925

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

TO : A. Impo Raimondo
Palermo

SUBJECT: "Bid for schooners"

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3. Weight in tons.
4. Cubic tonnage in tons of 40 cu.ft.
5. When shipment is required.
6. Earliest date goods will be ready for loading, confirming that you have made necessary arrangements for prompt loading on board, and that you have arranged also for prompt discharge.

It is also essential to state who will pay freight. For each month a separate "bid" should be made. You must have an export permit and be able to prove you possess the goods.

2925

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

Copy to: Sicilia Region.

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

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T R A N S L A T I O N

A. LUPO RAIMONDO
Exportation of Sicilian products
Palermo

Ref.: VR/GV

Palermo - 18th October 44

To : Allied Commission
Transportation Sub-Commission
R O M E

Our export firm which has a long activity in this camp and therefore is well equipped, is now in the difficult condition not to exchange products with the continental Italy because, it has always respected the superior instructions, and doesn't want to follow or encourage the black market - as are at present doing some speculators who superintend to this work -.

Our firm although it has a regular export-permit for 550 tons for various products as wine, marsala, vermouth, salted fish, carobs, olives, which has been released by the italian and allied authorities, who recognized to our firm the right to accomplish this work, owing to our commercial references and to our equipment which consists of workmen and employees who working in our organisation have the opportunity to support their families.

The un-operation will compel our firm to reduce the personnel, provoking serious consequences for many families, while its operation will moderate for the market, where there are only speculators and men with no fixed occupation. 2924

We beg therefore this Sub-Commission to assign to our firm one or more m/schooners so that it will be possible to use the permit already released to us.

Waiting for a reply we hope that our request will be considered.

sgd. A.Lupo Raimondo

P.S. We have been told by the CO.GE.NA. of Naples that is a task of this AC., to assign us a m/schooner, through the Control Sub-Committee.

0 6 4 3

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

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Transportation Sub-Commission
R O M E

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We are sure that you will consider our request.

sgd. A. Lupo Raimondo

S/4

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

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

RH/hl

(1) (33)

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

25 October 1944

Tel:478704
Our Ref: ACC.Tn/S/4

TO : CO - GE - NA.

SUBJECT: Replies to Correspondence

see (26)

No reply has yet been received by this Headquarters to the following letters:-

ACC.Tn/S/4 dated 14th October.

(15)

Lt-D.S. ADAMS
Colonel, C.F.
Director, Tn.Sub.Comm.

Copy to: Capt.Smith

2953

If you will let me know to what the above referred, if it is urgent I will get you a reply.

S/4

0646