

ACC AG 16/11/504 10000/142/1982 MESSINA FERRY -
AUG. 1944 - MAR. 1945

3/148/1982. MESSINA FERRY - GENERAL - 510141
AUG. 1944 - MAR. 1946

TRANSLATION

MINISTRY OF TRANSPORTATION

Rome 29th March 1946

Reg. No 263/600.25

Subject : Motor barges moored at Villa San Giovanni

To : Transportation & Shipping Sub-Commission
Rome

With reference to your letter AC/16/11/Tn 4 of January 7th 1946, we beg to inform you about the following :

The " Reparto Navigazione F.S. di Messina" communicates that no committee, composed of ferry-boat captains, headed by the Officer i/c of the Naval Service for East-Sicily, has ever taken any action in order to decide whether the Allied motor-barges moored along the outer mole of the Villa San Giovanni harbour do actually constitute a bar to the ferry boat traffic.

As a matter of fact the a/m motor-barges reduce the rather small harbour area to a narrow space utterly insufficient for the taking of ferries, especially when the sea is rough, so there are exposed to danger both the motor barges and the ferries, as it appears from the reports forwarded by the a/m "Reparto Navigazione f.s. di Messina" on October 10th 1945.

We apply to you to get in touch with the Command of the Naval Service for East-Sicily in order to reach a decision through an understanding between this Service and the "Reparto Navigazione F.S di Messina" and to move the motor-barges to an other place within the harbour or elsewhere.

Director General



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma li 20 MAR 1946 194 - A.

TV 26 N. 263/600.25

Al N.

del

SOTTOCOMMISSIONE TRASPORTI E SPEDIZIONI

C M T F

R O M A

OGGETTO

Motozattere ormeggiate
a Villa San Giovanni.

ALLEGATI N.

In riferimento alla lettera N° AC/16/11
Tn 4 del 7 gennaio corr. anno si informa che
il Riparto Navigazione F.S. di Messina ha co-

municato che nessun sopralluogo è mai stato effettuato dai Comandanti delle navi traghetto unitamente all'Ufficiale Capo dei Servizi Marittimi per la Sicilia Orientale nel porto di Villa S. Giovanni per giudicare se la presenza delle motozattere alleate ormeggiate al molo foraneo del porto di Villa S. Giovanni può costituire un serio impedimento al traffico in quel porto delle navi traghetto.

Da numerosi rapporti di detto Riparto pervenuti successivamente al 10/10/1945 risulta che la presenza di dette motozattere riduce ancora l'angusto spazio disponibile nel porto di Villa S. Giovanni per la manovra di attracco nell'invasature delle navi traghetto le quali, specialmente in condizioni di cattivo stato del mare, si trovano in forti difficoltà per raggiungere l'approdo con probabilità di arrecare danni a se stesse e alle motozattere di cui trattasi.

Si prega quindi volere interessare il Comando dei Servizi Marittimi della Sicilia Orientale perchè disponga per la rimozione delle motozattere alleate di cui sopra dal molo foraneo di Villa S. Giovanni trovando, d'accordo col Riparto Navigazione F.S. di Messina, un'altra posizione per il loro ormeggio nel porto stesso o meglio dislocandole altrove.

IL DIRETTORE GENERALE

Indi...

4702

Ext. 470

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Branch

AHS/vr

AC/16/11/Tn.4

16 April 1946

Subject: Motor Barge moored at Villa San Giovanni.

To : Director General
Italian State Railways.

1. Reference your TV 26 263/600.25 of 29th March.
2. Enclosed is copy of letter No 1.3/7/1685 of 18th Dec. 1945 from the Senior Naval Officer, Eastern Sicily.
3. We would specially draw your attention to para 2. of the letter from the Senior Naval Officer.

WALTER P. SCODDING
Lt. Colonel, QMC
Director.

Copy to : File 650/Tn.1

4701

TRANSPORTATION & SHIPPING SUB-COMMISSION A.C.,

(RAIL DIVISION)

C/o Transpensation (Dr) Main,

C.S.N.

Tel.: 843191-9582

Ref.: AC/16/11/En.4

SUBJECT: Messina Ferry Service.

TO : Divisional Officer
ECETO (ORMON) ITALY.

1 February 1946

1. Reference your RI-469 dated January 30th.
The position regarding the Messina Ferry Service is as follows:-

Two Ferry Vessels in Service.

The "VILLAS" with one track, capacity approx. 7 cars.

The "MESSINA" with three tracks, capacity approx. 21 cars.

Three Ferry Vessels out of service, viz:-

The "RESCIO", 7 cars capacity, is now under repair at the Messina Ship-yard, under Allied supervision.

The "SCILLA" 21 cars capacity, now lying at Messina, will shortly proceed to Naples for repair at the "NAVALMECCANICA" Ship-Yard.

The "CAHIDDI" 21 cars capacity, is lying sunk near Messina, and arrangements are being made with the Italian Naval Ministry for refloating.

6700

Edgerton
For Chief,
Rail Division.

Ref.: 40/16/11/En.4

SUBJECT: Messina Ferry Service.

TO : Divisional Officer
MILITARY (COMMUN) ITALY.

1. Reference your RI-169 dated January 30th.
The position regarding the Messina Ferry Service is as follows:-

Two Ferry Vessels in Service.

The "VILLAS" with one track, capacity approx. 7 cars.

The "SERRANA" with three tracks, capacity approx. 21 cars.

Three Ferry Vessels out of service, viz:-

The "REGGIO", 7 cars capacity, is now under repair at the Messina Shipyard, under Allied supervision.

The "SERRANA" 21 cars capacity, now lying at Messina, will shortly proceed to Naples for repair at the "NAVIMESSEGGANICA" Ship-Yard.

The "COMITTO" 21 cars capacity, is lying sunk near Messina, and arrangements are being made with the Italian Naval Ministry for refloating.

4700

Colp/una (and RE)
For Chief,
Rail Division.

31 January 1946

16/11/32

NOTE FOR CAPT. JEFFREYS

SUBJECT: Messina Ferry service.

The existing ferry vessels in service are:

1. The "Villa" with 1 track (abt. 7 wagons' capacity)
2. The "Messina" with 3 tracks (abt. 21 wagons' capacity)

The ferry vessel "Reggio" (1 track) is under repair at the Messina Ship-yard which is under Allied supervision.

The ferry vessel "Scilla" (3 tracks), which is now in Messina, will be put under repair at the "Navalmecanica" Ship-yard in Naples very soon.

Arrangements are being made with the Italian Ministry of Navy for the recovery of the ferry vessel "Cariddi" (3 tracks) which has been sunk near Messina.

(Ing. Lombardi)

10 file
AC/16/11/TN4
Liberti

1899



ECITO (ORMOA) ITALY
c/o H.Q., ALLIED COMMISSION
(Transportation & Shipping Sub-Commission)
C. M. F.

30 January 1946.

Telegram : ALCOM ROMA CITE ACTET for ECITO ORMOA. ACP/ch.
Telephone : 843.458.
Reference : PY - 469.
Subject : Messina Ferry Service.
To : Allied Commission,
Transportation Sub-Commission (Rail Div.)

1. Can you please say existing ferry vessels in service, their carrying capacity, and any future plans for repair or reconstruction which may be in hand in respect of the Messina Ferry Service.

acting
R. W. L. FELLOWS,
Divisional Officer,
ECITO (ORMOA) ITALY.

4698

16/11/38 PCH/az
TRANSPORTATION & SHIPPING SUB-COMMISSION A.C.,
(RAIL DIVISION)
C/o Transportation (Br) Main,
C.M.F.

Tel.: 843238

7 January 1946

Ref.: AC/16/11/Tn.4

SUBJECT: Barges moored at S.Giovanni.

TO : I.S.R. Bldg.

1. Reference your N.L.C. 6/16/88783/C.IV.74 (66)4.XIV,
of 23 November.

2. The senior naval officer for Eastern Sicily has been
approached and he investigated the conditions together with
the Ferry Captains at S.Giovanni and it was decided that the
removal of the landing barges was not necessary.

P. C. ...
For Director.

4697

C O P Y.

FGM/ic

TRANSPORTATION & SHIPPING SUB COMMISSION, AC
(RAIL DIVISION)
c/o Transportation (Br) Main
C.M.F.

29 November 1945

Tel: 843238
Ref: AC/16/11/Tn 4

SUBJECT : Barges moored at S.Giovanni.

TO : Navy Sub Commission.

1. At Villa S.Giovanni (Calabria) the British Navy have several barges moored so as to interfere with the movement of the Villa S.Giovanni - Messina Ferry of the Italian State Railways.
2. During this season the waters are rough and the barges are located so as to make ferry landings difficult and unless barges are removed they are liable to be the cause of accidents.
3. The SICILY-CALABRIA Ferry link is most important and it is requested that the possibility of moving said barges be looked into as soon as possible.

Date: 30th November, 1945.

(Sgd.) P.G. WATSON

From: Navy Sub Commission, HQ. AC.

Major

To : Flag Officer, Italy and Liaison.

for Director.

Forwarded for appropriate action.

(Sgd.).....
for Chief, Navy S/C.

4696

BARGE MOORED AT S. GIOVANNI.
(Transportation and Shipping Sub Commission, Allied
Commission's Letter No AC/16/11/Tn 4, dated 29th
November, 1945.)

II.

No. F.O.T.L. 422/13.

SENIOR NAVAL OFFICER, EASTERN SICILY.
(Copies to:- Commander-in-Chief, Mediterranean Station.
Vice Admiral, Malta and Central Mediterranean.)

Forwarded, with the request that I may
be informed of any action that is taken should
this be considered desirable.

OK 12-11-45

ROSE,
5th December, 1945.

for REAR ADMIRAL.

4695

RECEIVED
(Communication and Shipping and Commission, Italian
Commission's letter No. 0/10/14 M. L., dated 20th November
1945, and Flag Officer, Italy, and Ministry's letter No.
1/145, dated 12th December, 1945.)

III

No. 1.3/1945.

RECEIVED
(Copy to: Commanding Officer, 1st Airborne Division,
Via di S. Paolo, 111/112 and Central Mediterranean.)

Several major landing craft are laid up in Sicily and
mainland at Villa San Giovanni.

These craft are located alongside the wall and I have
personally seen for myself that there is ample room for the
landing of these craft to their berths in perfect safety.
In addition, the officer in charge of the force and maintenance
work at Villa San Giovanni has since this date considered the
safety of these landing craft and has no doubt that they are
safe when moving up or down into the foreshore.

It is therefore suggested that no action be taken to
be necessary.

PLAS OFFICER ITALY & LIAISON
Date 27 DEC 1945
ROME

(S.D. 1000)
CAPTAIN R.F.

MESSINA.
18th December, 1945.

SENIOR NAVAL OFFICER, EASTERN SICILY.

BARGES MOORED AT SAN GIOVANNI.
(Senior Naval Officer, Eastern Sicily's Minute III
No. I. 3/7/1685, dated 18th December, 1945.)

IV.

No. F. O. I. L. 422/43.

TRANSPORTATION AND SHIPPING SUB COMMISSION,
(RAIL DIVISION) HEADQUARTERS, ALLIED COMMISSION.
(Copies to:- Commander-in-Chief, Mediterranean Station.
Vice Admiral, Malta and Central Mediterranean.
Senior Naval Officer, Eastern Sicily.
Navy Sub Commission, H.Q. Allied Commission.)

Forwarded, concurring in paragraph 3
of Minute III.

SN 152-24000

ROME,
1st January, 1946

FOR REAR-ADMIRAL.

4693

16/11/29
FCM/ic

TRANSPORTATION & SHIPPING SUB-COMMISSION, AO
(RAIL DIVISION)
c/o Transportation (Br) Main
C.M.F.

29 November 45

Tel: 943238
Ref: AC/16/11/Tn 4

SUBJECT : Barges moored at S. Giovanni.

TO : Navy Sub-Commission

1. At Villa S. Giovanni (Calabria) the British Navy have several barges moored so as to interfere with the movement of the Villa S. Giovanni - Mesina Ferry of the Italian State Railways.
2. During this season the waters are rough and the barges are located so as to make ferry landings difficult and unless barges are removed they are liable to be the cause of accidents.
3. The SICILY-CALABRIA Ferry link is most important and it is requested that the possibility of moving said barges be looked into as soon as possible.

P. G. WATSON
MAJOR T.O.

for Director

4692

MINISTRY OF TRANSPORTS

ISE WORKS AND CONSTRUCTIONS SERVICE

Rome, 23 November 1945

N.L.C.6/16/88783/C.IV.74(66)4.XIV.

SUBJECT: Cradles
for ferry-boat at Villa S.Giovanni.

TO : Tn.Sub-Commission AC
Bldg.

1. On Villa S.Giovanni harbour, by the quay are moored on three line numerous motor barges of the British Marine.

2. Said motor-barges have incumbered a great deal of the water destined to the ferry-boat work and they produce obstacle the entrance on the cradle specially with winter season approach; time, that is more difficult for the ships work.

3. To avoid collisions or misfortunes with unknow consequences, we beg to issue instructions that as soon as possible m/ motor barges may be removed by said waters.
We will appreciate confirm.

The Chief Works Service
Signed LO CIGNO.

1697

MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO
DIREZIONE GENERALE
SERVIZIO LAVORI E COSTRUZIONI
=====

Roma, 11-23 novembre 1945-

N°-L.C.6/16/88783/C.IV.74(66)4
- XIV-

- OGGETTO =

invasature per vani traghetto
a Villa S.Giovanni.-
=====

ALLA COMMISSIONE ALLEATA
- Sottocommissione Trasporti-

S E D E

- 1) - Nel porto di Villa S.Giovanni affiancate al molo foraneo sono ormeggiate su tre file numerose motoscafi della Marina Inglese;
- 2) - Dette scafi ingombrano una notevole parte dello specchio d'acqua destinato alla manovra delle navi-traghetto e ne ostacolano l'entrata nell'invasatura, specialmente con l'approssimarsi della stagione invernale; epoca in cui le manovre stesse si presentano più difficoltose.
- 3) - Ad evitare urti e disgrazie con conseguenze imprevedibili, si prega di dare disposizioni perchè al più presto le motoscafi vengano allontanate dallo specchio d'acqua.

Si gradirà un cenno di conferma.-

IL CAPO DEL SERVIZIO

De Agui

= OGGETTO =

invasature per vani traghetto
a Villa S. Giovanni.

ALLA COMMISSIONE ALLEATA
- Sottocommissione Trasporti.

S E D E

- 1) - Nel porto di Villa S. Giovanni affiancate al molo foraneo sono ormeggiate su tre file numerose motozattere della Marina Inglese;
- 2) - Dette zattere ingombrano una notevole parte dello specchio d'acqua destinato alla manovra delle navitraghetto e ne ostacolano l'entrata nell'invasatura, specialmente con l'approssimarsi della stagione invernale; epoca in cui le manovre stesse si presentano più difficoltose.
- 3) - Ad evitare urti e disgrazie con conseguenze imprevedibili, si prega di dare disposizioni perché al più presto le motozattere vengano allontanate dal detto specchio d'acqua.

Si gradirà un cenno di conferma.--

IL CAPO DEL SERVIZIO

Deaguo

4690

TRANSPORTATION SUBCOMMISSION
 ADJUTANT COMMISSION
 REGGIO CALABRIA

REF: R 23
 4 JUNE 42

SUBJECT: Reggio C. - Messina Ferry Service

TO (1) TPTM S.C. A.C. ✓
 c/o En Mac. C.M.F.

(2) M.Q. A.C. (for TPTM S.C.)

1. Consequent upon breakdown of large ferry and its withdrawal for repairs, small ferry (capable of conveying only 6 rail cars) is providing ferry service as follows:-

FERRY SERVICE ON AND FROM SAT 2 JUNE 42

Messina	dep	0630
Reggio	arr	0730
"	dep	0815
Messina	arr	0915
"	dep	0940
Villa S.G.	arr	1015
"	dep	1035
Messina	arr	1040
"	dep	1130
Villa S.G.	arr	1205
"	dep	1225
Messina	arr	1300
"	dep	1320 (a)
Villa S.G.	arr	1355
"	dep	1415 (a)
Messina	arr	1450
"	dep	1530
Reggio	arr	1630
"	dep	1715
Messina	arr	1815

(a) Connecting trains to and from Reggio Central are operated.

2. In addition a very early morning and a late evening service will be operated Messina to Villa S.G. when traffic warrants.

Bw Booby

B. B. BOOBY, CAPT.
 MILITARY OFFICE, A.C.
 REGGIO CAL. DIVISION, 4689

TRANSPORTATION SUB-COMMISSION A.C.
ALLIED MILITARY GOVERNMENT
PROVINCE OF REGGIO IN CALABRIA

SUBJEC: Reggio-Messina Ferry

REF: R 23
1 JUNE 45

TO: TFM S.O.A.C.
C/O TH Inc. C.M.F.

1. Ferry broke down finally this morning and will be out of action three months.
2. Small ferry brought in at once and expects to start today.
Probable service will be (a) twice daily Messina-Reggio and viceversa and (b) 3, 4 or 5 times daily Messina-Villa S. Giovanni and viceversa.

Bw Boddy

B. W. BODDY, CAPT.
TFM. OFFR. A.C.
REGGIO CAL. DIV. I.S.R.

4688

Capacity 8 cars

55
28
1/3
16 x
32 x
48 x 8

Subject :- Messina - Reggio Ferry.

Land Forces Sub-Commission, A.C..
(M.M.I.A.)
Tel :- RQE 478206.
Ref :- Mov.C/10.
23 May 45.

Tn. Sub-Commission, A.C.,
(Rail Division),
c/o Tn Increment,
C.M.F.

Reference your AG/16/11/Tn.4 dated 11 May 45.

I have sent a personal letter to Col. D'ARICO pointing out that the operation of the MESSINA Ferry is purely an I.S.R. responsibility and that Italian Movement Control has no power to interfere in its working.

I feel quite sure that there will be no further misunderstandings as Col. D'ARICO has always shown himself an exceptionally conscientious and intelligent officer

W.A.A. Evans
Capt RA
(W.A.A. Evans)
Movements Liaison Officer.

Copy to :- Tn. Sub-Commission, A.C.

4687

PGW/ag
16/11/24

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

Tele : 843238
Our ref: AC/16/11/Tn.4.

11 May 1945

TO : Land Forces Sub-Commission
(MMIA)

SUBJECT: Messina-Reggio Ferry

Attached is a copy of a report by ISR, regarding the Italian Officer in charge of Italian Transportation office at Reggio delaying the Ferry 35 minutes on 17 April.

2. Apparently the delay was due to a misunderstanding as to who was in charge of the Ferry.

3. We naturally want the ISR to cooperate and facilitate the movement of Italian Military Personnel and materiel across the straits but the actual operation of the Ferry must be the responsibility of the ISR.

4. The Italian Transportation Officer at Reggio probably has the wrong impression of his responsibilities; however in order to avoid further difficulties it must be understood that under existing directives the Messina Ferry is operated by the ISR under the supervision of the Transportation Sub-Commission.

Thompson
For Director.

4688

1 2 6 0

SUBJECT: Messina-Reggio Ferry

Attached is a copy of a report by ISR, regarding the Italian Officer in charge of Italian Transportation Office at Reggio delaying the Ferry 35 minutes on 17 April.

2. Apparently the delay was due to a misunderstanding as to who was in charge of the Ferry.

3. We naturally want the ISR to cooperate and facilitate the movement of Italian Military Personnel and material across the straits but the actual operation of the Ferry must be the responsibility of the ISR.

4. The Italian Transportation Officer at Reggio probably has the wrong impression of his responsibilities; however in order to avoid further difficulties it must be understood that under existing directives the Messina Ferry is operated by the ISR under the supervision of the Transportation Sub-Commission.

W. J. Dwyer
For Director.

4686

Copy to: Capt. Boddy - Alcom Reggio
Capt. Lynch - AC Reg. Palermo.

more copy of this for ISR 7/4 m 210/28 49/242
plm

MINISTRY OF TRANSPORTS
ISR GENERAL DIRECTION
MOVEMENTS DEPT.

Roma, 6 May 1945
M.210/2849/242

To: Tn S/Commission A.C.
Rail Division

SUBJECT: Ferry-boat service.

1. Further to our letter M.210/2780/S dated 24 April ult. we beg to send hereto attached copy of a report from the Station Master of Messina concerning the interference of the Italian Military Transportation Office Reggio with the operation by ISR of the ferry-boat service across the Messina strait.
2. Please kindly intervene in order to prevent that further disagreeable discussion may arise, like that which occurred at the departure of the schedule 14 on April 17th ult.

for the Director general
LO CIUNO

4685

Extract from report N.10 of the Station Master of Messina Marittima.

Schedule 14 left today 35 minutes late on account of following reasons:

Allied Military Authorities had instructed to wait for trains 7302, conveying 6 cars with allied troops, 2912, conveying one car with allied refugees, and 2932, conveying one car with allied troops; all above cars to be ferried across with schedule 14 ship. Train 7302 arrived at 1423, was marshalled by the only shunting engine available and all cars destined to the ferry were pooled on track 5. The same shunting loco ran successively to the port for unloading schedule 11 ferry-boat arrived at 1435. The operations were commenced at 1455 and completed at 1520. At this moment, Col. D'Arico from Reggio, who claims that he is charged with the supervision of the strait-traffic, shouting at me that he could no longer wait for the cars, gives instructions that the loading of motorvehicles be commenced at once and comments: This is a hell of a place; the ferry is always late from here.

I point out to him that I cannot despatch the ferry until after having loaded the cars, and he answers that besides himself and the Captain of the Military Office, no one else ^{can} give orders there and he ends: "I will despatch the ship myself, as it is ^{me} who commands here." Being sure that some trouble would have been roused, I reported to the Allied Military Office what was happening. The Allied ordered that all motor vehicles were removed and the draw-bridge was consequently dropped again. At 1550 the shunting loco commenced the loading of the cars that was completed at 1600. The ship sailed at 1605, as in the meantime train 2932 had arrived and the passengers had embarked. When the operation was completed, a second disagreeable discussion was raised by the Captain i/c of the Military Allied Office who said that the delay had been caused by the shuntings.

I answered that public discussions should be better avoided, for they were useless and not suitable, and I invited him if he really meant that the delay had been caused by carelessness, to report to higher Authorities because ISR were prepared to give full explanations.

It is the second time that such a useless discussion is raised and that Movements Section is kindly requested to issue suitable and definite instruction, because here everybody, from the Colonel to the private, wants to give orders. I remember that when I was alone here with the railway personnel, the service was operated without troubles and without delays, inspite of the fact that the ships in operation were 5.

Messina, 17 April 1945.

6684
The Station Master on duty
RIZZO Nicolò

1 2 6 3

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO - DIREZIONE GENERALE

Roma, 6 MAG 1944
N. M.210/2849/242
Al N. del

OGGETTO. Servizio nave traghetto
attraverso lo Stretto di
Messina.
- alleg.1 -

Alla Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria
S E D E

I - Si fa seguito alla lettera M.210.2780/S del 24/4 u.s. comunicando copia di un rapporto, pervenuto soltanto ora, del Capo Stazione di Messina in merito all'ingerenza della Delegazione Militare Italiana di Reggio C. nel servizio della nave traghetto delle Ferrovie Italiane dello Stato attraverso lo Stretto di Messina.

II - Si prega per un sollecito intervento di codesta Commissione al fine di evitare il ripetersi di spiacevoli discussioni come quella verificatasi per la partenza della corsa 14 del 17 aprile u.s.

IL DIRETTORE GENERALE

Volcigno 4683

(1) Servizio.

Stab. Tip. Pirelli - Ancona - Ord. 37 - 30.642-XX. - 1.701.925 1/4

1 2 6 4

C O P I A

Estratto rapporto N°10
del Dirigente Messina M.ma

Stazione Messina Centrale

La corsa 14 odierna è partita con 35' ritardo per il seguente motivo:

Il Comando Militare Alleato, aveva disposto che la nave doveva attendere i treni: 7302, col quale giungevano sei carri con militari Alleati, 2932 con un carro militari Alleati, 2912, con un carro profughi Alleati, tutti da traghettare con la corsa 14. - Il treno 7302 giunto ore 14.23 è stato scomposto dall'unica locomotiva di manovra, ubicando i carri da partire in ottavo binario; successivamente la locomotiva si portò alla marittima per scarico corsa 311 giunta ore 14.35. Lo scarico delle nave è stato iniziato alle ore 14.55 ultimato ore 15.20. A tale ora il Colonnello Sig. Arico di Reggio Calabria che ha "dice lui" la sorveglianza dello stretto mi apostrofa gridando a squarcia-gola che dato l'orario non permetteva d'imbarcare i carri e ordinò senz'altro l'imbarco di automezzi, dicendo: "questo è un bordello, da qui la nave parte sempre in ritardo".

Feci notare che io non potevo licenziare la nave, se non dopo imbarcati i carri e lui di rimando rispose: "qui comando io e il Capitano del Comando Militare nessun'altro. La nave la licenzierò io perchè io comando". Sicuro che si sarebbe causato un disservizio, mi recai dal Comando Alleato per prospettare quanto ho detto; il Comando Alleato ha disposto rimuovere gli automezzi e di abbassare il ponte, così la locomotiva alle ore 15.50, iniziò l'imbarco dei carri ultimandolo ore 16. La nave è partita ore 16.05 essendo contemporaneamente sopraggiunto il 2932 prendendo posto i viaggiatori all'imbarco. Ultimata la manovra, il Capitano di questo Comando Militare, ha provocato un secondo spiacevole incidente commentando il disservizio, secondo lui, causato dalla manovra.

Mi sono permesso rispondere che le discussioni di fronte al pubblico non erano da farsi perchè poco lusinghiere e oziose, e lo invitai, se lo riteneva, un disservizio, scrivere ai suoi Superiori, che gli organi ferroviari avrebbero risposto.

E' la seconda volta che avviene tale oziosa polemica e si prega l'On.le Sezione date tassative disposizioni, perchè qui tutti intendono comandare, dal Colonnello al soldato. Ciò non avveniva precedentemente: Allora era il solo Dirigente e il personale ferroviario che con 5 navi in servizio svolgeva inappuntabilmente servizio e senza ritardi.

Messina, 17/4/1945

IL DIRIGENTE DI SERVIZIO
Rizzo Nicolò

2682

Servizio nave traghetto
attraverso lo Stretto di
Messina.

alla Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria

- alleg. 1 -

I - Si fa seguito alla lettera M.310.2780/5 del 24/4 u.s. comunicando copia di un rapporto, pervenuto soltanto ora, del Capo Stazione di Messina in merito all'ingerenza della Delegazione Militare Italiana di Reggio C. nel servizio della nave traghetto delle Ferrovie Italiane dello Stato attraverso lo Stretto di Messina.

II - Si prega per un sollecito intervento di codesta Commissione al fine di evitare il ripetersi di spiacevoli discussioni come quella verificatasi per la partenza della corsa 14 del 17 aprile u.s.

IL DIRETTORE GENERALE

de Lignan

16/11/22

PGZ/10

TRANSPORTATION SUB-COMMISSION, AG
(RAIL DIVISION)
c/o Transportation (Br) Main

Tel. 541218
Ref. AG/16/11/Tn 4

8 May 1945

SUBJECT : Ferry Reggio-Messina.

TO : I.S.R. - Bldg.

1. Reference M.210/2780/S of 24 April 45.
2. The change in time of the Messina-Reggio Ferry was completed by Movimento Reggio with the local Capo Compartimento.
3. It was unfortunate that the change in time was not coordinated with the Palermo Compartimento nor our representative.
4. Instructions have been issued that in future all similar matters in connection with the operation of the Ferry will be submitted thru our representative at Palermo.

P. M. M. M.
Director

Copy to: Movimento (Rail) Tn Sub-Comm. HQ AG
" " Tn Officer AG Reggio
" " " " " Palermo.

4680

1287

16/11/20
PMA/af

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

Ref.: 8/3238
Ref.: 40/16/11/En.4

28 April 1945

SUBJECT: Change in time Messina-Reggio Ferry

TO: : Movements B.O. A.F.H.Q. Bldg (Major Hosen)

1. Ferry schedule No. 1 leaving Reggio at 0825 was changed on April 23rd to leave at 0815

2. IIR informs us that the Italian Army Transportation Office at Reggio made the change without their knowledge, quoting their Authority as movements Naples.

3. Neither the IIR nor our Sub-Commission object to the change in timings but the method used to bring about this change in schedule was rather unusual.

4. The Messina-Reggio Ferries are part of the IIR system and any changes desired should be handled in accordance with usual procedure.

5. It would be appreciated if you would call attention to those concerned that the Messina-Reggio Ferry is operated by the IIR under the supervision of the Transportation Sub-Commission A.C. and interference by others puts the IIR and ourselves in a rather awkward position.

For the Chief Commissioners

P.O. HASTON,
Major T.O.

COPT TO: - En Officer Reggio
" " " Palermo
Movements Rail in Sub-Comm.

6297

1. Ferry schedule kept leaving Tropic at 0625 was changed on April 23rd to leave at 0615

2. ICA informs us that the Italian Army Transportation Office at Reggio made the change without their knowledge, quoting their authority as *comunicato Napoli*.

3. Whether the ink nor our sub-machine objected to the change in design but the method used to bring about this change in color was rather unusual.

4. The Mission-Regio Carriers are part of the air system and any changes decided should be handled in accordance with usual procedures.

5. It would be appreciated if you would call attention to those concerned that the Heesive-Reglo Ferry is operated by the ICR under the supervision of the Transportation Sub-Committee A.C., and interfere by others puts the ICR and ourselves in a rather awkward position.

For the Chief Compliance

P. O. MATTHEW,
Newport T.O.

COPY TO:- In Officer Maglio
 " " Jalisco
Movements Mail To Sub-Station

250

MINISTRY OF TRANSPORTS
GENERAL INSPECTORATE ISR

Roma, 24 April 1945
M.210/2780/s

SUBJECT: Ferry Reggio-Messina.

TO: T6 S/Commission A.C.,
Rail Division.

1. We are in receipt of attached signal from our Movements Section Palermo, seeking for authority to alter existing schedule of run N°11 Reggio-Messina Ferry.
2. From what has been communicated by HQ Military Transportation Office Reggio, it appears that above alteration of timings has been ordered by British Authorities, Napoli.
3. This General Direction ISR has no objections to comply with above request.
4. We are of the opinion that all alterations of existing timings should be agreed upon with this General Direction ISR, without going through a/m Italian Military Transportation Office Reggio, and we would like to have your confirmation on above subject.

One enclosure.

THE DIRECTOR GENERAL
G. DE RAIMONDO

S I G N A L

From Palermo N° 1842, April 19th, 1210 hrs.

To TERMOVIMENTO - Roma (Movements Dept. ISR HQ, Roma)

N.M. 129 (.) HQ Military Transportation Office Reggio by order of British Authorities Napoli advises that ferry run N.11 effective April 23rd must be anticipated with following schedule in order to avoid connection with train N.83 from Rome due at Reggio at 0825 (.) Reggio Mare leaves 0815 Messina Mare arrives 0915 (.) Please confirm authorization (.) agd. Firenze.

Copia telegramma

Roma Scalo da Palermo N° 1849 li 19/4 ore 12,10

FERMOVIMENTO = ROMA

N° M.129. Comando Delegazione Trasporti Reggio Calabria per disposizione Comando Alleato Inglese Napoli comunica che corsa undici dal giorno ventitrè per evitare coincidenza treno proveniente da Roma in arrivo Reggio ore 8,25 deve spostarsi con seguenti estremi punto Reggio Mare parte ore otto et quindici Messina Mare arriva ore nove et quindici punto Prego benestare stop

f/to Florena

Roma, 24 APR 1945

M.210/3780/S

Sottocommissione Trasporti dell'A.C.

Sezione Ferroviaria

S E D E

- 1 -

1) - Col telegramma di cui si unisce copia la Sezione Movimento del Compartimento di Palermo chiede benestare per il cambiamento di orario della corsa 11 della nave traghetto fra Reggio C. e Messina.

2) - Il cambiamento di orario, come da comunicazione data dal Comando Delegazione Trasporti Militari di Reggio Calabria, sarebbe stato disposto dal Comando Allento Inglese di Napoli.

3) - Nulla osta da parte di questa Direzione Generale per il cambiamento richiesto.

4) - Con l'occasione si prega di voler precisare se, come si ritiene, le modificazioni di orario sono da concordare con questa Direzione Generale senza seguire il tramite della Delegazione Trasporti Militari di Reggio Calabria.

IL DIRETTORE GENERALE

f. f. Movimento

4677

46/11/18

ACP/1c

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

Tel. 543238
Ref. AC/16/11/Tn 4

17 March 1945

TO : Regional Commissioner, Sicilia Region
(for attention Capt. Irvine Lynch)

SUBJECT : Villa Ferry.

1. Reference your P/IL/11, dated 12 March 1945.
2. The question of use of LST to assist the Ferry service after transfer of Freight Cars from North Africa is in hand.

O.H. LINDBERG
Lieut. Col. R.E.,
for HERRITT H. TAYLOR
Director.

Copy to: Movements, Transportation Sub-Commission - Tn 3.

4676

ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
APO 394

IL/cc
Ref : F/IL/11
Date: 12 Mar.45.

SUBJECT: Villa Ferry.

TO : Trans Sub-Commission AC (Rail Sec) HQ.
c/o Trans Increment C.M.F.

1. May attention be drawn to the fact that the "Villa Ferry" is due to come into operation about the 10th of April.

2. It only carries 8 wagons.

3. Extra trips & timing will have to be arranged to meet demands in event of old ferry taken off for over haul.

4. Is it possible to secure one of the converted L.S.T.'s with tracks to operate while the "Messina ferry" is hung up.

Irvine Lynch
IRVINE-LYNCH
Capt RE's (M.C. Sec)
Trans Sub-Commission.

4675

16/11/16

AGP/1c

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

Tel. 843238
Ref. AG/16/11/Tn 4

17 March 1945

TO : Regional Commissioner, Sicilian Region
(attention Major Irvine Lynch).

SUBJECT : Passenger Service between Sicily and Mainland.

1. Reference your RS/IL/51, dated 12 March 45.
2. The question of alteration of Ferry Service is subject of separate correspondence.
3. Military personnel, other than AC personnel for whom accommodation is set aside, do not travel on civilian passenger train Reggio-Rome, so the question of providing an amended ferry service for them does not arise.
4. Please make it quite clear to all concerned that civilian passenger services are not put into service for military personnel, for whom facilities are always available through Movements organization.

A. Lindberg, Lt. Col.
A. H. LINDBERG
Lieut. Col. R.E.,

For HENRIET H. TAYLOR
Director.

Copy to: MRS (Lt. Col. Moss)
" " Movements Liaison Officer c/o MRS
" " Movements, Tn Sub-Coma. HQ. AC

6674

HQ. ALLIED
TRANSPORT

FROM

ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
APO 394

IL/oc
Ref : RS/IL/51
Date: 12 Mar.45

SUBJECT: Passenger Service between Sicily and Mainland.

TO : Trans Sub-Commission AC (Rail Section)
c/o Trans Increment C.M.F.

1. I understand the new passenger service leaves Reggio for Rome at 1600 hrs and as you are no doubt aware the ferry leaves Messina at 1500 hrs & arrives at 1600 hrs Reggio at Reggio, (not sufficient time to disembark) with the result Military personnel have to wait 24 hrs to go on this train. Can anything be done about this matter?



IRVINE-LYNCH
Capt RE's (M.C. Sec)
Trans Sub-Commission.

4673

AFHQ PETROLEUM SECTION

ROME ARKA ALLIED COMMAND

Tel:- ROME 478131

PET 30/A/6

22 Feb. 45

SUBJECT: Diesel Oil for
Messina Ferries.

C-in-C, Mediterranean.

1. Transportation Sub-Commission, HQ. A.C. (Rail Division), advise that the British Navy intend to discontinue supplying diesel oil for the Messina Ferries in the very near future.
2. This is to advise you that arrangements are being made by this Section for supplies to be made through C.I.P., on and from March 1 next, ex their Messina depot.
3. Please, therefore, advise the Navy to discontinue supplying after March 1.

John L. King
JOHN L. KING
Lt. Col., QMG
Petroleum Section

Copy to: Transportation Sub-Commission, A.C.
(Rail Division)
c/o Transportation Increment,
C.M.F.

4672

116/11/13

ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
AFO 394

T/cc
Ref : RS/T/47
Date: 30 Dec 44.

SUBJECT: Communications between SICILY and Mainland.

TO : Trans Sub-Commission HQ AC (Rail Section)
c/o TRANSPORTATION INCREMENT.

Reference your AC/100/92/Tn dated 21 Dec
I am obtaining the views of Cmd 204 Sub-Area, "Q"
Movements and the Regional Commissioner and will
write further shortly.

C.W.G. Taylor RA
C.W.G. TAYLOR
Major RA
Trans Sub-Comm.
Div Supt AC.

4671

16/11/12

PGW/1c

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

3 January 1945

Tel: 843191-11

Our Reference: AC/16/11/Tn

TO : Div. Supt. Tn Sub-Commission Sicily Region

SUBJECT : Messina Ferry

1. The Messina-Reggio Ferry is a part of the Italian State Railway and the Railways in the territory covered by the Ferry have definitely been handed over to the Allied Commission for control, and supervision and no exception was made as to who would control the Ferry.

2. Therefore the same principles that apply to the Commissions Relations regarding the Railways will apply to the Messina ferry which is; The ferry will be controlled, operated and maintained by the ISR under the supervision of the Transportation Sub-Commission AC.

Proposed by C.M.F.
 O.H. LINDBERG
 Lt. Col. R.E.,
 Chief, Rail Section.

Copy: Lt Col Baker
 movements.

Telephone conversation
 Baker - Pong Spike

4670

PERSONAL

ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
APO 394

T/cc
Ref : SR/T/28
Date: 14 Nov.44.

TO : Lt.Col.LINDBERG.
Trans.Sub-Commission.

My Dear *Lindberg*

Thank you for your letter and the copy report.
~~& letter.~~ I understand that the point about the Messina Ferry is that the Boat itself is still under the control of MEDBO and of AFHQ and so of "Q" Movements. I think the position may be a little easier now as "Q" Movements have left Messina & Reggio. I also understand that the traffic across the Straits is under the jurisdiction of DMRS and AC and therefore Blair's and mine under you. If you consider the above is wrong in any way would you be kind enough to let me know.

I am going over to Messina this week if possible and will see how things are going there and will include any observations I have in my next weekly report.

Every thing is going fairly well here though the wagon situation will soon become very serious if something is not done to slow the process of the loss of loaded cars which never come back.

The coal situation is also a problem and I am a little surprised to see that Blair can put in bids for Movements on a large scale while here we have even had to stop the movement of fruit to save coal. Isn't Sicily much worse off than the rest of Italy?and may I put in a request for a re-consideration of the coal allocation to the Island?

I return herewith your report on the Sicilian Railways for the loan of which I am most grateful.

I understand that Col.Vining has gone and that you are now Deputy Director of the Sub-Commission in his place-please accept my congratulations.

Kind regards

Yours *sincerely*

C.W.G. Taylor 1809
C.W.G.TAYLOR
Major RA., Tn.Sub-Comm.
Div.Supt.AC.

ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
APO 394

16/11/44
T/cc
Ref : F/T/8
Date: 21 Dec 44.

SUBJECT: MESSINA-REGGIO C Ferry.

TO : HQ AC for att Tn Sub-Commission
(Rail-Lt Col Lindberg)

1. Attached is copy of message received from the Italian Military Authorities REGGIO. The incident referred to was an argument between Caroniti of the ISR and Di Marco an Italian Officer, Caroniti stating that the Italian officer, in directing the disposition of rail wagons on the Ferry, was exceeding his authority.

2. It will be observed that the Italian Military state that Movements WEST Italy have issued instructions to them under ref 4553/F dated 16 Oct 44, and that these instructions are now confirmed to mean that the Italian Military has full responsibility and control of the ferry both as regards Military and Civilian traffic and the Civilians themselves.

3. I have communicated with Public Safety AC SICILIA Region on the question of the control of the passage of civilians and civilian road vehicles on to the ferry at MESSINA and they state that this control must be exercised by the Questore Officials. If any offence were committed the Italian Military is not the proper Authority to deal with it, any civil offence being a Police matter.

The Questore Officials at MESSINA are now dealing with this traffic, so far as it concerns them, in a satisfactory manner.

4. I understand that the position as regards the ferry is as follows: that the vessel itself is under the jurisdiction of MEDBO but that the operation of the ferry Service and the navigation and control of the Vessel while in use as a ferry boat, is, subject to Military Priorities, under the control of the Italian civil authorities, i.e. the ISR and, as regards the checking of civilian traffic, the Questura, acting on the advice of AC. 4668

5. It is clearly desirable that there should be some Military authority to assist the Railway Officials with the loading of Military traffic on the ferry; to state the priorities involved and to give orders to the drivers of road vehicles. If no Allied personnel are available for this, presumably it is necessary to use Italian Military personnel.

6. May the position as to the position as regards the Ferry please be clarified, it is correctly stated in para 4 hereof? Also may I please be instructed; First, whether the responsibility of the disposition of rail traffic on the ferry is to be managed, with due regard to Military priorities, by the ISR Officials or by the authorities instructed by Movements WEST Italy; Secondly, whether the Italian Military Authorities have any jurisdiction over civilian traffic on the ferry.

7. If the ISR are responsible for the rail disposition and the Questura for the civilian traffic, may Movements please be instructed accordingly & requested to inform the Delegazione Trasporti Militari concerned.


C.W.G. TAYLOR
Major RA
Trans Sub-Comm
Div Supt AC

Copy to: Regional Public Safety Officer SICILIA Region
(att Capt MANUEL)

4667

TELEPRINTED

From: Delegazione Trasporti Militari 615 Reggio Cal.

(for action)

- (1) Stato Maggiore Trasporti
- (2) Capo Compartimento FF SS Palermo.

TO:

(for information)

- (3) Movwit (Rail) Naples
- (4) AC Transport Sub-Commission Palermo
- (5) AC Transport Sub-Commission Reggio
- (6) Delegazione Trasporti Militari Palermo
- (7) Italian R.T.O. Reggio
- (8) Italian R.T.O. Messina

No 7772/T

Incident which happened yesterday 6 Dec between FFSS Official Engineer CARONITI and the Delegation Officer on duty REGGIO PORT Ten Di Marco has been referred to Allied MOVWIT Naples(.) MOVWIT has blamed action above Official confirming dispositions issued by this delegation with sheet 4553/F dated 16 October 44(.) Therefore MOVWIT has conferred this DEL. has full responsibility and control of Reggio-Messina ferry for civilians as well as Allied and Italian Military and loading and unloading(.) A particular report will be sent to Stato Maggiore Trasporti(.) Please contact General Director FFSS so that Rly Officials do not repeat not interfere with duties of this Delegazione.

REGGIO CAL. 7 Dec. 44.
1100 Hrs.

4666

TRANSPORTATION SUB-COMMISSION
ALLIED CONTROL COMMISSION

PROVINCE OF REGGIO IN CALABRIA

SUBJECT: FERRY BOAT "VILLA S.GIOVANNI"

TO: MAJOR TAYLOR
TN SUB-COMM A.C.
PALERMO

REF: REG 9/14

REGGIO CAL.

21 NOV 44

1. Attached is a request from the comune di Villa San Giovanni for the resumption of ferry service between Villa San Giovanni and Messina when the Ferry Boat Villa San Giovanni has been repaired.
2. As the Ferrys are operated by your division the request is forwarded to you.
3. As you are aware, repairs to present Ferry Boat and repairs to port at Villa S.Giovanni are factors to be considered.

W.F. BLAIR, MAJOR
DIV. SUPT. TN SUB-COMM

COPY -

11. Q. A.C.
TN SUB-COMM
APO 394

Noted.
465
W.F. Taylor
replied

CONFIDENTIAL

7551

ACTION HQ AGO FOR ADAMS

74/10

IRVINE-LYCH REGGIO

PRIORITY

OCT 081120A

CONFIDENTIAL. Message for LT COL LINDBERG. Concerned over withdrawal of ferry service MESSINA by Capt WOMBELL authority of Col PHILLIPS (Movements). Consignment further 12 locomotives and some flats held up. If extension can be granted and what action if any to be taken.



Dist
At: TIV S/C ③
Info: ALICE
Leon Sa
File (M)

CONFIDENTIAL

6604

OCT 110830A

RESTRICTED
ALLIED CONTROL COMMISSION
INCOMING MESSAGE

16/11/7

7405

TO: FREEDOM, INFO DCMRS ROME, ACC TN SUB COMMISSION ROME
FROM: MOV REGGIO
REFERENCE No: MOYO/165
DATE AND TIME OF ORIGIN: OCT 091130A
SIGNAL MESSAGE CENTER No: 52/09
CLASSIFICATION: _____
PRECEDENCE: IMMEDIATE
OFFICE OF ORIGIN: _____

RESTRICTED. CITT FREEDOM from DQMG (MOV and TN) have instructed stoppage today of MESSINA ferry for urgent repairs estimated time of repair 1 week. This will involve corresponding delay in completion of transfer of locos and flats from SICILY.

DIST

INFO-ACTION: Tn SO 2 ✓
INFO: A/CC
Econ Sec
File 2
Flot



RESTRICTED

4663

DATE and Time of RECEIPT OCT 091550A
Distribution:

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

Tm S.C.
16/11/5
T/cc
Ref : F/T/3
Date: 21 Sept.44.

SUBJECT: MESSINA Ferry.

TO : HQ.ACC.Transportation Sub-Commission.

1. Ref.your ACC Tn/16/11 dated 2 Sept.44
report supplied by Ing.Dr.Tuccio attached.

C.W.G. Taylor RA.
C.W.G.TAYLOR
Major RA.
Trans.Sub-Comm.
Div.Supt.ACC.



4602

MEMORANDUM.

SUBJECT: Ferry service.

The ferry situation at Messina is as follows:

FERRY BOATS IN SERVICE.

1. The three track ferry "MESSINA" is the only boat now in service. Diesel motion system. Capacity: 21 rail cars. She was roughly repaired during the period July-December, 1943 at Taranto, limitedly to the damages caused by air raids. She needs urgent repairs of compressors and therefore she should be taken out of service for a few days. Relief motor (auxiliary motor) is now going to be repaired and the Railway have undertaken repairs (Shaft split). A general checking of the motion system will be undertaken by the Railway in the near future and in all cases not later than January 1945. Cleansing of the keel will be required during the period January/June, 1945. Casting of new pistons was offered for bidding. Casting of 6 motor heads was placed with the Navy Yard, one of which already completed.

FERRY BOATS OUT OF USE.

2. Ferry "VILLA". One track. Capacity: 8 rail cars. Steam motion. Water tube boiler. Diesel furnaces. Lifted up on July 10, 1944 (she was sunk at Villa S. Giovanni). Repairs of keel completed during the present month at the Messina Navy Yard. Repairs and putting in shape of rusted motors, hammering and red coating of all upper-structure plates, corridors, compartments etc. are now being carried on by the Railway. Repairs of the emerged part of the hull, upper structures, indispensable equipment, boilers (one requiring replacing of all tubes and two others requiring replacing of a certain number of tubes) have been offered for bidding. New tubes were furnished by the Railway. It is hoped the boat will be ready for use by the end of this calendar year, provided bids are speedily approved by our Rome direction. Prescribed life-buoys and rescue lighters are lacking and we would like to look up for the U.S. Navy's help in the matter.

3. "REGGIO" Ferry. - One track. Capacity: 8 rail cars. Steam motion. Coal furnaces. Sunk at No. 1 ferry landing at Messina during an air raid. Salvage was offered for bidding. She shows heavy damages of the keel and of boiler flue sheets. This boat could be put in running conditions within about 4661 month of April 1945.

4. "SCILLA" Ferry. Three track boat. Capacity: 25 rail cars. Diesel system (type Fiat-Balilla unreversible). Electric motion. Sunk in Messina harbour. Salvageable. Keel and upper structures severely damaged. Superior instructions concerning salvage bid-

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4. "SCILLA" Ferry. Three track boat. Capacity: 25 rail cars. Diesel system (type Fiat-Balilla unversible). Electric motion. Sunk in Messina harbour. Salvageable. Keel and upper structures severely damaged. Superior instructions concerning salvage bidding are waited for. Repairs of keel cannot be carried out at Messina, because of insufficient dock facilities. It appears advisable to modify the motion system taking out dynamos and electric motors and leaving in diesel motors transformed into reversible. Time necessary for salvaging and repairing can not be precisely established now. It will take several months, rebuilding and transforming will be about the same job as

T.O.

building the boat anew. In the most favourable case the boat could not resume service before the end of 1945

"CARIBDI" Ferry.- A sister boat to the "SCILLA" if except for some differences in the motion system. She was sunk stern up in the Messina harbour. Because of heavy damages of the keel on account of explosions which caused the boat to sink, it is not thought she is worth a salvage attempt.

TRANSPORTATION SUB-COMMISSION

ALLIED CONTROL COMMISSION

PROVINCE OF REGGIO IN CALABRIA

SUBJECT: MESSINA FERRY

TO:

H.Q. A.C.C.
TN SUB-COMM
A.P.O. 334

REF: REG. 3/
13 SEPT 44

1. Acknowledging your letter 2 Sep 44 File ACC TN 15/11.
2. Extract of report attached to your letter is correct in all essential details. The sixth ferry is sunk in Tunisia and not in the straits of Messina.
3. The Ferry Boat "Villa San Giovanni" is at present in Dry Dock at Messina where contractors are viewing and bidding for repairs.
4. The machinery is at present under repair by the navigation dept of the I.S.R.
5. It is expected that repairs will be finished and the boat put back in service by December.
6. It is felt that the ferry "Messina" will continue to serve in the meantime.



W. F. Blair
W. F. BLAIR, MAJOR
DIV. SUPT. TN SUB-COMM

4600

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

OG/re

16/11/3

Tel.: 478701

Our reference : AOC Tn/16/11/
Date : 2 Sept. 1944.

SUBJECT: Messina Ferry.

TO : Major W.F. Blair
c/o Mov. Reggio.
Capt. P.G. Matson
c/o HQ. ACC. Sicily Region.

1. Information is desired as soon as possible is being taken with regard to the Messina Ferry.
2. Please supply all available information to date.
3. Attached for your information is an extract of report received in this office.

D.S. Adams
D.S. ADAMS
Colonel, G.E.
Tn. Sub-Comm.

4659

EXTRACT: DATA ON ITALIAN RAILROADS LIBERATED ITALY, SICILY
AND SARDINIA.

SURVEY OF POSITION AS OF 25 AUGUST 1944.

- A. 12 (a) Prior to war there were six ferry-boats in service from Sicily to mainland; all carried passengers, motor vehicles and railway cars. Ferry directed by Palermo (Sicily) Compartimento of I.S. Rys., under Ferry-master at Messina. In military operations all six boats were damaged or sunk.
- (b) After Allied occupation ferry service, for military vehicles and personnel, was maintained by naval craft. Temporary repairs were made to one I.S. Rys. diesel propelled boat, the "Messina," which now maintains service. Boat, however, is not in good conditions having crack in keel and urgently requiring overhaul. Any failure of this boat will leave Sicily without ferry connection to mainland. It would appear desirable that A.C.C., and any other agencies which can be enlisted, and to another ferry-boat prior to a
- (c) Ferry "Villa San Giovanni" co-operation of British Navy, which latter operates; repairs be made. However, I.S. Rys. u materials-about 75% of woodwork was burned; electrical and control equipment destroyed. There is a real opportunity for constructive assistance to railway forces now at work. Detail of a part of competent officers, to confer with railways and arrange for prompt supply of materials might be highly desirable.
- (d) Ferry "Scilla," a comparatively new diesel-electric propulsion craft of a large capacity was struck several times by aerial bombs. It is understood that if assistance of British Navy can be invoked, hull can be made water-tight and craft floated. Boat might then best be towed to Palermo Navy Yard, for further repair assistance by U.S. Navy and I.S. Rys. Palermo shopmen.
- (e) Ferry "Reggio" was struck, near stern, by an aerial bomb and is half afloat in Messina ferry-slip. Boat can be repaired, following completion of repairs to the "Villa San Giovanni",--or, if naval assistance be obtained, very promptly. 6658
- (f) Of remaining two boats, one was beached north of Messina and can probably be refloated with naval (British or Italian) assistance; while last was sunk in deep water of Straits, beyond hope of recovery.
- (g) Too much stress cannot be placed on desirability of material and technical assistance in getting ferry-boats repaired. Railway's forces are at work but are hampered by fact that substantially all ship repair facilities have been taken over by United States and British navies, also by lack of essential materials.

EWD/mb

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tel: 478701

Our ref: ACC Tn/16/11/2
Date : 21 Aug. 44

TO : Shipping Sub-Commission HQ ACC. ✓

SUBJECT: Messina Ferry.

1. Reference is attached copy of a report from our representative in Sicily with regard to the present position with regard to the Ferry Service between Messina and Reggio.
2. As it is desirable that every facility should be available to assist in the resumption of the economic life of the island, it is essential that the Ferry Service should work to its fullest capacity.
3. Any breakdown in the existing Ferry Service would create a very difficult position, and such steps should be taken as would ensure its maintenance.
4. The matter is therefore referred to your Sub-Commission for necessary action.

D.S. Adams
D.S. ADAMS
Colonel C.E.
Tn. Sub-Comm. 4657

*Let Col Senior
Understand this
is matter for
DAMES - Will
you take up
Adams*

COPY

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394PGM/cc
Ref : F/PGM/2
Date: 4 Aug. 1944.

SUBJECT: Messina Ferry.

TO : Director, Transportation Sub-Commission ACC.

1. Our line Palermo to Messina will be completed the first part of September and the Messina-Reggio Ferry service will then be more important than ever.

2. The condition of the present Ferry "Messina" is not too good and the Ferry "Villa" which has been raised and is now undergoing repairs will not be ready for service for ninety days. This is a small Ferry and will be good for supplementing the present service.

3. Arrangements are also being made to salvage the sunken Ferry "SCILLA", which will take six months.

4. In case the machinery of the Ferry "Messina" fails it may be possible to use the craft as a barge and use a tug for towing purposes.

5. I am bringing this to your attention because it appears to me that the Ferry service may break down when it is mostly needed.

/s/ Peter G. Matson 4656
/t/ PETER G. MATSON
Capt. T.C.
Trans. Sub-Comm.

1295