

Salt Vol III of 4

10000/148 11346
Oct 45

DIREZIONE GENERALE DEI MONOPOLI DI STATO
UFFICIO TRASPORTI

PROSPETTO DEI TRASPORTI SALE VIA MARE EFFETTUATI DURANTE IL MESE DI NOVEMBRE 1945-

Nominativo natante	Tonnellaggio	Porto carico	Quantità imbarcata	Data partenza	Porto scarico	Data arrivo	Quantità scaricata
Cossira	80	Trapani	80	6.11.45	Civitavecchia	17.11.45	79,6
Speranza	82	"	80	6.11.45	" "	18.11.45	79,1
Francesco Assisi	18	"	18	6.11.45	Castellammare	15.11.45	16,0
S. Vincenze	20	"	15	7.11.45	Pizzo Calabria	24.11.45	15,0
Bella Virginia	50	"	47	9.11.45	Civitavecchia	22.11.45	36,0
Alberto	18	"	16	9.11.45	Castellammare	26.11.45	14,5
Orsini	50	"	50	16.11.45	Civitavecchia	23.11.45	45,3
Giovannina	19	"	19	27.10.45	Salerno	4.11.45	18,6
Maria del Sacro Monte	32	"	32	17.11.45	Salerno	25.11.45	31,6
Tolaine	1500	"	1230	19.11.45	Civitavecchia	22.11.45	1116,0
Vito Adragna	65	"	65	20.11.45	Civitavecchia	27.11.45	57,0
Fratelli Barbera	100	"	94	22.11.45	Civitavecchia	27.11.45	93,0
Madonna Provvidenza	24	"	24	22.10.45	Castellammare	6.11.45	20,0
Nunzia	27	"	27	17.11.45	Civitavecchia		
Salvatore	21	"	19	7.11.45	Castellammare		
Sarino	27	"	26	9.11.45	Pizzo Calabria		
Leone	42	"	38	27.11.45	Castellammare		
Città di Viesti	50	"	50	27.11.45	Civitavecchia		
Montuno	65	"	65	30.11.45	Civitavecchia		
Campidoglio	3702	Cagliari	756	6.11.45	Napoli	8.11.45	649,0
Notia	—	"	2700	6.11.45	Sampierdarena	10.11.45	2516,0
Pelagosa	860	"	750	30.10.45	Savona	5.11.45	699,0
Maria SS. del Soccorso	70	"	70	20.11.45	Sampierdarena	27.11.45	66,0
S. Giuseppe P.	—	"	70	20.11.45	Livorno	30.11.45	66,0

DIREZIONE GENERALE DEI MONOPOLI DI STATO
UFFICIO TRASPORTI

RISULTATO DEI TRASPORTI SALE VIA MARE EFFETTUATI DURANTE IL MESE DI NOVEMBRE 1945-

Tonnellaggio	Porto carico	Quantità imbarcata	Data partenza	Porto scarico	Data arrivo	Quantità scaricata	Annotazioni
80	Trapani	80	6.11.45	Civitavecchia	17.11.45	79,680	
82	"	80	6.11.45	" "	18.11.45	79,110	
18	"	18	6.11.45	Castellammare	15.11.45	16,000	
20	"	15	7.11.45	Pizzo Calabria	24.11.45	15,000	
50	"	47	9.11.45	Civitavecchia	22.11.45	36,068	
18	"	16	9.11.45	Castellammare	26.11.45	14,500	
50	"	50	16.11.45	Civitavecchia	23.11.45	45,314	
19	"	19	27.10.45	Salerno	4.11.45	18,814	
32	"	32	17.11.45	Salerno	25.11.45	31,600	
1500	"	1230	19.11.45	Civitavecchia	22.11.45	1116,650	
65	"	65	20.11.45	Civitavecchia	27.11.45	57,315	
100	"	94	22.11.45	Civitavecchia	27.11.45	93,525	
24	"	24	22.10.45	Castellammare	6.11.45	20,000	
27	"	27	17.11.45	Civitavecchia			
21	"	19	7.11.45	Castellammare			avaria a Palermo
27	"	26	9.11.45	Pizzo Calabria			
42	"	38	27.11.45	Castellammare			
50	"	50	27.11.45	Civitavecchia			
65	"	65	30.11.45	Civitavecchia			
3702	Cagliari	756	6.11.45	Napoli	8.11.45	649,132	
==	"	2700	6.11.45	Sampierdarena	10.11.45	2516,780	
860	"	750	30.10.45	Savona	5.11.45	699,920	
70	"	70	20.11.45	Sampierdarena	27.11.45	66,520	
==	"	70	20.11.45	Livorno	30.11.45	66,028	

Salvatore	21	"	19	7.11.45	Castellammare		
Sarine	27	"	26	9.11.45	Pizzo Calabria		
Leone	42	"	38	27.11.45	Castellammare		
Città di Viesti	50	"	50	27.11.45	Civitavecchia		
Castello	65	"	65	30/11.45	Civitavecchia		
Campideglie	3702	Cagliari	756	6.11.45	Napoli	8.11.45	649
Motia	==	"	2700	6.11.45	Sampierdarena	10.11.45	2516
Pelagosa	860	"	750	30.10.45	Savona	5.11.45	699
Maria SS. del Soccorso	70	"	70	20.11.45	Sampierdarena	27.11.45	66
S. Giuseppe P.	==	"	70	20.11.45	Livorno	30.11.45	66
Abbazia	3705	"	741,300	20.11.45	Napoli	23.11.45	635
Santuario Pompei	==	"	30	26.11.45	Civitavecchia	30/11/45	18
Devere	69	"	70	23.11.45	Sampierdarena		
Marietta Torre	==	"	70	24.11.45	Sampierdarena		
Cita	==	"	150	30.11.45	Civitavecchia		
Angelo	40	Margherita	40	24.10.45	Venezia	19.11.45	38
Antonio	130	"	130	8.11.45	Venezia	29.11.45	119
Maurizio	==	Trapani	16	1.9.45	Pizzo Calabria	7.11.45	13
Ione	43	Margherita	35	13.11.45	Venezia		
Violette	270	"	270	23.11.45	Trieste		
Florido	90	"	50	25.11.45	Venezia		

						OVERALL Palermo
21	"	19	7.11.45	Castellammare		
27	"	26	9.11.45	Pizzo Calabria		
42	"	38	27.11.45	Castellammare		
50	"	50	27.11.45	Civitavecchia		
65	"	65	30/11.45	Civitavecchia		
3702	Cagliari	756	6.11.45	Napoli	8.11.45	649,132
==	"	2700	6.11.45	Sampierdarena	10.11.45	2516,780
860	"	750	30.10.45	Savona	5.11.45	699,920
70	"	70	20.11.45	Sampierdarena	27.11.45	66,520
==	"	70	20.11.45	Livorno	30.11.45	66,028
3705	"	741,300	20.11.45	Napoli	23.11.45	635,983
==	"	30	26.11.45	Civitavecchia	30/11/45	18,670
69	"	70	23.11.45	Sampierdarena		
==	"	70	24.11.45	Sampierdarena		
==	"	150	30.11.45	Civitavecchia		
40	Margherita	40	24.10.45	Venezia	19.11.45	38,120
130	"	130	8.11.45	Venezia	29.11.45	119,827
==	Trapani	16	1.9.45	Pizzo Calabria	7.11.45	13,566
43	Margherita	35	13.11.45	Venezia		
270	"	270	23.11.45	Trieste		
90	"	50	25.11.45	Venezia		

HEADQUARTERS ALLIED COMMISSION
APO 304
ECONOMIC SECTION

ROUTING AND WORK SHEET

Each note must be numbered and each space completely filled in. THIS WORK SHEET MUST NOT BE REMOVED FROM THE CORRESPONDENCE TO WHICH ATTACHED UNTIL ACTION IS COMPLETED AND THEN FILED WITH FILE COPIES OF COMMUNICATION TO WHICH IT PERTAINS. A line will be drawn the full width of the page under each note.

SUBJECT: Salt shipments

No	Date	To	REMARKS	From
1	21/2	Int. & Shipping S/C req. on how salt Tarawa shipments, for your retention.	1. Enclosed is report from Marafely on how salt shipments, for your retention.	Food & Agric. S/C req. bureau

TEL. 478420

KJC/ig

149

HEADQUARTERS ALLIED COMMISSION
A.P.O. 394
Food & Agriculture Sub-Commission

70-19/FA

19 February 1946.

SUBJECT : Transportation of salt ex Margherita di Savoia.

TO : HQ. A.C. Tn. & Shipping S/C (Attn. Capt. Hall).

1. Concerning proposed trip to Bari, we will appreciate it if you will visit the Margherita di Savoia Salt Works in an effort to solve some of the difficulties that are experienced.

2. The following notes are submitted for your information :

a. Sig. Narducci of the Salt Monopoly Rome is going to Margherita to work on the various problems. He has agreed to meet you at the Margherita Monopoly office on Friday 22nd February at 1430 hours.

b. The Monopoli di Stato has been requested by the Tn. & Shipping S/C to maintain a stockpile of salt at Barletta of about 1500 tons to be used to load coasters when weather conditions do not permit loading at Margherita. Opposition has arisen to the above plan from local (Margherita di Savoia) labour groups, the Mayor etc., as witnessed by the attached letters. The opposition obviously arises from an understandable desire to secure for Margherita the work of loading all ships. Our problem is to convince the vested interests at Margherita that maximum loading of coasters at Margherita will be effected but that continuous loading, involving the use of Barletta in bad weather, must be guaranteed or coasters will not be furnished. Continuation of stubborn opposition by local vested interests will only result in complete abandonment of the movement of Margherita salt by ship. To our knowledge, there is no intention of loading Liberty ships with salt (as the letter of 13th January from the Confederazione Generale, Camera di Lavoro di Margherita di Savoia states), and movement of salt will be in coasters of 2000 tons and under.

./ 6287 ./

-2-

- c. The SS Santa Chiara (1800 tons capacity) is now at Barletta loading salt. Very slow progress in the loading is being made and on the 14th, 15th and 16th February only 55, 70 and 19 tons respectively were loaded. It will be appreciated if you will determine the cause of the slow loading. The absence of a stockpile at Barletta may be an important contributing factor.
- d. Complaint has been received that loading of rail cars at Margherita frequently suffers because labourers gave preference to the loading of lorries because of the tips received. The Rome office of the Monopoly issued instructions that the loading of rail wagons should be given priority over lorries. Moreover, the Director of the Monopoly stated on 16th February that the movement of salt by road had practically ceased because of the fall of the free price for salt. Your observations as to whether the loading of lorries at Margherita is still a problem will be appreciated.
- e. Reports have been received that the movement of salt by rail Margherita to Barletta is frowned upon by the I.S.R. Bari Compartment because of the short distance. This matter was taken up with the I.S.R. at Rome which stated that one (or possibly several) 20 car train could be sent to help get the Barletta stockpile under way and that thereafter the stockpile would be maintained by attaching up to 3 cars of salt to the regular Margherita-Barletta passenger train. Your efforts to make sure that the I.S.R. of Bari will fulfill the promise made by I.S.R. Rome will be appreciated.
- f. The I.S.R. at Bari has complained of the large number of emergency bids submitted by the Monopoly at Margherita and we have asked Sig. Narducci to impress upon the Margherita office the necessity of bidding one week in advance and reserving bids for true emergencies.

3. We are not familiar with Margherita or Barletta ports, the proposed location of the stockpile in Barletta etc. However Sig. Narducci can be relied upon to secure from the Monopoly management in Margherita such information as you will require.

Enclosures

Copies of 4 letters.

W.J. LECO
Director

Copy for infor. to :
HQ. A.C. Tn. & Shipping S/C (Attn. Maj. Laraman)
" " " " " (Attn. Capt. Clinging).

TEL. 478420

KJC/ig

148

HEADQUARTERS ALLIED COMMISSION
A.P.O. 394
Food & Agriculture Sub-Commission

70-19/FA

7 February 1946.

SUBJECT : Transportation of salt from Cagliari to Naples.

TO : HQ. A.C. Tn. & Shipping S/C (Attn. Maj. IARAMAN).

Trace

1. Please refer to letter reference 09-1762 dated 6th February from the Monopoli di Stato to you and to ourselves.

2. Anything you can do to assist in arranging for the SS Abbazia and SS Campidoglio to berth where rail service is available will be much appreciated.

3. We are anxious that full use be made of the Abbazia and Campidoglio to transport salt from Cagliari to Naples. We understand that recent loadings have been only small part of the 750 tons per voyage that the ships are supposed to carry. The Monopoly has advised us that they have been forced to reduce the loadings because of their inability to handle through their Naples warehouse 750 tons in the very short period they are allowed to unload the above ships. The Monopoly states that they can easily handle 750 tons per voyage providing the above ships can be so berthed that rail cars can be loaded at ship's side or nearby.

4. We will appreciate it if you will advise us whether the above ships can be assigned the use of rail served berths.

*Please take
Major Iaraman
indispensable report 40 days*

W. J. Legg
W. J. LEGG
Director

Copy for info. to :
Amministrazione dei Monopoli di Stato,
Direzione Generale (Attn. Sig. NARDUCCI)

6281

TEL.478420

KJC/ig 126

HEADQUARTERS ALLIED COMMISSION
A.P.O. 394
Food & Agriculture Sub-Commission

70-19/FA

6 February 1946.

SUBJECT : Transportation of salt to Trieste.

TO : HQ. A.C. Tn. & Shipping S/C (Attn. Maj. Laraman)

1. Kindly cancel our bids numbers W-178 and W-179 for the transportation of 500 tons of salt from Margherita di Savoia to Trieste in February and March respectively.

2. We have been advised by HQ. AMG 13 Corps that sufficient food salt is on hand for several months and that sea shipments should be suspended. We are requesting the Salt Monopoly to exclude salt for Trieste from their monthly programs until further notice.

W. J. Legg
W.J. LEGG
Director

Copy for info to :
HQ. AMG 13 Corps (Attn. Chief, Food Division).

6759

Subject:- Salt Traffic. - Planned Dump at Barletta.

Office of the Mayor,
Margherita di Savoia.

26 January 1946.

To:- H.Q. Allied Commission,
Transportation Sub-Commission,
Rail-Road & Shipping Branches,
R o m e.

Gentlemen,

The attached is a rough translation of a complaint sent to the H.Q. State Monopoly ROME, after a conference held in the Labour Office of this village on 13 January 1946.

For information, copies were sent to:

Premier Minister, ROME
H.Q. Labour Organization, ROME
Ministry of Marine, Merchantile Branch, Div. IV, ROME
Allied Commission Liaison Office, BARI
Capitaneria di Porto, BARI
Prefect, FOGGIA.

As usual, results are doubtful and we may guess them unsuccessful unless a prompt action may be taken by your Offices in order to veto wrong rail traffic from this village to Barletta (15 Kilometres) and requesting H.Q. State Monopoly to organize the Salt Works here by sending Officials having more sense of responsibility and by abolishing the system of the piece-work to a contractor that knows his job too well.

Not only the Dump in Barletta is a prejudice to the economy of this population but also it is an attempt to the general economy of the Country: more expences, waste of rail wagons and of fuel and more chance to smugglers, as it is easy to understand by anybody.

Barletta Port was, pre-war, always utilized by colliers from Abroad (from England in great part) and is served by sidings along the ships.

Wherever the Damp at Barletta is wanted to be established, it will be always far from the small berthed ships and the load will be long delayed while any ship, longer and bigger than 3 to 4 thousands of tons capacity, need to stay out of the Port, just as well as at Margherita di Savoia.

What for, all this story of the utility of the Port of Barletta, while colliers may be diverted from Bari and Grain Ships may have more berths available in Port of Bari and also wine ships may load very well at Barletta freeing the Port of Brindisi from vessels that may as well leave more space to other traffic? We understand the technical difficulties of all Ports in the Heel, but we do not understand why Sea Traffic shall be taken away from Margherita di Savoia, while in other Ports have too much work to carry on and the Port of Barletta is left without work.

Why to try to spoil somebody else's job, while there is enough work for all, if work would be better distributed?

We rely on your help, Gentlemen; you represent your Countries and yourselves would be against a similar wrong if happening in your native Towns' Ports. You may, so, avoid riots in my village and all bad consequences to my population. God bless you for what would be your decision and your action.



Dr. MASSIMO RUSSO,
Mayor of Margherita di Savoia.

[Handwritten signature of Dr. Massimo Russo]

Rough translation.

Subject: Salt Dump at Barletta
for shipping traffic
ex-Margherita di Savoia.

Confederazione Generale del
Lavoro,
Camera del Lavoro di
Margherita di Savoia.

13 January 1946.

To: H.Q. State Monopoly
Rome.

1. At the beginning of this month, the local Stevedore Company received instructions from the Italian Ministry of Marine regarding the imminent arrival of "Liberty" steamships for the load of salt that is produced at the Salt Works of this village. Nearly at the same date the Management of the Salt Works, from the H.Q., State Monopoly, received instructions by signal to move salt as much as possible to Barletta in order to embark it from there (the movement of salt from Margherita di Savoia to the Port of Barletta is supposed to take place in rail wagons).
2. Such different action has provoked bad feeling in our population, and all concerned local Authorities have held a conference in this Office expressing their good sentiments on behalf of the interests of the population through the words of our Major that are the following:
 - (a) "The necessity of increase the shipping traffic of Salt and the opportunity to move by rail to Barletta, according to what the H.Q. of State Monopoly say, is due to the scarce availability of rail wagons."
 - (b) "Apparently it seems a good reason justifying the Dump at Barletta but the shortage of rail wagons is such that even for such short haulage wagons cannot be supplied by I.S.R. and this fact does not allow to realize such plan."
 - (c) "The Dump at Barletta, even if limited to 5,000 Tons is always re-newable in order that the loss of employment by Stevedores of this Company will be permanent."
 - (d) "The 90 wagons that will be needed daily for the movement of salt destined to the Dump at Barletta, if available, may be more usefully employed for the Salt Rail Traffic North-bound helping so, really, the situation in Central and North of Italy."
 - (e) "The loading of vessels in the Port of Barletta, needs, according to latest informations an expence higher more than three times as much of what will be the loading at Margherita di Savoia."
 - (f) "The daily tonnage that can be loaded at Margherita di Savoia is about 3 times as much as can be loaded in Barletta Port, due to possibility to load from both sides of ships and to

- the special system used by our Stevedores."
- (g)"Our bay is opposite the Gargano promontory that protects it against "winds of North predominating in the Region and that offers shelter "to ships. This natural shelter represents a necessity for big Ships "that cannot enter in the Port of Barletta due to small deepness of "water in that Port."
- (h)"The days of bad weather, which are not many, and that may only occur "in 2 months during the year, cannot affect the work at all. Also we "have to say that the ability of our Stevedores is such that the Salt "works organization can hardly place on time on the Quay in 3 days "salt enough for one day work for embarkation."

According to what above said we do not understand why other Ports should be concerned if the Salt Works cannot cover work enough at present stage of things for a full day need to embark at Margherita di Savoia.

Shown the technical impossibility of the Dump in Barletta, that we understand anti-economical and wrong, we do not forget to remind a similar attempt made in 1933 that was prevented by a violent riot of the population as there was involved the traditional and badly needed work of our people.

We are sensible on behalf of the Nation and for the development of sea traffic we suggest to come to an end of this problem as it is the sea traffic of Salt from Margherita di Savoia by completing the port works necessary to assure to finance of the Nation the benefit of the increasing sea traffic destined oversea directly for the place of production.

2038

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

144

MONTECATINI

SOCIETÀ GENERALE PER L'INDUSTRIA MINERARIA E CHIMICA
ANONIMA - CAPITALE VERSATO L. 2.000.000.000

MILANO

Teleg: GABRO-ROMA
Tel: 45551-45552-45553

DIREZIONE
PER L'ITALIA CENTRALE E MERIDIONALE
LIAISON OFFICE
RDG.tt

ROMA (30) 4th Febr. 46
VIA ANTONIO SALANDRIA, 13

AC/HQ
Transportation S/C
Maritime Division
(attn. Maj. Lareman)

SUBJECT: Transportation of salt for Northern Italy.

I. In connection with the general policy of allocation of ships for the movement of salt to Northern Italy ports, we beg to enclose for your information copy of declaration of. C.I.A.I. - Consiglio Industriale Alta Italia, Comitato Industriale della Chimica - which clearly specify that the Committee itself has the responsibility of the transportation of the industrial salt from Sicily and Sardinia and that Montecatini Company has, on their behalf, the responsibility of loading, shipment, unloading and forwarding to the various firms selected by the same Comitato Industriale della Chimica.

MONTECATINI
Società Generale per l'Industria Mineraria e Chimica
Anonima - Capitale Versato L. 2.000.000.000
Milano - Via Antonio Salandria, 13
Tel. 45551-45552-45553

Refused

Encl. I
*U.S. The Ministry of Industry
has been duly informed.*

8277

2033

LIAISON OFFICE

RDG.tt

AC/HQ

Transportation S/C

Maritime Division

(attn. Maj. Laraman)

SUBJECT : Transportation of salt for Northern Italy.

I. In connection with the general policy of allocation of ships for the movement of salt to Northern Italy ports, we beg to enclose for your information copy of declaration of. C.I.A.I. - Consiglio Industriale Alta Italia, Comitato Industriale della Chimica - which clearly specify that the Committee itself has the responsibility of the transportation of the industrial salt from Sicily and Sardinia and that Montecatini Company has, on their behalf, the responsibility of loading, shipment, unloading and forwarding to the various firms selected by the same Comitato Industriale della Chimica.

MONTECATINI

SEDE E CARICATO PER LE ATTIVITA' DI SERVIZI E CHIMICI
INDUSTRIE S.p.A. - 10121 TORINO (A)
VIA DELL'INDUSTRIA, 10 - 10121 TORINO (A)

Refused

Encl. I

*U.S. The Ministry of Industry
has been duly informed.*

8277

Nella risposta indicare anche sulla busta l'UFFICIO SCRIVENTE

C O P I A

C.I.A.I.
CONSIGLIO INDUSTRIALE ALTA ITALIA
MILANO

Comitato Industriale della Chimica

Bor/Do 32637

Milano 31 Gennaio 1946

MINISTERO INDUSTRIA E COMMERCIO
R O M A

A richiesta della Società Montecatini vi facciamo presente che questo Comitato è stato incaricato dal C.I.A.I. di organizzare i trasporti e curare la distribuzione del sale, per uso industriale, sia dalla Sicilia che dalla Sardegna.

La Società Montecatini cura per ns. conto il lavoro di imbarco, spedizione, scarico e ripedizione alle varie Ditte.

Precisiamo inoltre che il sale viene da noi assegnato, oltre che alle Ditte inquadrare nel Comitato Chimica, a tutti gli altri settori industriali (cuoio, tessili, metalli non ferrosi, ecc.)

Distinti saluti.

F.to Ing. Camillo Treves

6276

Transportation 5/1612 143

Tel. 478509

GR/sm

Ref. AC/5610/IND

28 January 1946

SUBJECT : Loading of salt at Cagliari.
TO : Transportation & Shipping S/C
(Attn.: Major Iaramann)
FROM : Industry Department.

1. Enclosed herewith for your information is translation of letter 09/417 dated 18 January 1946 from the State Monopoly.

Incl.:
Translation as above.

Copy to:-
Economic Section.


CHARLES FEWINGS
Major RASC
Chief,
Industry Department.

Mr. M. Salvo
What is latest from about
Salt on these 2 vessels?



Translation No. 11

RR/sm

AMMINISTRAZIONE DEI MONOPOLI
DI STATO

18 January 1946

File 09/417

SUBJECT : Shipment of salt at Cagliari.

Reference is made to the letter of 27 December 1945 attached to the note of 3 January 1946, Ref. AC/5610/IND regarding Capt. Tosi's report.

As regards our salt pits at Cagliari, we have had no information to the effect that dredging work has begun in the "Darsena del Sale" of the said port, or that the three motor-boats have been placed at the disposal of the salt workers. The two tugs which have until now been used to load the salt onto the steamers are in bad condition and can no longer be relied upon.

We therefore request the Commission to kindly insist on the dredging being commenced and the said boats handed over without delay to our "Salina di Cagliari".

As regards the request to increase the loads of salt on the steamers of the "Abbazia" and "Campidoglio" lines at Cagliari, it is impossible to make a definite statement owing to the difficulties being encountered at Naples.

However, this Head Office will send an official to Naples at the earliest possible moment to arrange for the salt to be unloaded directly from the steamers to the railway trucks, providing, of course, that a wharf with a rail track can be made available.

THE HEAD OF THE OFFICE

6274

Tel. 362

HEADQUARTERS ALLIED COMMISSION
APO 194
Transportation and Shipping Sub-Commission

GP/12

AG/657/142/Tn.3

21 January 1946

SUBJECT : Movement of 200 tons of Ind. Salt.

TO : S.A. Italiana per le Fibre Tessili artificiali,
(già Chatillon)
Milano - Via Conservatorie 13

1. Receipt of your letter No. 67 dated 11 January 1946 is acknowledged.

2. Your application for allocation of shipping space for the movement of 200 tons of Industrial salt from Trapani to Genoa should be addressed to Ministero Industria e Commercio, Direzione Generale Industria.

For the Director :

L. P. LARAHAN
L. P. LARAHAN
Major, R.A.

Copy to : Food and Agric. S/C (Attn. Maj. Curran)
Industry and Utilities S/C (Attn. Mr. Berkevich)
Co-ge-na, Via Cestari 3 Roma (Attn. Lt. Marone)
Direzione Generale Monopoli di Stato (Attn. Prof. Cove)
(ref. letter 33/6923 dated 15 Dec. '45)

SEDE IN MILANO

CAPITALE L.275.000.000 INTERAMENTE VERSATO

STABILIMENTI A CASTIGLION DORA - IVREA - VERCELLI - RHO

TELEGRAMMI
FONO CHATIFIL
MILANO

TELEFONI
DA 71.441 A 71.445

CASELLA POSTALE
FERROVIA 3192

N.61

SERVIZIO APPROVVIGIONAMENTI

70-19 -
JAN 17 1946

Milano, 12/3/46 II Gennaio 1946
VIA CONSERVATORIO, 13

Alla
 COMMISSIONE ALLEATA
 Food Sub Commission
 Transportation Sub Commission

R O M A
Via Veneto

Ci riferiamo al foglio n° 03-6923 del 15/12 u.s. inviatoVi dall'Amministrazione dei Monopoli di Stato con il quale Vi è stato comunicato che noi siamo autorizzati ad importare sale dalla Sicilia, per avvertirVi che attualmente noi disponiamo a Trapani di Tonn. 200 di sa le marino destinato al nostro Stabilimento di Vercelli.

Vi preghiamo quindi volerci assegnare i mezzi marittimi per il trasporto delle suddette 200 Tonn. di sale dal porto di Trapani a quello di Genova o Savona, e dei mezzi ferroviari per l'inoltro della merce dal porto di sbarco a Vercelli.

Restando in attesa di leggerVi Vi salutiamo distintamente.

S.A. ITALIANA PER LE RIFORME DEGLI AUTOREA:
gio "L'ITALIANO".

p. Maypole

Vine Quarters

6272

50 An. Italiana
 Per le fibre tess. Artificiali
 Ciro "Châtillon" Milan.

Supply Service.

Milan. 2 Jan. 1946

TB: AdC. Food S/C.
 Th. S/C.

Rome.

Assignments vessels for salt transportation.

1 - Refer to letter n. 03-6923 dated 15/12 ult.,
 sent to you by the Comm. Monopoli di Stato in which was
 stated that we have been authorized to import salt
 from Sicily. We beg to inform you that we have at our
 disposition at Trapani 200 tons of sea salt for our
 factory in Vercelli.

2 We beg you therefore to assign us sea
 transportation for the a.m. 200 tons of salt from
 the port of Trapani to Genoa or Savona + rail
 transportation from the unloading port to Vercelli.

Awaiting your reply.

CANTIERI NAVALI GUGLIELMO SCAVINI

SEDE E DIREZIONE GENERALE:
MILANO - CORSO MATTEOTTI 2 - TELEF. 83-195

Milan, the 12d of January 1946

To the firm ITMARE = COGENA
R o m e

and by knowledge:

To the General Management of the Mercantile Marine -3° Div - Rome
To the High Commissary for Sardinia - Cagliari -
To the A.C. H.Q. Transportation Sub Commission Shipping - Rome -
To the A.C. H.Q. Sub Commission Industry - Rome -
To the A.C. H.Q. Sub Commission Agriculture - Rome -
To the Ministry of Industry and Commerce - Rome -
To the Ministry of Agriculture - Rome -

We beg to submit the approval of that office the following agreement made by us with the share Company Ing. Luigi Conti - Vecchi residing in Rome and Industrial Workings in Cagliari.-

The above mentioned Company, proprietor of salt-mine of Santa Gilla, can produce yearly the following quantities of sea, potassium and magnesium salt from the origin waters:

Sea salt	Ton	250.000
Potassium salts	"	25.000
Magnesium salts	"	30.000

Such quantities are continually requested by the continental industries for they are employed:

- the sea salt by the electrolitic Industries as essential first material for the manufacture of Soda, Chlorures, Hypocloritis, ect. for the preparation of colours, for the depuration of waters, for the treatment of leathers, etc.
- the Potassium salts by the agriculture Industries and Industries of composed fertilizable products.-
- the Magnesium salts by the weaving chemical, etc., Industries for the treatment of their products.-

In the actual situation of transports, the transferring of the production Conti - Vecchi from Cagliari to Genoa and to other harbours of the Tirreno sea, present, some difficulties nearly insurmountable in such a manner that the receiving Industries on account of this irregular supplies are compelled to periodical suspensions of work which are very harmful both to the same Industries and their own

workers with repercussion to the national Economy.-

The object of our initiative is to offer continuous service for regular refurnishing of the same Industries, assuring periodical deliveries at Genoa, Savona, Leghorn, Civitavecchia and Naples.-

For the realization of the initiative, this firm has the intention to acquire ^{new} by the Naval Dockyards Ansaldo of Genoa a motor ship of 2100 Ton of D.W. to be employed exclusively for the above mentioned transports.-

Such motorship might be ready to take the sea for the end of next february, if she could be acquired by this firm, which would provide at once to the finishing of the works.-

It is understood that this firm would proceed to this acquirement in the only case that the above mentioned motorship would be employed as already illustrated with the following advantages:

- 1°) Quicker entrance in the Italian mercantile fleet of a new ship with very good characteristics.-
- 2°) Intense and efficient work for more that 2 months for the Genoa Workers.-
- 3°) Guaranty to the Industries of a continuous Work with regular supplies
- 4°) Guaranty to the Conti - Vecchi Co. in order that its production is quickly and constantly exported from Sardinia, giving in such a way a sure and continuous work to 800 workers in a zone non rich of resources.-
- 5°) The writing Firm promises to observe the frights and the other general conditions settled from the ITMARE - COGENA until it will last the control on the mercantile marine by this corporation.-
- 6°) Possibility of disposing of the fleet (now employed from time to time for these transports) for other employments.-

We are then certain that our initiative will be taken in the due consideration and awaiting therefore your kind communications about matter, we beg to remain, with our best regards.-

Yours very truly.

CANTIERI NAVALI GUGLIELMO SCAVIA

DIREZIONE GENERALE

We beg to send herewith the letter of the Conti-Vecchi Co. to prove and confirm what we have above mentioned.-

SOCIETÀ PER AZIONI
ING. LUIGI CONTI-VECCHI
Sede in Roma - Capitale Versato L. 10.000.000

SALINA - INDUSTRIE CHIMICHE
di S. GILLA (Cagliari)

FILIALE DI MILANO
UFFICIO VENDITA

SALE

MILANO the 12d of January 1946
VIA CORDUSIO, 2 - Telef. 14-2-14
Telegrammi: Contivacchi - Milano
C. C. 273285

Prot. n.

and by knowledge:

To the General Management of the Mercatile Marine -3 Div- = Rome
To the High Commissary for Sardinia = Cagliari
To the A.C. H.Q. Transportation Sub Commission Shipping = Rome
To the A.C. H.Q. Sub Commission Agriculture = Rome
To the A.C. H.Q. Sub Commission Industry = Rome
To the Ministry of Industry and Commerce = Rome
To the Ministry of Agriculture = Rome

To the Firm ITMARE = COGENA
R o m e

The request addressed to the Firm ITMARE = COGENA from the Naval Dockyards Guglielmo Scavini (Maritime and Naval Industries) residing in Milano in order to get the permission for the working of maritime trans-ports of sea Salt from Cagliari to the continental Harbours by a motorship still to get ready by the Naval Dockyards Ansaldo of Genoa of D.W. 2100 Ton has the object to resolve, if not definitively, at least temporary and, as indispensable base material for the continual functioning of the chemical and electrolytic, weaving, agricultural and tanning industries of continental Italy, warranting continual work to the workers and absorbing new working people, actually redereed impossible to work bringing in such a way a considerable reduction of the want of accupation, which preoccupy all the branches of the national life, even the governmental Authorities.-

To strengthen what we have above mentioned, we have specify that our Company works the greatest salt mines placed in the national territory it is the best riged in the branch and has reached during the last years some very important productions so portioned out:

Sea salt	Ton	250.000
Potassium salts	"	25.000
Magnesium	"	30.000

The principal Industries which would be facilitate by these

6268

Prot. n.

To the Firm ITMARE = COGENA

R o m e

and by knowledge:

To the General Management of the Mercatile Marine -3 Div- = Rome
To the High Commissary for Sardinia = Cagliari =
To the A.C. H.Q. Transportation Sub Commission Shipping = Rome =
To the A.C. H.Q. Sub Commission Agriculture = Rome =
To the A.C. H.Q. Sub Commission Industry = Rome =
To the Ministry of Industry and Commerce = Rome =
To the Ministry of Agriculture = Rome =

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To strengthen what we have above mentioned, we have specify that our Company works the greatest salt mines placed in the national territory it is the best riged in the branch and has reached during the last years some very important productions so portioned out:

Sea salt	Ton	250.000
Potassium salts	"	25.000
Magnesium	"	30.000

The principal Industries which would be facilitate by these refurnishings of salt would be:

./.

Seguito della lettera

Soc. Montecatini
" La Rumianca
" Elettrochimica del Caifaro
" Industria Chimica di Saronio
" Solfuro e cloroderivati
" Alcali di Firenze
" Clorosoda di Napoli
" Aniene di Ferrara
" Industria chimica Dr. Baslini
" Elettrochimica della Carnia

besid other very numerous ones in the wooling weaving, tanning and paper mill branches.-

Besides the ship would accomplish some transports even of Potash (Chlorure) always from the salt mine's production of Santa Gilla (Cagliari) a very important product as fertilizers for the agriculture sector and could supply (as for the past) agriculture partnerships, even the private agricultural administration.-

In consideration of what we have mentioned, we beg to ask that the superior Authorities accord to the Naval Dockyards Scavini and to us their own support for the solution of such a heavy problem, which would turn to the exclusive national advantage at the present moment.-

With our best regards, we beg to remain.-

Yours very truly.-

Luigi Conti-Vecchi

Ref. 534

HEADQUARTERS ARMED COMMISSION
APO 394
Transportation and Shipping Sub-Commission

MPL/lmr

11 January 1946

AC/557/138/Tn.3

SUBJECT : Shipment of salt from Cagliari.

TO : Industry Department.

1. Reference your AC/557/138/Tn.3 of 3 January 1946.
2. Instructions have been given for priority to be given to loading of 700 tons for each trip of "Abbasia" and "Campidoglio". One of these vessels will be in Cagliari loading salt every 10 days, since the schedule has been speeded up.
3. Port and Warehouse Division have requested G in C that a special priority be given to the dredging of Cagliari. A reply is now awaited to recent signal asking for movement of dredger from Sicily to Sardinia, but this voyage during winter months may not be approved.
4. 7-80 ton barges are now at Civitavecchia waiting to be shipped to Cagliari. Suitable shipping cannot at present be furnished and it may be necessary to tow them to Sardinia, in which case weather conditions will prevent shipment in the immediate future.
5. The need for improving loading conditions, by dredging and provision of additional barges in Cagliari, is appreciated by all concerned and every effort is being made to ship barges and commence dredging operations.

For the Director :

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

Copy to :

Port & Whse Div.
UMA Zone 3 Committee, Naples
Ministry of Marine

6266

Transportation S/C

HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRY DEPARTMENT

13815
GR/mla

3 January 1946

Tel. 478509

Ref. AC/5610/IND

SUBJECT : Shipment of Salt at Cagliari.

TO : Transportation and Shipping Sub-Commission
(Attn.: Maj. Laraman)

138A

1. Enclosed herewith for your information and necessary action is a translation of letter 09/9655 dated 27 December 1945 from the State Monopoly which requests an increase of quantities of salt to be loaded at Cagliari on the ships "Abbazia" and "Campidoglio".

2. Your advice of action taken will be appreciated.

1 Incl.:
As per para
1 above.

Copy to :
Economic Section
Dir. Gen. Monopolio di Stato.

Charles Fewings
CHARLES FEWINGS
Major RASC
Chief,
Industry Department.

Capt Toni
(i) Please check with Mr. Satera

that Abbazia & Campidoglio are loading 1000 tons per trip

(ii) How is dredging in Cagliari - Has signal gone to
Cin. C. Mad? yes but no reply received to date

(iii) I am still hoping to get barges across to Sardinia \$265

LR

AS/IT 26-A

Notes for Captain Tosi- Liaison Officer of the Allied Comm.

Subject : Movement of salt from Marcherita di Savoia.

Review to yesterday's conversation. Following in data con-

regarding the movement of salt from Margherita di Savoia.

This data has been obtained by me during my recent inspection

to the a/m salt mine:

7 - Railway Transport.

the train for the transport of salt to the Regions of North

Italy is made up of 25 wagoons, and leaves regularly every day

in addition to the a/c train. 10 to 15 more wagons are sent

2 - Sea Transport.

The number of railway cars at disposal and the greater as-

WILL TAKE DOWN 100 THOUSAND

respectively 8 coal boats carrying 15 tons each, are in opera-

The embarking is done in two phases:

The embarking is done in two phases:

to Canale;

transformation of the salt from the quay of Porto Cana-

Italy is made up of 25 wagons, and leaves regularly every day according to A.C. preestablished program.

In addition to the a/m train, 10 to 15 more wagons are sent daily to North Italy, the increment obtained of late in the movement of salt is still gradually increasing.

2 - Sea Transport.

The number of railway cars at disposal and the greater assignment of coal for the mine's locomotives have enabled to form a deposit of salt on the Porto Canale Quay from which the boats take the boats take the load to be carried to the ships out in the harbour, 300 meters away from the mole.

The deposit of salt at the quay speeds up the embarking operations. In my presence, during the last days of my stay at Margherita, the work has had an increase of more than 100 tons daily, and it was hoped to bring it up 50 tons more, so as to reach an average 450 tons per day. A still greater increase is not to be excluded if another boat, now being repaired, is put to work.

Presently 8 sail boats carrying 15 tons each, are in operation and considering that at this time due to the shortness of daylight, a boat can make only 4 trips in a quiet sea, the daily loading average of the Port Company of Margherita could be of 480 tons per day. If the salt mine could have 6 more boats the loading average could become of 800 tons daily; an average which could be easily reached because the days grow longer and it is possible to increase the number of trips.

The embarking is done in two phases:

1 - transportation of salt from the mine to the quay, of Porto Canale;

2 - transportation of the salt from the quay of Porto Canale to the ship's side by means of sail boats;

it follows that the loading operation of the Port Company is subordinate to the output of the operation preceding it. This output can be counted upon is present condition persist. Regarding the port of Barletta its loading possibilities are limited to 300 tons or a little more daily since the loading can be done on one side of the ship only.

In view of the eventuality that heavy tonnage ships be sent to Barletta the Port Commander has informed that the port depth is only 4.50 m.

The Direzione Generale has issued instructions to the Salt

- 2 -

Mines of Margherita di Savoia to forward to Barletta by rail a supply of salt so as to create a deposit on the quay of that port. Up to now it has been impossible to do so because of the lack of wagons, but since the I.S.R. Compartimento di Bari has increased the number of rail wagons allotted it is believed that the creation of the a/m deposit of salt has already begun or is about to begin.

To better the movement of salt from Margherita di Savoia the Direzione Generale has provided to:

- a) obtain an increase in the allocation of rail wagons;
- b) obtain an increase in coal assignment from the Ministero dell'Industria e Commercio.
- c) changed two electrical elevators to mechanical for the loading of salt.

The frequent and lengthy shut off of electric power is still an obstacle to the service, and so is the scarce quantity of diesel oil allocated which does not permit to put into operation the emergency diesel generator of the mine. Presently something is being done to eliminate these inconveniences.

Rome 23 Dec. 1945

The Capo Tecnico
Fabiani

NOT correct - copy not loaded
but not loaded

6263

- Direzione Generale has provided to:
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Rome 23 Dec. 1945

The Capo Tecnico
Fabiani

Wagon - wagon placed
not loaded
not loaded

6263

S. Paolo Mo. A

INDIRIZZO TELEGRAFICO: M. IND. - TELEFONO:

588845
582128
582639
582697

Roma add. 31 DIC 1945

*Amministrazione
dei Monopoli di Stato*

DIREZIONE GENERALE

M. COMMISSIONE ALLEATA
TRANSPORTATION SUB-COMMISSION
V. Veneto

ROMA

Servizio: *Uff. Trasporti*
Prot. N. 209/9720 Allegati: 1.

Si presta al foglio del

Per Capitano TOSI)

(Alla cortese attenzione del
OGGETTO: Rapporto del C/T/ Fabiani Leopoldo sulle operazioni
di spedizioni sale da Margherita di Savoia

Vi trasmettiamo il rapporto sulle operazioni
di spedizione del sale da Margherita di Savoia redatto
dal Capo Tecnico Fabiani Cav. Leopoldo di questa Direzione
Generale rientrato di recente da una missione compiuta
in quello Stabilimento.

IL DIRETTORE GENERALE

plane translate

si prega trattare per ogni lettera un solo argomento e indicare nella risposta
il N. di Protocollo ed il Servizio e l'Ufficio speciale a cui si risponde

APPUNTO PER IL SIG. CAPITANO TOSI - UFFICIALE DI COLLEGAMENTO
DELLA COMMISSIONE ALLEATA

O G G E T T O : Spedizioni sale da Margherita di Savoia.-

In relazione al colloquio di ieri, riporto qui di seguito i dati già forniti verbalmente, relativi alle possibilità di spedizione del sale dalla Salina di Margherita di Savoia. Dati desunti da osservazioni fatte sul posto in occasione della mia recente missione compiuta nella Salina suddetta :

1°) - Spedizioni ferroviarie -

L'inoltro della tradotta costituita da circa 25 vagoni ferroviari, destinata alle Regioni del Nord, avviene regolarmente, ogni giorno, secondo il programma prestabilito dalla C.A. -

In aggiunta alle tradotte vengono giornalmente avviati da Margherita di Savoia ai vari centri di deposito del Monopolo altri 10 + 15 vagoni di sale ; l'incremento realizzato in questi ultimi giorni nelle spedizioni del sale è in continuo graduale miglioramento.

2°) - Spedizioni via mare -

Il miglioramento conseguito nella disponibilità dei carri ferroviari e nell'assegnazione del carbone per le locomotive impiegate nella trazione dei carri sul tronco ferroviario della Salina, ha consentito la formazione di un deposito di sale sul molo di Porto Canale, donde si staccano le barche che trasportano il sale sotto bordo dei piroscafi in rada, a circa 300 metri dal molo.

La formazione del deposito di sale sulla banchina consente un acceleramento nelle operazioni d'imbarco. Infatti, negli ultimi giorni della mia permanenza a Margherita, il servizio aveva conseguito un miglioramento di oltre 100 Tonn. al giorno e si contava d'incrementarlo di

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escludersi un ulteriore miglioramento se la Salina riuscirà a rimettere in efficienza un'altra barca che è ora in riparazione.

Attualmente sono in servizio otto barche veliche della portata media ciascuna di 15 Tonn. Considerato che nell'attuale periodo - per la brevità delle giornate - una barca, in buone condizioni di mare, può compiere solo quattro viaggi, la potenzialità d'imbarco della Compagnia Portuale di Margherita potrebbe essere di Tonn. 480 al giorno. Se la Salina potesse essere dotata di altre sei barche la possibilità d'imbarco salirebbe a circa 800 Tonn.; cifra questa che verrebbe ora maggiormente garantita dalle giornate più lunghe alle quali si va incontro, che consentirebbero alle barche di effettuare agevolmente i quattro viaggi giornalieri, aumentabili con l'avanzare della buona stagione.

Le operazioni d'imbarco del sale a Margherita si svolgono in

due fasi :

- 1°) - caricazione dei carri ferroviari sui cumuli per il trasporto al molo di Porto Canale ;
- 2°) - imbarco a Porto Canale e trasporto a mezzo barche sotto bordo ;

ne consegue che le possibilità d'imbarco della Compagnia Portuale è subordinata alla resa della prima operazione ; resa che, secondo la presente situazione, da affidamento di mantenersi adeguata alle esigenze dell'imbarco.

Quanto alla potenzialità d'imbarco nel porto di Barletta, da elementi forniti dal Comandante del Porto, si può calcolare che essa sia limitata a 300 Tonn. al giorno, a poco più, poichè nel porto di Barletta, a differenza di Margherita di Savoia, le operazioni di imbarco possono avvenire su di un solo fianco della nave . -

Ai fini di un eventuale invio a Barletta di piroscafi di grosso tonnellaggio, lo stesso Comandante ha fatto presente che in quel

mare, può compiere solo quattro viaggi, la potenzialità d'imbarco della Compagnia Portuale di Margherita potrebbe essere di Tonn. 480 al giorno. Se la Salina potesse essere dotata di altre sei barche la possibilità d'imbarco salirebbe a circa 800 Tonn.; cifra questa che verrebbe ora maggiormente garantita dalle giornate più lunghe alle quali si va incontro, che consentirebbero alle barche di effettuare agevolmente i quattro viaggi giornalieri, aumentabili con l'avanzare della buona stagione.

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Ai fini di un eventuale invio a Barletta di piroscafi di grosso tonnellaggio, lo stesso Comandante ha fatto presente che in quel porto il pescaggio è limitato a m. 4,50.

La Direzione Generale ha già da tempo impartito disposizioni alla Salina di Margherita di Savoia per l'inizio del trasporto del sale a Barletta, a mezzo ferrovia, per la costituzione del deposito sul molo; ma la disposizione, fino ad ora, non ha potuto avere

./.

esecuzione per la deficienza di carri ferroviari. Poichè, però, il Compartimento delle FF.SS. di Bari ha ora migliorato l'assegnazione di carri alla Salina, si ha motivo di ritenere che la costituzione del deposito di sale a Barletta sia già iniziata, o, quanto meno, sia imminente.

Per il miglioramento del servizio delle spedizioni del sale a Margherita di Savoia la Direzione Generale ha provveduto :

- a) ad ottenere un aumento dell'assegnazione dei carri ferroviari alla Salina ;
- b) a migliorare le assegnazioni di carbone da parte del Ministero dell'Industria e del Commercio ;
- c) ad aumentare notevolmente la dotazione dei sacchi della Salina ;
- d) a trasformare in caricatori meccanici due elevatori elettrici dell'ammassamento del sale.

Sono tuttora di ostacolo alla regolarità del servizio le frequenti e prolungate sospensioni dell'erogazione di energia elettrica da parte della Società Pugliese di elettricità di Bari, e la deficiente assegnazione di gasolio da parte del Ministero dell'Industria e del Commercio, che non consente l'azionamento del gruppo Diesel di riserva della Salina di Margherita. Sono in corso le pratiche per superare le difficoltà che si frappongono alla eliminazione di questi inconvenienti.

Roma, 23 Dicembre 1945

DIL CAPO TECNICO

Roberto Fabiani

2065
Per il miglioramento del servizio delle spedizioni
gherita di Savoia la Direzione Generale ha provveduto :

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- c) ad aumentare notevolmente la dotazione dei sacchi della Salina ;
- d) a trasformare in caricatori meccanici due elevatori elettrici dell'ammassamento del sale.

Sono tuttora di ostacolo alla regolarità del servizio le frequenti e prolungate sospensioni dell'erogazione di energia elettrica da parte della Società Pugliese di elettricità di Bari, e la deficiente assegnazione di gasolio da parte del Ministero dell'Industria e del Commercio, che non consente l'azionamento del gruppo Diesel di riserva della Salina di Margherita. Sono in corso le pratiche per superare le difficoltà che si frappongono alla eliminazione di questi inconvenienti.

Roma, 23 Dicembre 1945

DIL CAPO TECNICO

U. De Santis

6259

TEL. 478420

KJC/1g

HEADQUARTERS ALLIED COMMISSION
A.P.O. 394
Food & Agriculture Sub-Commission

70-19/FA

22 December 1945.

SUBJECT : Sea shipments of salt August-November 1945.

TO : HQ. A.C. Tr. & Shipping S/C, (Attn. Maj. LARAMAN)

1. On the attached sheet are the bids and actual shipments of salt to some of the major Italian ports in the months August through November.

2. You will notice that about one half of the bids have been actually executed, fulfillment being fairly good for some ports, such as Trieste and Genova, and very poor for Venice.

3. We will greatly appreciate your assistance to increase the movement of salt into Venice in the next four weeks. The SS. Miseno, which was originally destined to load for Venice about the 20th November, has been cancelled and no substitute provided. Likewise, the SS. Rinucci which was scheduled to make a second trip with salt to Venice in December will not make the trip until the latter part of January. Venice has, therefore, been treated badly and your efforts to provide an additional ship early in January will be appreciated.

W. J. M. H. T.
JAMES M. HERRITT,
Director

Distribution

Amministrazione dei Monopoli di Stato, Direzione Generale., Rome.
Economic Commissioner, Northern Italy, (for Food & Agr. S/C, Representative)
Ministry of Food
R.C. Venezia Region, (Attn. Regional Food Officer)

Enclosures

Bids and actual shipments (list)

6258

SALT BIDS AND SHIPMENTS BY SEA
Aug.-Nov., 1945.

<u>Destination</u>	<u>Month</u>	<u>Bid</u>	<u>Actual shipment</u>
Civitavecchia	Aug.	3000	760
"	Sept.	3000	3000
"	Oct.	3000	0
"	Nov.	3000	1200
Piombino/Livorno	Aug.	1000	0
" "	Sept.	1500	0
" "	Oct.	2000	1400
" "	Nov.	2000	0
Genova	Aug.	6000	3520
"	Sept.	6000	2900
"	Oct.	6000	7520
"	Nov.	6000	3470
Venice	Aug.	2500	250
"	Sept.	2500	330
"	Oct.	2500	2110
"	Nov.	2500	0
Trieste	Aug.	-	-
"	Sept.	250	270
"	Oct.	300	270
"	Nov.	500	270

SUMMARY

<u>Destination</u>	<u>Total of bids Aug.-Nov. 1945.</u>	<u>Total shipped Aug.-Nov. 1945.</u>	<u>% of bids fulfilled.</u>	<u>Deficit tons</u>
Civitavecchia	12,000	4960	41 %	7,040
Piombino/Livorno	6,500	1400	22 %	5,100
Genova	24,000	17410	73 %	6,590
Venice	10,000	2690	27 %	7,310
Trieste	1,050	810	77 %	240
Total..	<u>53,550</u>	<u>27,270</u>	<u>51 %</u>	<u>26,280</u>

.....

20671

133

Tel. 534 HEADQUARTERS ALLIED COMMISSION MPL/LMT
APO 394
Transportation and Shipping Sub-Commission

AC/631/17/Tn.3

18 December 1945

SUBJECT : Loading of Salt Ships.

TO : Monopoli di Stato
Servizio III
Attn. Ing. Ricordi.
Rome.

1. This Sub-Commission received frequent requests to provide railway wagons for the movement of Salt from Margherita di Savoia to Barletta in order to have 1000-1500 tons available in Barletta when ships are unable to load in Margherita due to rough weather.

2. The following is an extract from the report of the Senior Transportation Officer for Bari and area :

" The present operation of the Salt Monopoly is far from satisfactory, and many instances have occurred in which it failed to load rail wagon programmes. In many cases, the employees have ceased work on loadings other than road transport on account of monetary inducements paid by the operators of the latter. The management appear impotent to intervene in these practices.

It is suggested that competent Italian governmental authority be requested to inspect and take appropriate measures to improve operations at the Salina if the proposed loading program is to be put into operation".

3. As it is imperative to have a reserve dump of salt in Barletta, please investigate the situation, as delays to ships cannot be tolerated and it may be necessary to load ships in other ports where a speedy turnaround of vessels is assured. Your comments are awaited.

For the Director :

6255

Servizio III
Attn. Ing. Ricordi.
Rome.

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— File 98-726 600/NS

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It is suggested that competent Italian governmental authority be requested to inspect and take appropriate measures to improve operations at the Salina if the proposed loading program is to be put into operation".

3. As it is imperative to have a reserve dump of salt in Barletta, please investigate the situation, as delays to ships cannot be tolerated and it may be necessary to load ships in other ports where a speedy turnaround of vessels is assured. Your comments are awaited.

For the Director :

6255
hll
M.P. LARIMAN
Major R.E.

Copy to : Food and Agriculture S/C
Rail Branch

File 657/NS

File 657/NS

2069

Declassified E.O. 12356 Section 3.3/NND No. 785021INCOMING MESSAGE *TN*

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: 1485Date/Time of Origin: 121600AMessage Centre No: G/5501Date Time Rec'd: 140830Precedence: PRIORITYFROM: AMG LIGURIA REGION FOR PORT LIAISON OFFICETO : ALCOM CITE ACTPT, INFO : AFHQ CITE AFGDM

UNCLASSIFIED.

700.125B

REFERENCE YOUR LETTER AC/559/76/TN" DATED 4 DECEMBER
 RECEIVED 11 DECEMBER REGARDING DISCHARGE OF SALT.
 REFER TO OUR SIGNAL 1428 DATED 4 DECEMBER.

*7010.125A*AC DIST

ACTION : TPTN (2)

INFO : CHIEF COMMISSIONER

FILE (2)

FLOAT.

HEADQUARTERS

11 DEC 1945

A. C.

ACTION

Coryon
File 559/mv3
6254

2070

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

AMS LIGURIA REGION (ACTION) ALCON MILAN FOR FIRM (INFO)

128

9257

12 DEC 49

PRIORITY

UNCLASSIFIED PD

PARA ONE PD REFERENCE YOUR SIGNAL ONE FOUR TWO EIGHT AND ONE FOUR
THREE EIGHT PD
1438 - folio 124

PARA TO AMS LIGURIA REGION FOR ACTION PD FOR ACTION TO ALCON MILAN
FOR FIRM PD SENIOR TRANSPORTATION OFFICER FOR INFO FROM H. ALCON
CITE ACCTE PD

SALE MONOPOLI HAVE SIGNALED INSTRUCTIONS THAT WHEN ONLY OPEN CARS
AVAILABLE WITHOUT TARPULINS SALE MUST BE DESPATCHED WITH ESCORTS
WHICH MUST BE ARRANGED LOCALLY PD MONTECATINI AGREED TO SIMILAR
ARRANGEMENTS PD THIS PRACTICE WILL BE FOLLOWED WHEN NO ALTERNATIVE
POSSIBLE AS IMPERATIVE TO DISCHARGE SHIPS WITHOUT DELAY OTHERWISE
BLOW TURNROUND WILL SERIOUSLY REDUCE DELIVERIES PD POSSIBLE LOSS
BY PILFERAGE IS MORE THAN COMPENSATED FOR BY INCREASED TONNAGES PD
REPORT IN PROVISIONS OF ESCORT DIFFICULT PD

COPY TO: Rail Branch - Rail Div.

Ports & Whse

TRANS & SHIP S/C

534

G.J. LORNE
Asst. Adjutant

6257

File
127

Tel. 534

HEADQUARTERS ALLIED COMMISSION
APO 394

MPL/lr

Transportation and Shipping Sub-Commission

AC/557/127/Tn.3

11 December 1945

SUBJECT : Discharge of salt in Naples.

TO : AC P.L.O. Naples.

1. There is at present a heavy import programme for salt and instructions have been given for 1000 tons to be loaded in Cagliari in "Abbazia" and "Campidoglio" on every trip.

2. Owing to delays in discharge there has been a reluctance on the part of the ships' masters to load the maximum tonnage. This question has been raised with Ministry of Marine and it is now understood that these vessels will in future be berthed at Berth No. 59, which is equipped with a warehouse where salt can be stored while waiting shore transport.

3. This is expected to avoid delays in future, but as the imports of salt are important and heavy every assistance should be given to clear such cargoes speedily.

By Command of Rear Admiral STONE :

M.P. Laraman
M.P. LARAMAN
Major RE

HEADQUARTER ALLIED COMMISSION
APO 394
TRANSPORTATION AND SHIPPING SUB COMMISSION

126

Tel : 347
Ref : AC/24.3/95/Tn6

UAG/1p
6 December 1945

SUBJECT: Discharge of Salt.

TO : Major M.P. Laraman ✓
Shipping Branch.

106

1. Reference your letter AC/657/104/Tn3 of 14 November 1945., on the above subject.

2. Col. Lauricella, who has just returned from Naples, informs us that he went into the question of salt discharge at Naples with the Italian Port Commandant, Col. Sarti.

3. It seems that the cause of slowness of discharge is due to lack of shore transport and the impossibility of back-piling salt.

4. Col. Lauricella states that he has now arranged that, whenever possible, the steamers "Abbazia" and "Campidoglio" will be berthed at Berth #59 which is equipped with a warehouse in which salt can be stored while awaiting shore transport and in this way, it is hoped to avoid delay in the discharge of ships.

For the Chief :

U.A. Ghilardi
U.A. GHILARDI
Operations Branch
Ports & Warehouse Div.

Copy to :
Food & Agriculture S/C
Ministry of Marine
Direzione Generale Marina Mercantile, ROME
(attn: Col. Lauricella)

2073

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

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: 1428

Date/Time of Origin: 040920A

Message Centre No: G/4954

Date Time Rec'd: DEC 051030

Precedence: IMMEDIATE

FROM: AMG LIGURIA REGION FOR PORT LIAISON OFFICER

TO : ALCOM CITE ACTPT

UNCLASSIFIED

1. Reference your signal 8663 dated 24 November. To secure future quick discharge of vessels suggest to load salt on open cars without tarpaulins. Minimum daily discharge would be 1000 tons.
2. Salt would not be damaged by bad wheather but escort to the cars required to prevent pilferage.
3. Please state if action as PER para 1 and 2 can be taken normally as already done for the last 2/ days of discharge of the Capo Mele.

AC DIST

ACTION: TPTN. S/C 2

INFO: CHIEF COMMISSION

FOOD & AGRIC. S/C 2

FILE 2

FLOAT

1. Copy to Mor Div
(Shipping)

1 copy Rail Branch

6250

21-534

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Sub-Commission

Spence 125B
LPL/gb

4 December 1945

Our Ref :- AG/559/76/Fn.1.

SUBJECT :- Delay to "Cape Molo" in Genoa.

See 124

TO :- AG Liguria Region for AG Genoa. 75110. III

1. Reference signal No. 8683 of 13 November.

2. The "Cape Molo" carried 5,155 tons of industrial salt. This vessel arrived on 4 November and discharge was completed on 25 Nov. 9 days were spent waiting to discharge and 11 days in discharging. The average discharge is 470 tpd.

3. It is understood there was a shortage of box wagons and also of tarpaulins, and that the consignees refused to despatch wagons without tarpaulins.

4. This matter has been discussed with United Maritime Authority & CO-35-NA and it is proposed to increase demurrage for a vessel with the capacity of the "Cape Molo". Please report on difficulties and whether salt shipments must be restricted, due to slowness of clearance. Tonnages planned for discharge in December & January have been notified by signal and your guarantee that vessels can be cleared speedily is now awaited.

For the Director :-

L. H. Aramany
Major R. ...

Copy to :- IMAGE/COG-NA

631/TN1
657/TN3

6269

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: 1438

Date/Time of Origin: 041200A

Message Centre No: G/4886

Date Time Rec'd: DEC 050845

Precedence: IMMEDIATE

FROM: AMG LIGURIA REGION FOR PORT LIAISON OFFICER

TO : ALCOM CITE ACTPT

INFO: AMG MILAN FOR SENIOR TRANSPORTATION OFFICER

UNCLASS.

1. Reference your signal 8943 dated 1 December due to lack of box cars again emphasize necessity of using open cars without tarpaulins with escort to prevent pilferage.
2. If authorization granted satisfactory speedy clearance of listed vessels guaranteed.

6248

HEADQUARTERS

5 DEC 1945

A. C.

AC DIST

ACTION: TPTN.S/C 2

INFO: CHIEF COMMISSION

FILE 2

FLOAT

Ac/657/713

TRANSLATION

Rome 5 Dec 1945

Ref 09-8782

Subject : Loading of Salt of Cagliari

We receive the following cable from Salina di Cagliari.

" Because of arrival of the vessels "Campidoglio - Capo ~~Mele~~ Mele-Langano" and many ~~sail-boats~~ necessary to ask Allies orders be given to Marine Commander of Cagliari to send sail-boats to Salina di Carloforte for load of salt. Urgent instructions by telephone to Cagliari Commander are necessary"

In order not to hinder the loading operations of the s/m Salina, we beg you to give telephone instructions to Marine Commander of Cagliari to send waiting ~~sail-boats~~ to load salt at Carloforte.

schooners

The General Director

sgd Illegible

*Pass original to
Cognara.*

Mr *LPR*
O.K. CP

6247



S. M. P. M. M. M.

INVIATO TELEGRAFICO: MONINE TELEFONO:

 580445
 582128
 582537
 582597

Roma add. - 4 DIC. 1945

Amministrazione dei Monopoli di Stato

DIREZIONE GENERALE

 AL COMMISSIONE ALLEATA
 TRANSPORTATION SUB-COMMISSION

R O M A

 Servizio Uff. Trasporti
 Prot. N. 89/8666 Allegate

 Risposta al foglio del
 N. 4

 OGGETTO Programma approvvigionamento sale via mare
 per il mese di Gennaio 1946

 In conformità alle recenti disposizioni si trasmette
 il programma in oggetto:

Al Deposito Castellam. Stabia	Tonn. 3.500	{ 1.500	{ Dalla Sardegna
		{ 2.000	{ Salina Cagliari
" " Civitavecchia	" 3.000	{ 2.000	{ Dalla Sicilia
		{ 1.000	{ Trapani o Augusta
" " Livorno o Piombino	" 2.500		Dalla Sardegna
" " Genova Sampierdarena	" 8.000		Idem c.s.
" " Venezia	" 4.000		Da Margherita Sav.
" " Trieste	" 500		Idem c.s.
" " Reggio Calabria	" = =		= = = =
" " Pizzo	" 300		{ Dalla Sicilia
			{ Trapani o Augusta
Ufficio Vendita Salerno	" 100		Dalla Sicilia
			Trapani o Augusta

IL DIRETTORE GENERALE

 action taken
 62

 English translation in
 File 700/103

 657/103
 6246

 Si prega trattare per ogni lettera un solo argomento e indicare nella risposta
 il N. di Protocollo ed il Servizio e l'Ufficio speciale a cui si risponde.

TRANSLATION

AS:gs

Ref :- 09-7749

Rome 4 December 1945

SUBJECT : Sea Movement of Salt SS "Sfinge".

MO : Transportation Sub-Commission

In regard present exceptional needs it is necessary that this Administration have a salt supply even in limited quantities in its depots of Castellammare di Stabia and Civitavecchia. For this reason the COGENA has been asked to allocate the S/S "Gaeta" since, up to now we have not received any answer we have requested that, if the "Gaeta" is not available the S/S "Singe" be assigned.

We beg the Allied Commission to recommend the allocation of the a/m ship for the trips Cagliari-C.Mare - C.vecchia.

The General Director
sgd illegible

6245

S.to P.un Mod. 61

Indirizzo Telegrafico: MONIND - TELEFONO:

580845
582128
582537
582597



*Amministrazione
dei Monopoli di Stato*

DIREZIONE GENERALE

Servizio *UFF. Trasporti*
Prot. N. 7149 *Allegato*

Roma addi: 4 DIC. 1945

ALLA TRANSPORTATION
SUB-COMMISSION
Comando Alleato

R O M A

e, per conoscenza:

ALLA FOOD SUB-COMMISSION
Comando Alleato

R O M A

Risposta al foglio del
Dir. L. A.

OGGETTO : Trasporti marittimi del sale. P.fo "Sfinge".-

In rapporto alle attuali esigenze di carattere eccezionale questa Amministrazione ha assoluto bisogno di costituire una, sia pure limitata, scorta di sale a Castellammare di Stabia e a Civitavecchia. A tale scopo è stata comandata al CO.GE.NA. l'assegnazione del P.fo "Gaeta". Poichè fino a questo momento non si sono avute comunicazioni in proposito è stato chiesto al CO.GE.NA. di assegnare, in mancanza del "Gaeta", il P.fo "Sfinge".-

Si prega codesta Sottocommissione compiacersi intervenire affinchè la nave predetta venga assegnata per un viaggio Cagliari - Castellammare - Civitavecchia:-

IL DIRETTORE GENERALE

6246

Si prega trattare per ogni lettera un solo argomento e indicare nella risposta il N. di Protocollo ed il Servizio e l'Ufficio speciale a cui si risponde

119
Rome 4 Dec 45

TRANSLATION

U R G E N T

Ref 09/6668

SUBJECT : Sea Transport - Tobacco and Salt

The Manifattura Tabacchi at Venice and the other factories in Northern Italy will be obliged to suspend their works because of lack of raw material.

In order to avoid this we have asked the CO.GE.NA. to allocate the "SS Resurrection" for a trip Gallipoli- Margherita di Savoia-Venice.

Since the vessel has separate holds the loading may be of the mixed type without any inconveniences.

We beg the Transportation SC. to intervene with the maximum urgency for the allocation of the a/m vessel.

The General Director
sgd Illegible

Mr. Sataraj
Send original letter to
Co-ge-na + file
copy of translation
dk 6243



*Amministrazione
dei Monopoli di Stato*

DIREZIONE GENERALE

Servizio *Uff. Trasporti*
Ret. N. 89-8668 *Allegati*

S. lo P.uo Mod. 61
Indirizzo TELEGRAFICO: *CONIND* - TELEFONO: *480845*
582128
582537
582597

- 4 DIC. 1945

Roma addi:

All TRANSPORTATION

SUB-COMMISSION

Allied Commission - Via Veneto

R O M A

URGENTE

OGGETTO: Trasporti marittimi - Tabacchi e sale.-

La Manifattura Tabacchi di Venezia e gli altri Opifici dell'Alta Italia saranno fra breve costretti a sospendere le proprie lavorazioni per mancanza di materia prima.

Allo scopo di evitare il grave disservizio abbiamo interessato il CO.GE.NA. affinché ci venga assegnato il P.fo "Resurrection" per un viaggio Gallipoli - Margherita di Savoia - Venezia.-

Dato che la nave ha stive separate la caricazione mista potrà essere effettuata senza dar luogo ad inconvenienti.-

Preghiamo vivamente codesta Sottocommissione compiacersi intervenire con la massima cortese urgenza affinché la nave in questione ci venga senz'altro assegnata.-

IL DIRETTORE GENERALE

6242

Si prega tralciare per ogni lettera un solo argomento e indicare nella risposta il N. di Protocollo ed il Servizio e l'Ufficio speciale a cui si risponde

Tel: 534

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Sub-CommissionFile
117
MPL/fl

AO/657/117/Tn3

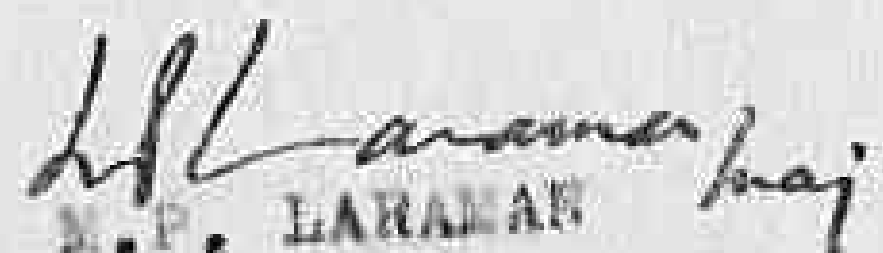
3 December 1945

SUBJECT : Shipments of Salt to Civitavecchia.

TO : Amministrazione dei Monopoli di Stato
Direzione Generale - Rome -

- 1134
1. Reference your 09/8273 of 27 Nov.
 2. The need for an early allocation of a vessel to load salt in Trapani for Civitavecchia has already been considered. Itmare/Co-ge-na already have this matter in hand and your letter has been passed to them.
 3. Requests for particular vessels to be allocated are undesirable and the SS "Tunisino" is now due to make a voyage to Venice. It is anticipated that early shipment will be possible.

For the Director:


M.P. LARAHAN
Major R.E.Copy to : Food & Agriculture S/C.
Itmare/Cogena
(letter attached)

6241

file 116

Tel. 534

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Sub-Commission

NPL/lar

3 December 1945

AC/457/116/2a.3

SUBJECT : Salt Shipment.

TO : Amministrazione dei Monopoli di Stato,
Direzione Generale.
Rome.

1. Reference your 62-8316 of 27 November.

2. The possibility of the SS "Gaeta" being used to lift salt has been discussed with the United Maritime Authority, who are responsible for the allocation of the necessary shipping for all Italian coastwise traffic.

3. Owing to the particular need at present for the maximum tonnage of coal to be shipped from Gurdinia, this vessel must remain on this service. There are also technical reasons why it is advisable not to load large vessels with salt at the present time.

4. Every effort is being made to fulfill bids made for salt shipments and satisfactory tonnages are being moved at the present time.

For the Director :

L. L. L. L.
R. P. L. L. L.
Major R. S.

Copy to : MWT(R) Naples for UNR Rone 3 Committee
Food and Agriculture S/O.
Itmars/Cogens - Via dei Gestari 3 Rome.

6240

/fl

AMMINISTRAZIONE
dei Monopoli di Stato

DIREZIONE GENERALE

Servizio Uff. Trasporti
Prot. N. 09-8316

Oggetto : Trasporti marittimi del sale.-

Roma 27 Nov. 1945

ALLA TRANSPORTATION
SUB-COMMISSION
Allied Commission

ROMA

e, per conoscenza:

ALLA FOOD SUB-COMMISSION
Allied Commission

ROMA

L'insufficiente assegnazione di tonnelliaggio per i trasporti del sale, specialmente nel mese di Ottobre u.s. e in quello corrente ha determinato una situazione gravissima sia nei rifornimenti destinati alle popolazioni che a quelli per le industrie alimentari.-

Allo scopo di evitare le gravi conseguenze che potrebbero verificarsi qualora tale situazione persistesse è stato chiesto dalla scrivente al CO.GE.NA. di rendere libero il P.fo "Gaeta" per almeno un viaggio, mediante il quale verrebbero approvvigionati da Cagliari, con doppio scalo, i Depositi di Castellammare di Stabia e di Civitavecchia.-

In rapporto alla suaccennata situazione si confida che codesto Comando Alleato vorrà esaminare con la massima attenzione la nostra richiesta e disporre affinché il suddetto piroscafo venga lasciato libero con l'urgenza che il caso richiede.-

IL DIRETTORE GENERALE

6230

Tel: 534

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Sub-Commission

MPL/fl

115

AC/657/115/Tn3

3 December 1945

SUBJECT : Shipments of Salt.

TO : Itmare - Cogena
Via dei Cestari 3 - Rome -

1. Reference attached letter from Amministrazione dei Monopoli di Stato - Direzione Generale-dated 29 Nov.

2. It is requested that you explain the correct procedure for bidding for shipping to this organisation. There should not be any serious difficulty in providing the salt required.

For the Director:

M.P. Laraman
M.P. LARAMAN
Major R.E.

File 115A

AMG LIGURIA REGION FOR PLO GENOA LIGURIA REGION (ACTION)
 AMG MILAN FOR SENIOR TRANSPORTATION OFFICER (INFO)

8903

1 DECEMBER 1945

PRIORITY

UNCLASSIFIED PD

PARA ONE PD OWING DELAYS TO CAPO MELE FOLLOWING ARE ANTICIPATED
 ARRIVALS OF VESSELS CARRYING SALT PD FOR REGIONAL TRANSPORTATION OFFICER
 PAREN TO AMG LIGURIA REGION FOR PLO GENOA TO LIGURIA/REGION FOR
 ACTION TO AMG MILAN FOR SENIOR TRANSPORTATION OFFICER FOR INFO
 FROM HQ ALCOM CITE ACTPT PAREN

ETA FIVE DEC ANDREA CONTARINI TWO ZERO/ZERO TONS EDIBLE SALT. PD
 ETA SIX DEC CAPO MELE FIVE ONE ZERO ZERO TONS EDIBLE SALT/ETA SEVEN
 DEC ITU TWO ZERO/ZERO TONS ROCK SALT PD ETA ONE TWO DEC ANNA MARTINI
 ONE ZERO/ZERO TONS EDIBLE SALT PD ETA ONE FIVE DEC ANDREA CONTARINI
 TWO ZERO ZERO/TONS INDUSTRIAL SALT PD MID DEC COSTANTE CHARLIE
 ONE ZERO ZERO/TONS INDUSTRIAL SALT PD MID DEC ARSIA NINE ZERO ZERO
 TONS SOLAR SALT PD MID DEC ULISSE THREE ZERO ZERO ZERO TONS SOLAR
 SALT PD ADVISE IF YOU CAN GUARANTEE SPEEDY CLEARANCE AS DELAYS
 SUCH AS EXPERIENCED BY CAPO MELE/ACCEPTABLE AND VESSELS MAY HAVE
 TO BE DIVERTED TO ENSURE SPEEDY TURNROUND PD SPEEDY TURNROUND
 OF SHIP AGAIN EMPHASISED PD

COPY TO : Ministry of Marine (Att. Col Lauricella)
 Cogena
 MWT(R) Naples for Zone 3 Committee UMA
 Rail Division
 Rail Branch

657/TNB

Trans. and Shipp 3/C

534

G/J/ LEONE
 CWO U.S.A.
 ASSY/ADJUTANT

6237

9/57
GR/ula

Tel. 478509

30 November 1945

Ref. AC/5610/IND

SUBJECT : Loading of salt on SS Rinucci.

TO : Transportation Sub-Commission ✓
(Attn.: Shipping Branch)

FROM : Industry Department.

Attached hereto is copy of telegram dated 25 November 1945, from Salt Plant at Margherita di Savoia saying that the loading of SS Rinucci could not take place on 25 inst. owing to heavy rain.

1 Incl.:
Copy as above.

Copy to :
Economic Section.

Charles Fawcett
CHARLES FAWCETT
Major RASC
Chief,
Industry Department.

6226

COPY

SALINA

MARGHERITA SAVOIA

Margherita Savoia, 25 novembre 45

MONIND ROMA

Motoveliero Violetta arrivato questa mattina imbarcate 270 tonnellate
sale comune è partito per Trieste. Arrivato ore 10 piroscafo Rinucci
e causa continua pioggia non sono state iniziate operazioni imbarco.

DIRETTORE COMMISSARIO PADULA

6235

200 114

ARG 13 CORPS (ACTION) RMT BONE III COMMITTEE MAPLES
(INFO)

8880

30 NOV.

PRIORITY

UNCLASSIFIED PD

PARA ONE PD REF YOUR ONE SEVEN SEANT SIX DASH FIVE TWO EIGHT
NOVND /NOT TO ALL PD

PAREN PD ARG ONE THREE CORPS FOR ACTION TO RMT BONE RURAL
COMMITTEE MAPLES FOR INFO FROM HQ ALCON SITE ACFT PAREN

PARA TWO PD MINELLA TAKE ALLOCATED MOVEMENT FIVE ZERO ZERO TONE
GALT BARGHERITA TO THRENT PD

PARA THREE PD GIVE DETAILS OF COTTON CARGO PD

COPY TO : MIN OF MARINE
SHIPPING INTELLIGENCE

TRANSFER & SHIPP S/O

534

AC/657.

6234

G. J. LEONE
CWO USA
Asst. Adjutant.

112 A

URGENT

TRANSLATION

AS/lmr

No. 09/8273

Rome 27 Nov. 1945

SUBJECT : Supply of salt from C. Vecchia by sea.

TO : A.C. Transportation Sub-Commission.

See 117

At Trapani the SS Tunisino started loading on the 15 and finished the 18 of this month.

In consideration of the short time employed and since the SS Pertusola which was to reach Cagliari on the 6 of this month to load 2000 tons of salt for C. Vecchia is still in dock at Genoa, that we beg you to arrange another trip of the "Tunisino" from Trapani to C. Vecchia so that Rome and the surrounding area be not left without salt.

THE GENERAL DIRECTOR

sgd Illegible

*Carida
T-CV*

Received 3/12

657/1113

*No need to be passed
in future. To be passed
directly to Mr. Lofano
Lofano*

114B

No. 09/8316

TRANSLATION

AS/lmr

Rome 27 November 1945

SUBJECT : Sea movement of salt.

TO : Transportation S/C.

The insufficient tonnage allocated to the movement of salt, especially in the months of October and November, has created a grave situation in the supply to the population and to the food industry.

In order to avoid serious consequences which would result if such conditions persist, the Co-ge-na has been asked to place at disposal the S.S. "GAETA" for at least one trip, from Cagliari, to supply both the depots of Castellammare di Stabia and Civitavecchia.

We hope that the Allied Commission in consideration of the a/m situation will attentively examine the request and arrange that the a/m vessel be made disposable with the great urgency the case requests.

THE GENERAL DIRECTOR

sgd Illegible.

657/TM3

6232



Amministrazione dei Monopoli di Stato

DIREZIONE GENERALE

Servizio *UFF* Trasporti
Post. N° 09-8316 *Allegati*

Sic. P. no Mod. 61

Indirizzo TELEGRAFICO: MONINI - TELEFONO:

580845
 582128
 582537
 582597

URGENTE

Roma addì 27 NOV. 1945

✓ ALLA TRANSPORTATION
 SUB-COMMISSION
 Allied Commission

ROMA

e, per conoscenza:

ALLA FOOD SUB-COMMISSION
 Allied Commission

ROMA

Proposta al foglio del
Dir. ...

OGGETTO: Trasporti marittimi del sale.-

L'insufficiente assegnazione di tonnellaggio per i trasporti del sale, specialmente nel mese di Ottobre u.s. e in quello corrente ha determinato una situazione gravissima sia nei rifornimenti destinati alle popolazioni che a quelli per le industrie alimentari.-

Allo scopo di evitare le gravi conseguenze che potrebbero verificarsi qualora tale situazione persistesse è stato chiesto dalla scrivente al CO.GE.NA. di rendere libero il P.fo "Gaeta" per almeno un viaggio, mediante il quale verrebbero approvvigionati da Cagliari, con doppio scalo, i Depositi di Castellammare di Stabia e di Civitavecchia.-

In rapporto alla suaccennata situazione si confida che codesto Comando Alleato vorrà esaminare con la massima attenzione la nostra richiesta e disporre affinché il suddetto piroscafo venga lasciato libero con l'urgenza che il caso richiede.-

IL DIRETTORE GENERALE

6231

Si prega trattare per ogni lettera un solo argomento e indicare nella risposta il N. di Protocollo ed il Servizio e l'Ufficio speciale a cui si risponde

TRANSLATION

File
114A1
AS/fl

Ref: 8531

Trapani 26 Nov. 45

Subject : Request motorschooners for export
of non edible commodities.

To : Transportation SC.

We forward the attached Bids for allocation of motor-
schooners made by Firm Francesco Fiorica at Milan for the
transportation from Trapani to Genoa of salt for industry.

The Commissioner
sgd Prof. Gustavo Ricevuto

Bids passed to Itmare
11/12. GP
6230

MPL/mb

113

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation & Shipping Sub-Commission

Tele : Ext. 534

23 November 1945

AC/657/111/Tn.3.

SUBJECT : Improvement in loading of salt in SardiniaTO : Ports & Warehouse Division

1. Reference is made to the report Capt. Tosi furnished upon his return from Cagliari.
2. Owing to the exceptionally large tonnages of salt which it is planned to load from Cagliari in the future, information regarding progress made in improving loading facilities should be provided at intervals.
3. Information is needed on points 1 - 5 in the conclusion (page 3) of report :
 - (a) Progress, if any, with proposal to dredge the "Darsena del Sale".
 - (b) Ministry of Marine should be able to give up to date information on this subject.
 - (c) Have Ports & Warehouse Division been able to obtain all the material requested and has it been delivered.
 - (d) Can the 3 LCTs requested be transferred from Italian ports where they are not being used to Sardinia.
 - (e) Can the 3 barges requested by the Contivecchi Firm be provided ?
 - (f) When is the proposed dredging of "Canale delle Saline Contivecchi" likely to commence ?
4. When it is realised that bids have been made for shipment of 37,600 tons of salt from Sardinia during November and December, the need for speedy loading of Coasters on Italian Coastwise trade is understood, and especially so when the present monthly programme are about 15 days late in delivery.

For the Director

M. P. LARSEN
M.P. LARSEN

1.

Reference is made to the report Capt. Tosi furnished upon his return from Cagliari.

2.

Owing to the exceptionally large tonnages of salt which it is planned to load from Cagliari in the future, information regarding progress made in improving loading facilities should be provided at intervals.

3.

Information is needed on points 1 - 5 in the conclusion (page 3) of report :

(a) Progress, if any, with proposal to dredge the "Parsena del Sale". Ministry of Marine should be able to give up to date information on this subject.

(b) Have Ports & Warehouse Division been able to obtain all the material requested and has it been delivered.

(c) Can the 3 LCFs requested be transferred from Italian ports where they are not being used to Sardinia.

(d) Can the 3 barges requested by the Contivecchi Firm be provided ?

(e) When is the proposed dredging of "Canale delle Saline Contivecchi" likely to commence ?

4.

When it is realised that bids have been made for shipment of 37,600 tons of salt from Sardinia during November and December, the need for speedy loading of Coesters on Italian Coastwise trade is understood, and especially so when the present monthly programme are about 15 days late in delivery.

For the Director

M.P. LARAUAN
M.P. LARAUAN,
Major R.E.

8229

*Capt Tosi: Pl see this letter
+ watch for answer 1/12*

file.

112

AND LIGURIA REGION FOR PLC ORMO REGIONAL TRANSPORTATION OFFICER
LIGURIA REGION (ACTION) AND MILAN FOR OFFICE IN OFFICE (INFO)

8463

23 NOVEMBER 1945

PRIORITY

UNCLASSIFIED PD

PAGE ONE PD HYP YOUR CHECK FOUR ZERO ONE SEVEN ONE TWO ONE NOV NOT
TO PD YOU HAVE INVENTED FOR WAGON SHEDS BUT THESE NOT IMMEDIATELY
AVAILABLE PD REGIONAL TRANSPORTATION OFFICER WORKED TODAY STATING
HE HAD NO KNOWLEDGE OF ONE EIGHT NINE ZERO ZERO TONS WAITING
CLEARANCE ON 1045 PD REGIONAL TRANSPORTATION OFFICER BE KEEP
INFORMED IF RAIL CLEARANCE TO BE MAINTAINED PD EVERY REPORT MADE
LOCALLY TO OBTAIN MAXIMUM 204 TONS FOR CLEARANCE RAIL PD

PAGE TWO AND LIGURIA REGION FOR PLC ORMO TO REGIONAL TRANSPORTATION
OFFICER LIGURIA REGION FOR ACTION TO AND MILAN FOR REGIONAL TRANSPORTATION
OFFICER FOR INFO FROM HQ ALON CITE ACTED PAGE

CONSIDER POSSIBILITY OF CLEARANCE AND STORAGE LOCALLY BEING
DISPOSAL BEING URGENT NEED TO CLEAR CAPS WHILE PD FOLLOWING TONNAGE
TABLE AND INDUSTRIAL SALT PLANNED FOR CLEARANCE IN 1950: PD
NOVEMBER ONE TWO FIVE ZERO ZERO TONS DECEMBER TWO FIVE SIX ZERO ZERO
TONS JANUARY ONE FOUR FIVE ZERO ZERO TONS PD REPORT IF CLEARANCE
OF SALT LIKELY TO CAUSE DELAYS AS OTHERWISE MUST CONSIDER

REDUCTION SHIPMENTS IS PROPORTION TO CLEARANCE PD LARGE CRESTIVE
PROGRAMS REQUIRES SPEEDIEST POSSIBLE TURN AROUND SHIPS PD NOTE WHO
SHOULD NOT FAREH ROGER FAREH NOT BE INCLUDED SUCH SIGNALS TO
COPY TO: Food & Agric S/C Industry S/C Gov Div (Rail Br) Rail Div

TRANS. AND SHIPS. S/C

WET Naples for

Zone 3 Committee

G.J. LEONE

CSC U.S.A.

ASST/ADJUTANT

334

6228
657

NOV

G/4017

NOV 210930 A

IMMEDIATE

AMC LIGURIA REGION FOR PLO GENOA

ALCOM CITE ACTPT INFO: AFHQ CITE FHGDM

UNCLASSIFIED.

1. Due to leak of top freight cars receivers accept loading of salt on open cars with covers only.
2. Ships delayed as covers are not sufficient.
3. CAPO MELE arrived 3 November began to unload 12 November has still on board 2200 tons. Daily discharge going 300 tons.
4. Please instruct if any action has to be taken.

AC DIST

ACTION	TN SC	2
INFO	CHIEF	COMMISSIONER
	FILE	2
	FLOAT	

6227

534

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Sub-Commission

MPL/lmr

AC/657/108/Tn.3

19 November 1945

SUBJECT : Discharge of salt at Castellammare.
TO : Food and Agriculture Sub-Commission.

1. Reference your 70-19/112 Food of the 16 November.
2. There are now no difficulties in discharging salt from coasters at Castellammare.

For the Director :

M.P. Laraman
M.P. LARAMAN
Major R.E.

6226

Ext. 466

KJC/1g

108

HEADQUARTERS ALLIED COMMISSION
A.P.O. 394
Food & Agriculture Sub-Commission

16th November 1945.

70-19/ 112 /Food

SUBJECT : Salt

TO : HQ. A.C. Tn. & Shipping S/C..(Attn. Maj. Laraman)

1. Enclosed is copy of letter reference 09/7914 dated 12th November from the Amministrazione dei Monopoli di Stato covering possibility of resuming coaster shipments of salt to Castellammare.

2. Some time ago policy of shipping salt to Castellammare in coasters was suspended because it interfered with the importation of wheat. Please advise us whether the situation has now so changed that coasters with salt may again be put into Castellammare.

J. M. Merritt
JAMES M. MERRITT,
Director
Food & Agriculture S/C.

Enclosures

Copy of letter ref. 09/7914 dated 12 Nov.

Distribution

Amministrazione dei Monopoli di Stato,
(Direzione Generale)

Toes OK
19/11

6225

Amministrazione dei Monopoli di Stato,
(Direzione Generale)

Rome : 12 Nov. 1945.

Uff. Trasporti.

TO : A.C. Food S/C.

Prot. N. 09-7194

SUBJECT : Sea transportation of salt to Castellammare di Stabia.

With reference to the necessity of assigning steamers for the transportation of salt from Sicily or Sardinia to the Deposit at Castellammare di Stabia (5000 ton capacity) at present completely empty, please note the following:

As from the 1st Oct. the port of Castellammare di Stabia passed on to the Italian authorities. The wharf where the steamers berth in order to discharge the salt by means of elevators belonging to the Magazzino Generale di Castellammare di Stabia which are in charge of the reception and shipping of salt, has resumed its activity.

Therefore the steamers arriving in that port with a load of salt for the above mentioned Magazzini Generali and through them for our Deposit, can resume the normal turn of work at the wharf, according to the precedence of arrival in port.

On the other hand on account of the potentiality of the mechanical discharging plant of the Magazzini all time lost by the steamer awaiting its turn will soon be made up.

I beg to point out moreover that the intense cereal traffic has ceased altogether in this port, and therefore the arrivals particularly of cereals in bulk, which have interested the wharf in question up to the present, are now reduced to one or two a month, taking up a maximum of 12 working days, and leaving 18 days a month free for the discharge of other vessels, such as those carrying salt for our deposit.

We beg you Sub-Commission to examine the possibility of assigning an adequate tonnage for the transportation of salt to Castellammare di Stabia, which should no longer be hindered owing to the favorable situation which has been created in the port.

signed

6224

IL DIRETTORE GENERALE

.....

21011

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



RE

Mod. A. C. S. N. 1

ALTO COMMISSARIATO PER LA SARDEGNA

CAGLIARI

Cagliari, li 14 NOV 1945

Al MINISTERO DEI TRASPORTI

e p.c.

= ROMA =

Prot. N. 34495 Div. II

COMMISSIONE ALLIATA SOTTOCOMIS-

Risposta a foglio N.

SIONE TRASPORTI = ROMA =

del

Allegato N.

SOCIETA' CONTIVECCHI = CAGLIARI =

OGGETTO: richiesta copertoni.

*Request of Transpaling for
Contivecchi Salt Pans*

La Soc. Contivecchi di Cagliari proprietaria delle saline di S. Gilla, ha rappresentato a questo Alto Commissariato la necessità di ottenere la cessione di n. 10 copertoni impermeabili, occorrenti per il trasporto e carico del sale.

Pregasi voler informare se sia possibile venire incontro alle necessità della Società, concedendo la cessione del materiale richiesto.

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

[Handwritten signature]

8222



ALTO COMMISSARIATO PER LA SARDEGNA
CAGLIARI

Mod. A. C. S. N. 1

Cagliari, li

14 NOV. 1945

Al LA CAPITANERIA DI PORTO

Prot. N. 34496 Div. II^a

= CAGLIARI =

Risposta a foglio N.

e p.c. - COMMISSIONE ALLEATA - Sot-
tocommissione Trasporti

del Allegato N.

= ROMA =

OGGETTO: *Loading of Salt at Cagliari*
- Carico del sale nel porto di Cagliari -

Regarding Capitano di Porto Cagliari to supply information about availability of dredger for Darsena del Sale

In relazione a quanto venne deciso sulla riunione tenuta presso questo Alto Commissariato in data 2 novembre, si prega codesto Comando di voler informare a quale punto siano le pratiche tendenti ad accertare se esista in Sardegna una draga atta al dragaggio della darsena del Sale a Bonaria.-

also ask Capt. Comodi

Porto

to make

pressure

on Contivecchi Salt Pans Management

in order to have canals dredged

Inoltre si prega voler interessare la Soc. Contivecchi perchè provveda a far dragare il canale delle saline di sua proprietà, impiegando la propria draga o quella della Ferrobeton, che però risultano abbisognevole di riparazione.-

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

ep/

[Handwritten signature]

6222



ALTO COMMISSARIATO PER LA SARDEGNA
CAGLIARI

Prot. N. 34494 Div. II^a

Risposta a foglio N.

del Allegato N.

e p.c.-

Cagliari, li

Mod. A. C. S. N. 1

4 NOV 1945

Al MINISTERO DELLA MARINA
DIREZ. GEN. MARINA MERCAN-
TILE = ROMA =
COMMISSIONE ALLEATA =
SOTTOCOMMISSIONE TRASPORTI
= ROMA =

OGGETTO: - Richiesta bottoline in ferro -

*hastner about request
to supply 3 - 150 Ton barges for
Contivecchi Salt Pans*

A seguito foglio N.28601/II del
2-10-45; si prega voler comunicare se vi siano
possibilità di fornire alla Soc.Contivecchi
le 3 bottolini in ferro da 150 tonnellate, in
modo da mettere la Società in condizioni di po-
ter effettuare con maggiore sollecitudine il
carico dei piroscafi del sale.-

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

ep/

6221

Translation

108 RB
AS/lmr

No. 34497

Cagliari 14 Nov. 45

SUBJECT : Cargo on ships.

TO : Capitaneria di Porto - Cagliari

old file 857 (78A)
Regard to the agreements taken at the meeting held at the "Alto Commissariato" on the 2 November 1945, with the attendance of Capt. POSI Liaison Officer at the A.C. Transportation Sub-Commission.

In modification of what disposed by letter No. 29470, dated 10/10/1945 I order that on salt ships as a rule, be loaded no other commodities but salt.

The transportation on deck, of small loads may be authorized only in exceptional cases on the condition that the ship have a full load of salt and that its departure be not delayed.

The control of the above shall be made by the Port Authorities of Cagliari to whom the request must be addressed.

ALTO COMMISSARIATO PER LA SARDEGNA

sgd (Gn Squadra Aerea PIETRO PINNA)

6220


ALTO COMMISSARIATO PER LA SARDEGNA
CAGLIARI sf/

Prot. N. 34497 Div. II^a

Risposta a foglio N.

del Allegato N.

OGGETTO: Carico su DEVI

Cagliari, li

Med. A. C. S. N. 1
14 NOV 1945

LA CAPITANERIA DI PORTO
CAGLIARI

C.P.C.: COMMISSIONE ALLEATA
SOTTOCOMMISSIONE TRASPORTI
ROMA

MINISTERO MARINA
Direzione Generale Marina
Mercantile
ROMA

COMANDO MARINA - Ufficio
Controllo Navale

CO.Ge.Na CAGLIARI
D.M.V.T.R. CAGLIARI
CAGLIARI

In relazione agli accordi intercorsi alla riunione tenutasi presso questo Alto Commissariato il giorno 2 Novembre 1945, con l'intervento del Cap. Tosi, Ufficiale di Collegamento presso la Sottocommissione Trasporti della Commissione Alleata, dispone che a parziale modifica di quanto disposto con foglio N° 29470 del 10/10/1945 sui piroscafi salinieri non sia caricata in linea di massima altra merce oltre al sale.

Potrà essere autorizzato, solo in via eccezionale, e ove sia possibile, il carico di piccole partite di merci sopra coperta purchè il carico del sale sia al completo in relazione alla capacità della nave, che non deve subire ritardi, per il carico di queste merci.

./.

6219

Il controllo di quanto sopra resta affidato a questa Capitaneria, alla quale dovranno essere rivolte le richieste da parte dei caricatori.

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



Tel. 534

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Sub-Commission

MPL/lmr

14 November 1945

AC/657/104/Tn.3

SUBJECT : Discharge of salt.

TO : Ports and Warehouse Division.

1. As you are aware, there is a heavy programme for salt from Sardinia for all Italian ports. When Capt. Tosi was in Cagliari on his recent visit, it was reported that the Captains of the "Abbazia" and "Campidoglio" had complained of slow discharge at Naples and Castellammare.

2. These vessels are capable of loading 1000 tons per voyage but, due to the slow rate of discharge, the maximum tonnages have not been loaded during recent weeks.

3. Please investigate this question in order to discover whether it is correct and if an improvement can be immediately put into operation. The need for salt is important and full advantage must be taken of all available space in these vessels.

4. Further information is now awaited.

For the Director :

L. H. Laraman 6218
L. P. LARAMAN
Major R.E.

Copy to : Food and Agriculture S/C
Direzione Generale della Marina Mercantile
Ministero Marina

File

105

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
Movements Shipping

AT/ga

Ref. AG/557/104/Tn.3.

13 November 1945

SUBJECT :- Provision of Tug for Cagliari Harbort.

TO :- Food & Agriculture Sub-Commission.

1. Reference your letter 70/20/131/Food dated Nov. 8th.
2. According to information received from the competent authorities, there is no likelihood at this stage of allocating a tug to the port of Cagliari, due to the acute shortage of this type of craft.
3. As instructed by this office, a visit to Cagliari was made recently by Capt. TOSI, Liaison Officer with Ministry of Marine. A full report has been submitted and is now being translated.
4. Due to the delay in having the complete report translated, we enclose herewith copy of an extract regarding the decisions taken at the meeting called by Capt. Tosi at the High Commissioner for Sardinia, Cagliari on 2 November.
5. The various authorities concerned are now working in accordance with the aforesaid decisions.

E. 17
M.P. Laraman
Major R.E.

Copy to : Amministrazione Monopoli
dello Stato - Direzione Generale - Roma
Ministry of Marine (Attn. Col. Lauricella)

COPY

/8

EXTRACT OF THE REPORT ON THE VISIT TO CAGLIARI

CONCLUSION :- The following measures, to be adopted in a general sense, have been approved at the meeting summoned by me on November the 2nd, at the High Commissioner's Office for Sardinia in the presence of the concerned Authorities :-

- 1)- To dredge at the earliest the "Darsena del Sale". The Commander of the Port has been asked to take care of this matter.
- 2)- To supply, with the exception of the tugs which are not disposable, the material requested and listed in the note sent on October 2 by the High Commissioner to the A.O. Transportation S/C (I informed the members of the meeting of the request already sent by the Port and Warehouse Div. Transportation S/C to the concerned offices).
- 3)- To supply 3 landing crafts (L.C.F.) of 120 tons capacity to the Port Authorities (Capitaneria di Porto) who would make the best use of them.
- 4)- To supply 3 barges of 150/200 tons capacity to the Contivecchi Firm.
- 5)- To dredge the "Canale delle Saline Contivecchi". The Commander of the Port has been asked to take care of this matter.
- 6)- To increase the load of salt on S/S "Abbasia" and S/S "Campidoglio" prior arrangements about it's prompt disembarking at the Ports of Naples and Castellammare, (It seems, the Captains of said vessels have made these remarks).
- 7)- By no means to load other commodities other than salt, even on deck, on ships carrying salt. (the S/S "Capo Sale" which has recently left Cagliari loaded on deck 38 tons of zinc slabs 7 tons of raw cork - 6,795 tons of salted guts. The ships sailed at season free-board, leaving therefore no empty spaces in her holds.

(A.TOSI)

Capt. R.I.N.R.
Liaison Officer
En. Sub-Comm.

6216



S.to P.uo Mod. 61
 INDIRIZZO TELEGRAFICO: MONIND - TELEFONO: 580845
582128
582537
582597

Roma addiz 2 NOV 1945 105A

*Amministrazione
 dei Monopoli di Stato*

DIREZIONE GENERALE

Al COMMISSIONE ALLEATA
 FOOD SUB-COMMISSION
 R O M A

Servizio *Uff. Trasporti*

Prot. N° 09/7624 Allegati

Risposta al foglio del

Dir. CURRAN *N°*
 (Alla cortese attenzione del SIG. *MA*)

OGGETTO Mancanza sale.-

Siamo informati che l'Ufficio Compartimentale d'Ispezione del Monopoli di Stato di Bologna ha indirizzato alla Salina di Margherita di Savoia il seguente telegramma:

" 5357 = SITUAZIONE PREOCCUPANTE CAUSA MANCANZA SALE STOP URGE RIFORNIRE BOLOGNA FABBISOGNO SEGNALATO STOP ATTENDESI ASSICURAZIONE = ISPETTORE SCARIMBOLI "

Si conferma che effettivamente la deficienza del sale in molte zone è preoccupante per l'ordine pubblico e dannosa anche all'economia nazionale, essendo questo il periodo della salagione della carni suine, formaggi, ecc. -

Pregiamo pertanto vivamente codesta S/C. di voler spiegare il massimo interessamento affinché la Na/Salina di Margherita di Savoia possa avere dal Compartimento FF.SS. di Bari tutti i vagoni che le occorrono per fare fronte alle esigenze del servizio di approvvigionamento del sale.-

IL DIRETTORE GENERALE

6215

In copia:

Per conoscenza alla Transportation S/C

→ RAIL →
 R O M A

SALT FILE

657/403

Si prega trattare per ogni lettera un solo argomento e indicare nella risposta il N. di Protocollo ed il Servizio e l'Ufficio speciale a cui si risponde.

HEADQUARTERS ALLIED COMMISSION
A.P.O. 394
Food and Agriculture Sub-Commission

KJC/ig

8th November 1945.

see 105

TEL : 466
REF : 70-20/131 /Food
SUBJECT : Provision of tug for Cagliari harbour.
TO : HQ. A.C. Tn.S/C. (Attn.Maj.Laraman)

104A
led file 657

63A

1. Please refer our letter 70-20/53/Food dated 27th Sept.
2. We will appreciate it if you will inform us whether any progress is being made in locating a tug for the Salt Monopoly.

K. J. Laraman, my

JAMES M. MERRITT,
Director
Food and Agriculture Sub-Commission

Copy for infor.to:

Amministrazione Monopoli dello Stato,
Direzione Generale, Roma.

See John's
31, 32, 37.

6211

for answer!

ANG LIGURIA REGION

8140

7 NOVEMBER 1945

PRIORITY

UNCLASSIFIED PD

PARA ONE PD REY YOUR ONE TWO SIX NINE OMA FIVE NOVEMBER PD
PARA TWO ANG LIGURIA REGION FOR LLOYD DAVIES FROM H2 ALCON CITE
ACTFT PARER

PARA TWO PD CONSIGNOR SHOULD BID THROUGH LOCAL CHAMBER OF
COMMERCE AND MINISTRY OF INDUSTRY PD

PARA THREE PD NO SCREENING BY YOU NECESSARY PD

TRANSPORTATION 30

534

G.J. LEONE
CWO U.S.A.
ASST. ADJUTANT

6010
4657/1013.

ROCK SALT

(F) Salt

File

1.94

SEPTEMBER

PORT	BID	DELIVERED or PLANNED	SHIP	DATE	FROM	MONTH
GENOA	2400	24000	ITU	ETA 10/10	P. Empedocle	SEPTEMBER
C. VECCHIA	600	—	—			
	3000	2400				

to transport

GENOA	2100	2000	ITU	ETL 24/10	P. Empedocle	OCTOBER
C. VECCHIA	600	—				
VENICE	200	—				
	3000	2000				
		2000	+ ITU		P. Empedocle & Genoa	
		4000				

no allocation on salt and salt on 20/10

SOLAR SALT

GENOA	5500	1500	W. JEN	ARR. 19/9	Cagliari	SEPTEMBER
		720	PELAGIA	11/10	Cagliari	
		1500	W. JEN	10/10	Cagliari	
		1000	COSTANTE	ETL 25/10	Cagliari	
		1300	TUNICINO	ETL 20/10	Cagliari	
VENICE	300	—				

	5200	6070				
GENOA	5500	5000	CAPR MERE	ETL 23/10	Cagliari	OCTOBER
		3000	SCHOONERS *		Cagliari	
		1500	SCHOONERS *		Tripoli	
		900	ARSA	ETL 3/11	Tripoli	
VENICE	300	—				
	5300	10400				

6211
657

BID	Comm.	MONTH	LIFT (including PLANNED MOVEMENTS)	BALANCE
Tons 3000	ROCK SALT	SEPTEMBER	2400	
3000	ROCK SALT	OCTOBER	2000	
5800	SOLAR SALT	SEPTEMBER	6070	
5800	SOLAR SALT	OCTOBER	10400	
<u>17600 T.</u>			<u>20870 Tons</u>	<u>+ 3270 Tons</u>
			+ 2000	+ 6270 Tons
			<u>22870</u>	

GP/Lmr

INDUSTRIAL SALE

AUGUST LIFT

PERTUSOLA	Cagliari - Genoa	2000 T.	Arr. 4 August
MISERO	Cagliari - Genoa	1500 T.	Arr. 14 August
PELAGOSA	Cagliari - C. Vecchia	760 T.	Arr. 17 August
PERTUSOLA	Cagliari - Genoa	2033 T.	Arr. 20 August

Total
~~Schooner~~ + -400

6393 T.

Bid 4500
 Schooner to carry 1 (lift)

SEPTEMBER LIFT (Fulfilled in Sept.
 or to be fulfilled
 in October).

MISERO	Cagliari - Genoa	1500	Arr. 19 September
ITU	P. Exp. - Genoa	2400	Loaded 2 October
PELAGOSA	Cagliari - Genoa	770	Arr. 11 October
MISERO	Cagliari - Genoa	1500	E.T.L. 15 October
CONSTRANON S.	Cagliari - Genoa	1000	E.T.L. 25 October
PUNISINO	Cagliari - Genoa	1300	E.T.L. 28 October

Total

6470

BID AUGUST 4500
 BID SEPTEMBER 5800

BID OCTOBER 8800 (3000 T. Rock feet
 + 5800 T Solar S.)

OCT. Schoonery 4500 Solar S.
 CAP WIRE 5000 Solar S.
 ITU 2000 Rock S.

11 500 Tons

ETL 23/10
 ETL 24/10

6200

VD/CP/dg

Shipments of Solar Salt

15 October 1945

Metric/tons

Month	G e n o a		V e n i c e		C i v i t a v e c c h i a		L e g h o r n	
	Bids	Deliveries (1)	Bids	Deliveries	Bids	Deliveries	Bids	Deliveries
July	4000	--	--	--	--	--	--	--
August	--	5633	--	--	--	760	--	--
September	5500	1500	300	--	--	--	--	--
October	5500	14070	--	--	--	--	300	--
November	3000	14920	2000	--	--	--	--	--
	14,000	15570	2300	--	--	--	--	--
Totals	18000	21203	2300	--	--	760	300	--

Grand total : Bids for 20,600; Deliveries 21,963

Notes: (1) Allows also for Capo Mele, ETA Cagliari 23 October to load 5,000; and for 4,500 by schooners ex Cagliari and Trapani by end October.

4070 6000 8570
 9500 4000 1500
 4570 5000 1000
 4900 12500 1000
 9470

808
 808
 808

Shipments of Rock Salt

VD/CP/dg

Metric/Tons

15 October 1945

Month	G e n o a		V e n i c e		Civitavecchia		L e g h o r n	
	Bids	Deliveries	Bids	Deliveries	Bids	Deliveries	Bids	Deliveries
July	4000	--	--	--	--	--	--	--
August	2250	--	--	--	--	--	--	--
September	2400	--	--	--	600	--	--	--
October	2100	4400 (1)	300	--	600	--	--	--
November	3500	--	500	--	500	--	--	--
Totals	14250	4400	800	--	1700	--	--	--
Grand Total : Bids for 16,750; Deliveries 4,400								

Notes : (1) Allows also for ship ITU, ETA Porto Empedocle 25 October to load 2,000 tons.

Amorich

VD/CP/dg

Status of Salt Shipments as of
15 October 1945

(includes Rock and Solar Salt
Shipments)

Bid for 37,350 tons

Expected to be delivered
by end October 26,363 "

~~Outstanding~~
~~backlog~~ 10,987 tons

Approved

Bids for Shipment of Salt

VD/CP/dg

	<u>Rock Salt</u>	<u>Solar Salt</u>
<u>July</u> AC/5616/IND - 18 July Vol. XVIII, folio 27	4,000 Genoa	4,000 Genoa
<u>August</u> AC/5616/IND - 4 August Vol. XVIII, folio 93	2,250 Genoa	---
<u>September</u> (AC/5616/IND - 31 July) Vol. XVIII, folio 83) Unreferenced, 11 August	(2,450 Genoa 550 Civitavecchia 2,400 Genoa 600 Civitavecchia	5,000 ex Cagliari, Trapani) 4,000 Cagliari to Genoa 1,500 Trap. to Genoa 300 Trap. to Venice
<u>October</u> AC/5616/IND - 4 September	2,100 Genoa 300 Venice 600 Civitavecchia	5,500 Genoa 300 Leghorn
<u>November</u> AC/5616/IND 9 October	3,500 Genoa 500 Venice 500 Civitavecchia	3,000 Genoa 2,000 Venice
	16,750	20,600

15 October 1945

EXTRACT OF THE REPORT ON THE VISIT TO CAGLIARI

CONCLUSION : The following measures, to be adopted in a general sense, have been approved at the meeting summoned by me on November the 2nd, at the High Commissioner's Office for Sardinia in the presence of the concerned Authorities :-

- 1)- To dredge at the earliest the "Darsena del Sale". The Commander of the Port has been asked to take care of this matter.
- 2)- To supply, with the exception of the tugs which are not disposable, the material requested and listed in the note sent on October 2nd by the High Commissioner to the A.C. Transportation S/C (I informed the members of the meeting of the request already sent by the Port and Warehouse Div. Transportation S/C to the concerned offices).
- 3)- To supply 3 landing crafts (L.C.T.) of 120 tons capacity to the Port Authorities (Capitaneria di Porto) who would make the best use of them.
- 4)- To supply 3 barges of 150/200 tons capacity to the Contivecchi Firm.
- 5)- To dredge the "Canale delle Saline Contivecchi". The Commander of the Port has been asked to take care of this matter.
- 6)- To increase the load of salt on S/S "Abbazia" and S/S "Campidoglio" prior arrangements about it's prompt disembarking at the Ports of Naples and Castellammare, (It seems, the Captains of said vessels have made these remarks)
- 7)- By no means to load other commodities other than salt, even on deck, on ships carrying salt (the S/S "Capo Mele" which has recently left Cagliari loaded on deck 38 tons of zinc ingots (loaves) 7 tons of raw cork - 6,975 tons of salted guts). The ships sailed at season free-board, leaving therefore small empty spaces in her holds.

*Signal
in
instructions
to the
captain*

** Please confirm instructions have
been instructions (100% clear)
To Captain of Commission 2/2*

A. Tosi
(A. TOSI)
Capt. R.I.N.R.
Maison Officer
Tn. Sub-Comm.

6205

O.K. Tosi

TRANSLATION

TO : H.Q. - A.C. - Transp/ Sub-Commission - Movements Shipping
(Attention Major Laraman)

SUBJECT : Visit to Cagliari.

Following your instruction I left Roma by plane on November 1st arriving at Cagliari the same day.

I immediately contacted the High Commissioner for Sardinia, the Captain of the Port and all other Authorities and organisations in order to collect all information required. I also visited the salt pans in order to get a better picture of the various problems involved.

PART I. - Loading and movement of salt.

a) Monopoli di stato' salt pans - These salt pans are located at about 4 miles from Cagliari, the salt here produced is generally used for food purposes.

Before the war the output was about 150,000 Tons per year and was exported to the continent - and plus the amount necessary for the island inhabitants.

From small dumps the salt is loaded on 20/30 ton barges, narrow and long in shape. Barges are moved by electric tractors running alongside the canal as far "Darsena del Sale" where the canal meets the sea, in a locality called "Palafitta" one and half mile distance from the harbour.

Before the war ships up to 6/7000 Tons were loading to capacity salt from Saline Monopoli in said Darsena. Small tugs were moving barges from the canal to the ships.

During the last years, due to marine currents and lack of dredging several sand banks were accumulated at the entrance of "Darsena del Sale" with the result that now only ships with a maximum draft of 16' can enter whereas within the Darsena the draft is till around 26/29 feet.

Therefore small coasters are now loading up to 16' draft and then move to the port of Cagliari to complete loading from barges. Larger sized vessels load entirely in the harbour.

Movement of barges from Darsena to the Port is often severed by weather conditions.

The impossibility to ensure a continuous flowing of salt to the port is the main reason for slow loading. Backpiling in port is not possible on a larger scale than already done by the Contivecchi Salt Pans on account of lack of space.

21231

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Before the war, ships with 4 or 5 hatches loading in the "Darsena" managed to take as much as 900/1000 tons per day. An output of 900 tons per day might be reached as soon as the Darsena entrance be dredged and various gear (barrels, ropes, thimbles, etc.) already applied for, be supplied.

In the Port of Cagliari there is no dredger available for the purpose.

- 2 -

At S. Antioco there is the suction dredger "Sassari" having an output of 300 cubic meters per 15 hrs and capable to dredge up 24' 7" which allows vessels of about 5000 tons to enter the Darsena. Said dredger is now getting ready to start dredging S. Antioco harbour entrance where newly formed sand banks do not allow sailing of fully loaded vessels.

It has been reported by Capitaneria di Porto Cagliari that at La Maddalena or Olbia there is another dredger, but at that moment it could not be ascertained.

During a meeting held at the High Commissariat, the Captain of the Port has been requested to investigate and collect all information and, if practicable, to arrange together with Genio Civile for the transfer of said dredger to Cagliari.

In case this cannot be done, the dredger now in S. Antioco should be transferred to Cagliari as soon as necessary works have been completed.

In order to improve loading as far as possible, nearly 2000 Tons of salt have been backpiled at Palafitta.

Monopoli salts pans own 3 tugs, one of which is obsolete and the other two very old and in bad repair alternate each other in towing barges to the port.

b) - ING. LUIGI CONTI SALT PANS, are located at about 6 miles on the opposite side of Cagliari. Salt here produced has been used generally for industrial purposes except a small amount which was exported abroad for fish packing.

Before the war from 170.000 to 180.000 tons of industrial salt were exported yearly to the continent.

From the salt pans salt is loaded on small decauville wagons

moved by Diesel driven tractors as far as the canal where salt is delivered into barges of 135/300 tons capacity. Barges are towed one or two at a time as far as Molo Sabauda in the Port of Cagliari where ships with a draft of 28' can berth.

When there is a ship loading, barges are placed between the ship and the quay and the salt is lifted on board by means of two grab cranes stationed on the pier. In case there is no loaded barge available, the grabs pick up salt from the Pier where salt is backpiled (about 1700 tons). Grab cranes are often out of order on account of damages suffered by war action, when this happens loading continues with ships gear.

Simultaneous loading with cranes and ship's gear might be possible on larger costers if salt could flow more rapidly to the port. This is not possible at present due to insufficient number of barges and to lack of dredging in the canal which has at present a draft of only 1,40 meters. Under this condition 300 Ton barges can load a maximum of 220 Tons.

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From the salt pans salt is loaded on small decauville wagons moved by Diesel driven tractors as far as the canal where salt is delivered into barges of 135/300 tons capacity. Barges are towed one or two at a time as far as Molo Sabaudu in the Port of Cagliari where ships with a draft of 28' can berth.

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The Firm Contivecchi is the owner of an electric suction dredger (the same used in building the canal) in state of repair. The electrical material requested could be supplied from the continent.

The Contivecchi Firm could take care of dredging, but during some conversations I have received the impression that it is not

./.

- 3 -

prepared to do so on account of the heavy expenses to be met.

There exists also a smaller dredger, also electric, owned by "Ferrobeton" now engaged in reclamation works not far from Cagliari.

During the meeting held at the High Commissariat for Sardinia the Captain of the Port has been requested to approach Contivecchi and Genio Civile in order that dredging may start at the earliest.

It is pointed out that in the best of the cases, i.e. if the "Ferrobeton" dredger could be used, several weeks would be required to fix power and pipe lines.

It would also be necessary to supply Contivecchi Firm with 3, 150/200 ton barges or even better 3, 120 ton I.C.T.S. Landing crafts of larger size could not be used because they are too wide for the canals. Landing crafts could be used for movements of salt as well as for towing barges.

CONCLUSION : The following measures, to be adopted in a general sense, have been approved at the meeting summoned by me on November the 2nd, at the High Commissioner's Office for Sardinia in the presence of the concerned Authorities :-

- 1)- To dredge at the earliest the "Darsena del Sale". The Commander of the Port has been asked to take care of this matter.
- 2)- To supply, with the exception of the tugs which are not disposable, the material requested and listed in the note sent on October 2nd by the High Commissioner to the A.C. Transportation S/C (I informed the members of the meeting of the request already sent by the Port and Warehouse Div. Transportation S/C to the concerned offices).
- 3)- To supply 3 landing crafts (L.C.T.) of 120 tons capacity to the Port Authorities (Capitaneria di Porto) who would make the best use of them.
- 4)- To supply 3 barges of 150/200 tons capacity to the Contivecchi Firm.
- 5)- To dredge the "Canale delle Saline Contivecchi". The Commander of the Port has been asked to take care of this matter. 6209
- 6)- To increase the load of salt on S/S "Aubasia" and S/S "Campidoglio" prior arrangements about it's prompt disembarking at the Ports of Naples and Castellammare, (It seems, the Captains of said vessels have made these remarks).
- 7)- By no means to load other commodities other than salt, even machines carrying salt. (the S/S "Capo Mele" which has

3, 150/200 ton barges or even better 3, 120/150 ton barges. Landing crafts of larger size could not be used because they are too wide for the canals. Landing crafts could be used for movements of salt as well as for towing barges.

CONCLUSION : The following measures, to be adopted in a general sense, have been approved at the meeting summoned by me on November the 2nd, at the High Commissioner's Office for Sardinia in the presence of the concerned Authorities : -

- 1)-To dredge at the earliest the "Parsena" and of the Port has been asked to take care of this matter.
- 2)-To supply, with the exception of the tugs which are not disposable, the material requested and listed in the note sent on October 2nd by the High Commissioner to the A.C. Transportation S/C (I informed the members of the meeting of the request already sent by the Port and Warehouse Div. Transportation S/C to the concerned offices).

3- To supply 3 landing crafts (L.C.T.) of 120 tons capacity to the Port Authorities (Capitaneria di Porto) who would make the best use of them.

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4) -To supply 3 barges of 150/200 tons capacity to the Contivecchi Firm.

Firm.

5-To dredge the "Canale delle Saline Contivecchi". The Commander of the Port has been asked to take care of this matter. 6203

6-No increase the load of salt on S/S "Abbazia" and S/S "Campidoglio" prior arrangements about it's prompt disembarking at the Ports of Naples and Castellammare, (It seems, the Captains of said vessels have made these remarks).

7- By no means to load other commodities other than salt, even on deck, on ships carrying salt. (the S/S "Capo Mele" which has recently left Cagliari loaded on deck 38 tons of zinc ingots (loaves) 7 tons of raw cork - 6,975 tons of salted guts). The ship sailed at season free-board, leaving therefore small empty spaces in her holds.

Enclosures :- plan of Monopolio Salt Pans.
: " " Contivecchi Salt Pans.

PART IIVARIOUS PROBLEMS REGARDING MOVEMENTS OF GOODS FROM AND TO THE CONTINENT

During the meeting held on Nov. 2nd at the High Commissariat parties present have requested me to inform the Allied Commission of the necessity to improve transportation facilities with Sardinia.

Industries and commercial intercourses in this island have been paralyzed for several years during the war for lack of sea transportation which even now they are far from being sufficient to the needs of the inhabitants many of which are still unemployed on account of that.

Large quantities of mineral and other products are ready for shipment and in particular: zinc, antimony, caoline, vegetable hair, cork, dried fruit, wool, hides, clay etc.

The request to continue to load some general cargo on salt ships has been turned down on account of the necessity to use at the utmost the shipping space available for salt movements.

I have been informed that ships arrive from Genoa empty whereas it is claimed that cargoes are available in such port for Sardinia. Alledged A.M.G. restriction would be one of the reasons for the above.

The S.A.N.A.C. which is producing refractory bricks requested both in North and South Italy, will be compelled to shut down soon if at least part of the goods ready for shipment are not carried away. This cargo is very fragile and cannot be loaded together with other commodities. The shipment made with s.s. Abbazia some time ago has brought a breakage of 80%.

I have notified to all present the latest instruction issued by COGEMA-ITMARU on the 30th October 1945 and invited the same to comply with them.

My attention has been called to a cargo of 80 Tons calcium carbide awaiting *loading* in Venice for shipment to Cagliari. A schooner allocated for this purpose has never shown up at Venice. It is essential that said cargo is moved urgently because all reserves have been extinguished in Sardinia, and it is needed for railroad and other public utility industries.

Allocation of coasters calling at several ports of the island to pick up cargoes for the continent have been asked at the meeting. The exports from the island consist mainly of poor goods paying low freight and therefore schooners would avoid allocations for such commodities on account of the low tariffs in force.

Finally I have been informed that telegraphic and telephonic communications with the island are still bad with result of delay in ship's operations. It happens often that a signal arrives

*Information
all arrived
at the
Sardinia
Commission
on 11/11/45
by cargo
to be
to be
to be*

Large quantities of mineral and other products are ready for shipment and in particular: zinc, entymony, caoline, vegetable hair, cork, dried fruit, wool, hides, clay etc.

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Finally I have been informed that telegraphic and telephonic communications with the island are still bad with result of delay in ship's operations. It happens often that a signal arrives one or two days after the ship is in port.

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It has been suggested that in urgent cases a telephone message should accompany the signal sent through the ordinary channels.

The second part of my mission could not be carried out because R.A.F. and M.M.I.A. in Cagliari did not consider my travel orders allowed to allow me to travel to Naples on a R.A.F. plane.

I therefore took the opportunity of an unscheduled italian plane to return to Rome on November the 3rd.

sgd. ARMANDO TOSI
Capitano di Porto R.I.N.R.
Liabson Officer
Ministry of Marine

21301

COPY TO : Ports & Warehouse - In. Sub-Commission ✓
Food Sub-Commission
Industry Sub-Commission
Commerce Sub-Commission

Copy of the report in Italian already delivered to :-
Ministry of Marine
High Commissioner Sardinia
Captain of the Port - Cagliari
ITMARE - COGENA

60

HEADQUARTERS ALLIED COMMISSION /lr
APO 394
Transportation Sub-Commission
Movements-Shipping

Alla : Commissione Alleata - Trans. SC - Mov. Shipping
(Attn. Maj. Laraman) ✓

Soggetto : Visita a Cagliari.

Secondo istruzioni ricevute, sono partito da Roma a mezzo di aereo il 1 Novembre, giungendo a Cagliari verso mezzodì.

Ho subito preso contatto con l'Alto Commissario per la Sardegna, con il Comandante del Porto e con le altre autorità ed Enti Locali onde assolvere la mia missione. Mi sono anche recato alle Saline per rendermi meglio conto dei problemi e delle difficoltà esistenti.

PARTI 1.a : CARICAZIONE E TRASPORTO SALE

a) Saline del Monopolio dello Stato - Queste saline sono situate a circa 7 Kilometri dalla città in direzione SE - Il sale ivi prodotto viene usato principalmente per uso alimentare. Prima della guerra la produzione per esportazioni si aggirava sulle 150.000 tonnellate annue oltre al consumo necessario all'isola.

Dai piccoli cumoli di sale viene caricato su chiatte strette e lunghe della portata di 20/30 tonn. Queste chiatte vengono trascinate a mezzo di trattori elettrici che corrono lungo le sponde dei canali e vengono portate fino al punto (chiamato "Palafitta") ove il canale sfocia nella "Darsena del Sale", porticiuolo situato a circa 3 Km. di distanza dal porto principale.

In questa darsena prima della guerra si effettuava tutta la caricazione del sale prodotto dalle Saline del Monopolio. Vi ormeggiavano piroscafi fino alle 6/7.000 tonnellate essendo la darsena dotata di ottimi fondali. Piccoli rimorchiatori portavano le chiatte sotto-bordo.

Negli ultimi anni in seguito ad effetti di correnti marine e per mancanza di dragaggio, una vasta zona che corre dalla boa alle testate dei due moli ha subito un insabbiamento e conseguente formazione di banchi che permettono il passaggio di navi con pescaggio massimo di piedi 16', essendovi una profondità di 16'6" nel mentre nell'interno della darsena vi è tuttora una profondità che si aggira sui 26/29 piedi. Di conseguenza oggi piccoli piroscafi non possono più entrare nella darsena.

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PARTI 1.a : CARICAZIONE E TRASPORTO SALE

a) Saline del Monopoli dello Stato - Queste saline sono situate a circa 7 Kilometri dalla città in direzione SE - Il sale ivi prodotto viene usato principalmente per uso alimentare. Prima della guerra la produzione per esportazioni si aggirava sulle 150.000 tonnellate annue oltre al consumo necessario all'isola.

Dai piccoli cumoli di sale viene caricato su ematete strette e lunghe della portata di 20/30 tonn. Queste chiatte vengono trascinate a mezzo di trattori elettrici che corrono lungo le sponde dei canali e vengono portate fino al punto (chiamato "Palafitta") ove il canale sfocia nella "Darsena del Sale", porticiuolo situato a circa 3 Km. di distanza dal porto principale.

In questa darsena prima della guerra si effettuava tutta la caricazione del sale prodotto dalle Saline del Monopoli. Vi ormeggiavano piroscafi fino alle 6/7.000 tonnellate essendo la darsena dotata di ottimi fondali. Piccoli rimorchiatori portavano le chiatte sotto-bordo.

Negli ultimi anni in seguito ad effetti di correnti marine e per mancanza di dragaggio, una vasta zona che corre dalla boa alle testate dei due moli ha subito un insabbiamento e conseguente formazione di banchi che permettono il passaggio di navi con pescaggio massimo di piedi 16", essendovi una profondità di 16'6" nel mentre nell'interno della darsena vi è tuttora una profondità che si aggira sui 26/29 piedi. Di conseguenza oggi piccoli piroscafi entrano nella darsena e caricano sale fino a raggiungere il pescaggio di 16" quindi si trasferiscono nel porto principale ove completano la caricazione dalle chiatte ivi trasportate a mezzo di rimorchiatori. Il trasporto delle chiatte dalla darsena al porto è però soggetto a frequenti interruzioni prodotte dal cattivo tempo, dal mare e dal vento che agiscono di traverso sulle piccole unità che transitano per una zona di mare aperto.

Piroscafi di maggior tonnellaggio compiono invece le operazioni completamente in porto.

- 2 -

Il non poter trasportare il sale in quantità sufficienti entro il porto è la ragione principale della lenta caricazione. Non è possibile fare un altro deposito in banchina (ne esiste già uno per le saline Contivecchi) per mancanza di spazio che deve rimanere libero per le merci varie.

Lavorando esclusivamente nella darsena, prima della guerra, si raggiungevano medie giornaliere di 900/1000 Tonn. in due turni, su piroscafi di medio tonnellaggio e forniti di 4/5 boccaporti. Un rendimento di 900 tonn. giornaliere potrà essere ottenuto non appena verrà dragato l'ingresso alla darsena, e quando perverranno i materiali vari richiesti (bottazzi, cavi, redance, ecc.) già segnalati dall'Autorità competente per cui gli enti interessati stanno provvedendo..

Nel porto di Cagliari non esistono draghe adatte allo scopo. A S.Antioco trovansi attualmente l'adraga ad elezione "Sassari" con capacità di estrazione di 300 metri cubi in 15 ore e della possibilità di dragaggio fino a metri 7,50 (24'7") ciò che permetterebbe di aprire un passaggio per navi da 5.000 tonn. e più. Se non che tale draga si sta ora attrezzando per iniziare i lavori di dragaggio nel porto di S.Antioco ove si sono pure formati banchi di sabbia che impediscono la partenza dei piroscafi carbonieri a pieno carico.

Risulterebbe che a la Maddalena o ad Olbia esiste un'altra draga della quale localmente non si conoscevano, al momento, le caratteristiche esatte. Nel corso di una riunione tenuta presso l'Alto Commissariato il 2 Novembre U.S. il Comandante del Porto è stato da me interessato di raccogliere subito le informazioni richieste e, in accordo con il Genio Civile, provvedere, se riscontrata adatta allo scopo, al suo trasferimento a Cagliari. Qualora ciò non fosse possibile, il Comandante del Porto è stato pure richiesto di seguire il lavoro della draga Sassari e richiederne il trasferimento a Cagliari non appena ultimati i lavori più necessari a S.Antioco.

Allo scopo di accelerare il trasporto delle chiatte al porto, è stato recentemente creato un deposito di circa 2000 tonn. di sale (aumentabile) nella località: "Palafitta".

Le saline del Monopoli dispongono di tre rimorchatori: uno talmente vecchio e logoro da considerarsi fuori uso ed altri due, pure assai vecchi, che si alternano essendo sovente in avaria e quindi sottoposti a frequenti lavori di riparazione. Comunque con il dragaggio dell'entrata della Darsena, il problema dei rimorchiatori cadrebbe, perchè, seppure in condizioni precarie potrebbe essere sufficiente per il limitato lavoro entro la darsena.

2134

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6198
b) Saline Ing. Luigi Contivecchi - Queste
saline sono situate a circa 10 Km. dalla città in direzione W. Il sale ivi prodotto è sempre stato in linea di massima destinato ad esportazione per uso industriale, salvo un piccolo quantitativo di sale a grani arrotondati che veniva esportato all'estero per salagione di pesci. Prima della guerra la produzione era di circa 170/190.000 tonn. annue di sale industriale.

- 3 -

Dai piccoli cumoli il sale viene caricato su vagoneini decauville trasportati a mezzo di trattori Diesel fino ai canali ove il sale viene rovesciato nelle chiatte la cui capacità varia dalle 135 alle 300 Tonn. Le chiatte vengono quindi rimorchiate, una o due alla volta, fino al porto, Molo Sabaud, ove possono attraccare navi con pescaggio fino a oltre 28 piedi, cioè di circa 9.000 tonnellate. Se vi sono navi sotto carico, le chiatte vengono affiancate al piroscalo, dal lato della banchina ed a mezzo di due benne, sistemate a terra, il sale viene caricato a bordo. In mancanza di regolare afflusso con le chiatte, il sale viene prelevato dal cumulo di banchina che si aggira sulle 1.700 tonn. Spesso le benne sono in avaria perchè i danni arrecati dai bombardamenti furono riparati alla meglio, ed allora si continua la caricazione con i mezzi di bordo. Una caricazione contemporanea da terra e da bordo sarebbe attuabile su navi non piccole qualora si potesse aumentare l'afflusso del sale al porto.

Questa doppia operazione non è possibile per la insufficienza di chiatte, sia perchè il canale, da tempo inutilizzato, manca di dragaggio da vari anni ed è quindi ridotto ad un tirante di soli metri 1,40 che permette solo la caricazione parziale delle chiatte più grandi (le chiatte da 300 tonn. vengono caricate al massimo a 220 tonn.)

La Ditta Contivecchi possiede una draga elettrica (la stessa che ha costruito il canale) in avaria nelle parti elettriche. Il materiale potrebbe essere fornito dal Continente.

La Ditta Contivecchi potrebbe provvedere essa stessa al dragaggio, da conversazioni avute con i dirigenti ho avuto l'impressione che essi non provvedano alla bisogna a causa delle forti spese che dovrebbero essere riportate.

Esiste anche un'altra draga, più piccola; pure elettrica di proprietà della 'Ferrobeton' attualmente impegnata in lavori di bonifica a non molta distanza da Cagliari. In occasione della riunione tenuta presso l'Alto Commissariato il 2 novembre u.s. il Comandante del Porto è stato invitato ad interessarsi sia presso la Contivecchi, che presso il Genio Civile per far sì che il dragaggio possa aver luogo al più presto possibile. Nella migliore delle ipotesi, cioè se venisse utilizzata la draga della 'Ferrobeton' prima di iniziare i lavori trascorrerebbero alcune settimane necessarie per la sistemazione delle condutture elettriche e delle tubazioni di scarico.

Sarebbe inoltre necessario fornire alla Contivecchi almeno tre chiatte della portata di 150/200 tonn. o meglio ancora 3 motozattere (L.C.T.) da 120 tonn. che potrebbero trasportare sale e nello stesso tempo rimorchiare chiatte. Motoz-

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CONCLUSIONE : Le seguenti misure da adottarsi in linea di massima sono state approvate nella riunione da me indetta presso l'Alto

Commissariato per la Sardegna il 2 Novembre u.s. presenti le Autorità e gli Enti interessati:

- 1)- Procedere al più presto possibile al dragaggio dell'ingresso alla "Darsena del Sale". Il Comandante del Porto è stato invitato ad interessarsi di questa questione.
- 2)- Fornire i materiali già richiesti ed elencati nella lettera indirizzata dall'Alto Commissariato a cotesto Ufficio in data 2 Ottobre ad eccezione dei rimorchiatori, non risultandone disponibili. (I presenti alla riunione sono stati da me informati delle richieste già trasmesse agli Enti competenti dalla Transportation Sub-Commission Ports & Warehouse).
- 3)- fornire 3 motozattere da 120 tonn. circa da affidarsi alla Capitaneria di Porto che ne regolerebbe la migliore utilizzazione.
- 4)- Dotare di 3 chiatte da 150/200 Tonn. la Ditta Contivecchi.
- 5)- Provvedere al dragaggio del Canale delle Saline Contivecchi. Il Comandante del Porto è stato invitato ad interessarsi di ciò.
- 6)- Aumentare il carico di sale sui Pfi "Abbazia" e "Campidoglio" avendo cura di prima disporre per un più sollecito sbarco dello stesso nel porto di Napoli e Castellammare (I Capitani dei due Piroscafi avrebbero fatto questa osservazione).
- 7)- Escludere in modo categorico la caricazione di merci, anche sopra coperta, sui piroscafi destinati al trasporto del sale. (Il Pfo "Capo mele" recentemente partito da Cagliari, ha caricato in coperta Tonn. 38½ zinco in pani- Tonn 7½ sughero grezzo - Tonn. 6.975 budelle salate). La nave è partita al free-board di stagione, lasciando quindi piccoli vuoti di stiva.

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Si allegano alla presente relazione:

- 1°- Il piano delle Saline del R. Monopolio
- 2°- Il piano ed un opuscolo sulle saline Ing. L. Contivecchi.

6195

PARTI SECONDA

PROBLEMI VARI INERENTI IL TRASPORTO MERCI DA E PER IL CONTINENTE.

Durante la riunione presso l'Alto Commissariato per la Sardegna il 2 Nov. u.s. i presenti mi hanno vivamente pregato di informare la Commissione Alleata della necessità di provvedere con maggiore larghezza di mezzi ai trasporti fra l'isola ed il continente. La Sardegna è rimasta durante gli ultimi anni praticamente paralizzata nelle sue industrie e nei suoi commerci per la grande deficienza di collegamenti marittimi ed ha ora una necessità impellente di disporre di mezzi più adeguati al trasporto delle merci sia in uscita che in entrata allo scopo di evitare il prolungarsi e l'estendersi della disoccupazione con le inevitabili ripercussioni politiche.

In Sardegna vi sono pronti per essere caricati notevoli quantità

- 5)- Provvedere al dragaggio del Canale delle Saline Contivecchi. Il Comandante del Porto è stato invitato ad interessarsi di ciò.
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In Sardegna vi sono pronti per essere caricati notevoli quantitativi di minerali e di altri prodotti del suolo destinati principalmente al settentrione dell'Italia e cioè: minerali di zinco-zinco in pani- antimonio- caolino-crino-sughero-mandorle-lana-pelli-argilla materiali refrattari ecc.

Venne richiesto di permettere la caricazione in coperta sui piroscafi salinieri ottenendo così un graduale e continuo deflusso di merci senonchè: data la necessità di intensificare al massimo il trasporto del sale il cui peso specifico ed il facile stivaggio permette sempre la caricazione massima consentita dai regolamenti di sicurezza della navigazione, non rimane possibilità alcuna di caricare altre merci se non a detrimento del sale. Per cui in sede di riunione venne convenuto che, specialmente durante la stagione invernale, e finchè permane la necessità di trasporti intensivi di

sale, deve essere categoricamente proibito il carico di altre merci sui piroscafi adibiti al sale. (vedi paragrafo 7° delle conclusioni della prima parte di questa relazione).

E' stato segnalato che i piroscafi provenienti da Genova e diretti in Sardegna partono, vuoti nel mentre in tale porto vi sono molte merci in attesa di imbarco che non vengono caricate, sembrerebbe a causa di limitazioni imposte dall'A.M.G. locale.

La S.A.N.A.C. che produce mattoni refrattari di cui vi è molta richiesta tanto nel nord che nel sud dell'Italia ha forti quantitativi in attesa di imbarco e dovrà fra non molto sospendere la produzione se non sarà possibile provvedere al trasporto in continente dei quantitativi accumulati. Trattasi di merce fragile che non può essere trasportata in piccoli quantitativi ed assieme alla merce generale. La spedizione effettuata qualche tempo fa a mezzo del Pfo. "Abbazia" da Cagliari a Napoli, è giunta a destino con un'avaria di circa l'80 %.

Ho comunicato agli intervenuti, lasciandone copia, le ultime istruzioni emanate dall'Itmare-Cogena in data 30-10-45 invitando gli etsssi ad attenersi strettamente.

Mi è stato segnalato il caso di una partita di carburo di calcio di circa 80 Tonn. che dovrebbe essere caricata a Venezia per Cagliari. Un motoveliero assegnato dall'Itmare per tale bisogna non sarebbe ancora giunto al porto di caricazione.

Vi è in Sardegna una grande necessità di tale prodotto, è stata esaurita ogni scorta ed il carburo è urgentemente richiesto sia dalle Ferrovie che da altre industrie di pubblica utilità per riparazioni urgenti ai macchinari.

Venne inoltre richiesto di prospettare alla Commissione Alleata la opportunità di assegnare piroscafi costieri per trasporto di merci varie facendo scalo in più porti dell'isola. E' stata fatta insistenza nei riguardi dei piroscafi costieri, in quanto i motovelieri, specialmente se di piccolo tonnellaggio, si adatterebbero mal volentieri al trasporto di merci generalmente povere perchè hanno tariffe assai basse.

Venne infine segnalato che le comunicazioni telegrafiche con l'isola lasciano ancora molto a desiderare con conseguenti ripercussioni sulla caricazione delle navi. Accade sovente che la segnalazione di arrivo di un piroscafo giunge dopo un giorno o due che la nave è in porto.

E' stato proposto, per i casi di particolare urgenza, di far seguire alla segnalazione telegrafica una comunicazione telefonica.

La seconda parte della mia missione (Porto di Napoli) non potrei eseguirla in quanto tanto la R.A.F. e la M.M.I.A. di Cagliari non ritengono il "Travel Order" rilasciatoomi dalla A.C. H.Q. sufficiente

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Armando Tosi

Cap. di Porto Co-Uffic. del Colleg.
di Marimercant presso l'A.C.H.Q.

- 6 -
Copia a: Alto Commissariato per la Sardegna - Cagliari
Direzione Generale Marina Mercantile - Roma -
Ispettorato Funzionamento Porti - Roma
Itmare - Cogenia - Roma

Traduzione Inglese a: Ports & Warehouse - Tn Sub-Comm.
Food Sub-Commission
Commerce Sub-Commission- Coal Divis.
Industry Sub-Commission

2142

E. SALT in DECEMBER

COM. OR. CIV.	TONN.	FROM	TO	SHIP SET UP	TONN. PL	MOVED	FROM	TO	DATE
Bld. 16,000 Tons	Industrial Salt X	Cagliari	Genoa	CONTARINI		2000			APR 7
		"	Genoa	CAPO MELE		5100			APR 21
		"	Naples	CAMPIDOGGIO		751			APR 10
		"	C. Vecchio	JASON		520			APR 28
		"	C. Mare	LANGAUS		1600			APR 13
		Portofino	VENICE	S. CHARA		1400			APR 23
		"	TREME	VIOLETTE		270			
		"	"	WIRELLA		500			
						12141			
SCHOOONERS						2400	MOVED		
						/			
						PLANNED			
6199									

6192

2143

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

SALT in DECEMBER

TO	SHIP SET UP	TONN. PL	MOVED	FROM	TO	DATE	BALANCE	REMARKS
	CONTARINI ✓		2000			APR 7/12		
	CAPO WALE ✓		5100			APR 21/12		
	CAMPIDOGGIO ✓		751			APR 10/12		
	JASON ✓		520			APR 28/12		
	LAUGAWO ✓		1600			APR 13/12		
	S. CHARA ✓		1400			APR 23/12		
	VIOLETTE ✓		270					
	WIRELLA ✓		500					
			12141					
	SCHOONERS	2400						
		/						
		PLANNED						

MOVED

6199

POSITION OF SALT MOVEMENTS

/ES

COMMODITY	TONN.	FROM	TO	SHIP SET UP	TONN. EL	MOVED	FROM	TO	DATE
<u>JANUARY</u>									
<u>ED. SALT</u>									
BID From Cagliari 10,000		Cagliari	Genoa	CAPO MELE	5100	✓			now
		Cagliari	Pionulino	ITU	2000	✓			load
		Cagliari	C. Vecchia	PERTUSOLA	2000	✓			Due
		Cagliari	C. Vecchia	MADRE MARIA	400	✓			Arr. 7/
		Cagliari	C. Nuova	Pertusola	2000	✓			Due
		Cagliari	C. Vecchia	A. Contarini	2000	✓			ETL 15
					13500				ETL. 1
Bid 3500 Tons from Margherita		MARGHERITA							
			VENICE	S. CHIARA	1500				Due
		"	"	S. CHIARA	1500				ETL 20/
		"	"	Benvenuto	450				To Road 14
			6192						

ATION OF SALT MOVEMENTS - 8 JANUARY '46

TO	SHIP SET UP	TONN. FL	MOVED	FROM	TO	DATE	BALANCE	REMARKS
Genco	CAPO MELE	5100	✓			now loading		
Pionulino	ITU	2000	✓			Due		
C. Vecchia	PERTUGOLA	2000	✓			Arr. 7/1		
C. Vecchia	MADRE MARIA	400	✓			Due		
C. Mura	Pertusola	2000	✓			ETL 15/1		
C. Vecchia	A. Contarini	2000	✓			ETL 14/1		
		13500						
TA	S. CHIARA	1500				Due		
VENICE	S. CHIARA	1500				ETL 20/1		Probable allocation
"	Pionulino	450				To load 14/1		

6100

2146