

ACC

AC18/TN6

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SC HOONERS - GENERAL
AUG. 1944 - NOV. 1945

PORTS AND
WAREHOUSE
D. H. H.

OPENED: 24 JANUARY 1945
CLOSED: 23 NOVEMBER 1945

0654

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

10000 / 48 / 3385

THIS COVERED

FROM AUG. 44

TO NOV. 45

CATALOGUE.

PORTS AND WAREHOUSE DIVISION

Tel. 534

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Sub-Commission

MPL/ga

Our Ref :- AC/503/207/Tn.3.

23 November 1945

SUBJECT :- Schooners "Punta Mica" & Punta d'Ostro".

TO :- CO.GE.NA. Via dei Gestari 3
ROME.

1. Reference conversation of 22 November (Laraman
Marena spoke).

2. From enquiries made it appears the available
craft for Civitavecchia - Fiumicino coal service are
adequate and in consequence the 2 schooners mentioned
should return to COGENA schooner pool for normal cargo
service.

3. The "Dina" can remain on this coal service
for the present.

4. You should allocate the 2 schooners for an
immediate lift, in order to help reduce the backlog of
cargoes for the current month.

For the Director :-

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

4390

Copy to : Ports & Whse Div.

AC/8

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/8/Y7/Tn6

RMB/mvm
18 September 1945

SUBJECT: Demurrage - SS. "Empire Summer"

TO : Export Vini
Viale Aventino 80
Rome

1. In reply to your letter of 21 August 1945, after investigation of this subject, we find that all pertinent documents in connection with reimbursement of demurrage charges have been sent to the proper authorities for decision.

2. It is suggested that you keep in touch with COGEMA who, no doubt, will inform you of the decision in due time.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

4389

ROME 7 SEPT. 1945.

To: Chief, Ports & Warehouse Division
Subject: Demurrage a.c. "Empire Summer".

I discussed this subject with Mr. Williams and with Co-Ga-Na. The former states that there is no question of reimbursement; all papers have been sent to London, and it is most unlikely that the Authorities there will even consider any refund.

From Co-Ga-Na, I obtained copy of a letter which I attach hereto, and a translation of another letter which I suggest be sent to the complainants.

Mr. Williams says that the time-sheet at Civitavecchia (port of discharge) was a fabricated one, based on an 8 hour day instead of running days of 24 hours.

B. Mc Donnell

4388

DEPUTY MEDITERRANEAN REPRESENTATIVE MWTR

524/10/10/

10th October 1944
9, Via del Chiostro
NAPLES

COMITATO ITALIANO GESTIONE NAVI
NAPLES.

SUBJECT: Br S.S "Empire Summer"

With reference to the loading of wine per the above steamer at Taranto for Civitavecchia, we have received the following communication from M.W.T.R. MED.

" We are advised that the loading of this vessel is proceeding very slowly, only about 200 tons per day being shipped, instead of the promised 500 tons. We have notified the DMWTR Taranto, that they will have to charge demurrage on the loading period over and above 10 days at the rate of £200. per day".

Referring to our previous correspondence here on, you will please therefore collect the demurrage at the rate of £200. per day instead of the previous indication of £100. daily and credit this Ministry in sterling on the basis indicated on completion of the loading.

The freight you will please collect on shipment of the cargo at Taranto and credit this Ministry likewise in sterling on the quantity shipped.

FOR MEDITERRANEAN REPRESENTATIVE

M.W.T.R.

signed: Williams

p.c.c./lg.

4007

10th October 1944
9, Via del Chiostro
NAPLES

COMITATO ITALIANO GESTIONE NAVI
NAPLES.

SUBJECT: Br S.S "Empire Summer"

Whit reference to the loading of wine per the above steamer at Taranto for Civitavecchia, we have received the following communication from M.W.T.R. MED.

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The freight you will please collect on shipment of the cargo at Taranto and credit this Ministry likewise in sterling on the quantity shipped.

FOR MEDITERRANEAN REPRESENTATIVE

M.W.T.R.

signed: Williams

p.c.c./lg.

407

Traduzione:

1598/20/3/45

Sig. G. A. Bell
Shipping Sub-Commission
Roma

20th March. 1945

p. fo "EMPIRE SUMMER" inglese

Con riferimento alla Vs. lettera del 14 febbraio 1945 non siamo assolutamente d'accordo con voi che i reclami del caricatore vi sembrano ragionevolmente fondati.

Per quanto riguarda la rata di caricaione fissata a 500 tonn. per giorno, non abbiamo interesse nell'affermazione di 70 tonn. per boccaporto per giorno, da parte del Capitano di Porto. Sarebbe più giusto se il S.S.T.O. desse delle indicazioni dato che bisogna tenere in considerazione che la nave è di 10.000 tonn. di portata, e non sarebbe mai stato consentito una rata di caricaione inferiore alle 500 tonn. Inoltre se la nave scaricò a Civitavecchia in ragione di circa 600 tonn. per giorno, è evidente che se il carico fosse stato disponibile, si sarebbe potuto arrivare ad uguale rata di caricaione.

I caricatori erano ben edotti della rata stipulata in 500 tonn. giornaliere, dato che il Cogen ne fu informato già quando venne assegnato il "Carlton".

Per quanto si riferisce al secondo reclamo dei Caricatori, il Cogen fu informato il 29 settembre 1944 che una nuova clausola di contro-stallie era stata stipulata in considerazione del noleggio della nave a tempo, e che era indispensabile una rata minima di sterline 200 al giorno e/o pro-rata. Pertanto è chiaro che la rata di contro-stallie a 200 sterline al giorno venne stipulata prima che cominciasse la caricaione e non durante la stessa come asserito dai caricatori.

Le istruzioni date al Cogen era chiarissime e la nave doveva caricare alla rata di 500 tonn. per giorno ed in caso di contro-stallie dovevano queste venir rimosse a 200 sterline giornaliere e/o pro-rata.

Da quanto sembra vi è stato una svista all'epoca dell'assegnazione del Carlton e i caricatori devono pagare il compenso per il tempo perso da questo vapore in considerazione che i caricatori non si trovavano in grado di imbarcare il carico all'assegnazione della nave.

4.2.50

PER IL MINISTRY OF WAR TRANSPORT
Mediterranean Representative
firmato: Williams

Per quanto riguarda l'affermazione di 10 tonnellate al giorno, non abbiamo interesse nell'affermazione di 10 tonnellate al giorno, non abbiamo interesse nell'affermazione di 10 tonnellate al giorno, da parte del Capitano di Porto. Sarebbe più giusto se il S.S.T.O. desse delle indicazioni dato che bisogna tenere in considerazione che la nave è di 10.000 tonn. di portata, e non sarebbe mai stato consentito una rata di caricazione inferiore alle 500 tonn. Inoltre se la nave scaricò a Civitavecchia in ragione di circa 600 tonn. per giorno, è evidente che se il carico fosse stato disponibile, si sarebbe potuto arrivare ad uguale rata di caricazione.

I caricatori erano ben edotti della rata stipulata in 500 tonn. giornaliera, dato che il Cogen ne fu informato già quando venne assegnato il "Carlton".

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Le istruzioni date al Cogen era chiarissime e la nave doveva caricare alla rata di 500 tonn. per giorno ed in caso di contro-stallie dovevano queste venir rimosse a 200 sterline giornaliere e/o pro-rata.

Da quanto sembra vi è stato una svista all'epoca dell'assegnazione del Carlton e i caricatori devono pagare il compenso per il tempo perso da questo vapore in considerazione che i caricatori non si trovavano in grado di imbarcare il carico all'assegnazione della nave.

4000

PER IL MINISTRY OF WAR TRANSPORT
Mediterranean Representative
firmato: Williams

p.c.c./lg.

TRANSLATION of letter dated Rome 21 August 1945, addressed by Messrs. EXPORT VINI, Rome, to Allied Commission, Ports Division, copy to ITWAR2.

Subject: Demurrage s/s " Empire Summer ".

By our letter of 13 January this year addressed to A.C., and of which we enclose copy, this organisation pointed out the difficulties met with during loading operations on the " Empire Summer " of a parcel of wine amounting to 4250 tons, and resulted in our having to pay Lire 343,333 demurrage.

In the above-mentioned letter, our organisation, basing itself on the exposition of facts, asked for the recognition of a daily loading rate lower than that fixed by the Taranto Agent of the COGEMA, and the keeping of the demurrage at Lst.100 per day as fixed at the moment of chartering the ship, instead of Lst.200.

We also asked for the reversibility of demurrage paid.

As up to the present we have had no news in this regard, we would be obliged for your kind reply.

Thanking you in advance for your interest in the matter, we are, etc.

NOTE: This matter was in the hands of Mr. C.C. Crooks, and was further taken up by him in Naples with Medbo, and he told McDonnell, before going to Genoa, that he understood some reimbursement would be made.

At the time of chartering the " Empire Summer ", (for which there was no Charterparty 1) a letter was written by Medbo to A.C. stating definitely that demurrage would be 100 pounds sterling per day. After loading they instructed Cogema to collect 200 pounds sterling per day instead 1 This letter was taken by Mr. Crooks to Naples.

Lay-days sheet at Orcechia fabricated
based on 8 hr. day instead of 24hr.

4-85

TRANSLATION of letter dated Rome, 12 January 1945, addressed
by Export Vini to Allied Commission HQ, and copy to Mr.
Charles C. Crooks.

Subject: Demurrage s/a "Empire Summer".

The Taranto Agency of the Cogenia debited us with
Lire 343,333. for 4 days 7 hours demurrage at the rate of
30,000 Lire per day, for the loading of 70 tons 4250 wine in
barrels on the "Empire Summer".

The Agency imposed the daily loading rate of 300 tons
and demurrage was fixed on chartering the ship at Lit.100,
and now doubled to Lit.200.

In this regard we point out that the custom of the port
of Taranto, recognised by a Rule of the local Port Authority,
fixes the loading of a cargo in barrels at 70 tons per hatch
per working day, which for the "Empire Summer" with 5 hatches
works out at only 350 tons.

Furthermore, for loading, the shippers found it abso-
lutely impossible to make use of labour suitable for that
work, as the local S.T.C. are unable to allow the Nettunia
Port Labour Company of Taranto to place their men at our di-
posal for loading the wine.

We had to have recourse to unskilled temporary and
incapable labor, and in spite of this we secured a daily aver-
age of 322 tons about.

When we pointed out in Rome the difficulties met with
at Taranto, the competent Heads at the A.C., let us hope that
speeding up discharging at Civitavecchia would could secure
reimbursement of the demurrage fixed by Cogenia.

Discharging was finished with an advantage to the ship
of 2 days 3 hours 45 minutes on the time allowed, and in order
to secure this result, we authorised overtime, considerably
increasing the average cost of discharging expenses. 204

In consideration of the above-mentioned difficulties
met with in the loading, and the time saved in discharging,
we beg the A.C. to be kind enough to take up the matter with
the competent Office so that there be recognised for loading
a daily rate of 350 tons, as per custom of the port of Taranto,
and the demurrage be kept at Lit. 100 per day.

Again, if it be not possible to obtain the above, we
ask at least reversibility of demurrage, so as to cover at
least in part the heavy charges incurred for overtime at

Furthermore, for loading, the shipowners found it absolutely impossible to make use of labour suitable for that work, as the local S.F.O. are unable to allow the Nettunia Port Labour Company of Taranto to place their men at our disposal for loading the wine.

We had to have recourse to unskilled temporary and incapable labor, and in spite of this we secured a daily average of 322 tons about.

When we pointed out in Rome the difficulties met with at Taranto, the competent heads at the A.C., let us hope that speeding up discharging at Civitavecchia would could secure reimbursement of the demurrage fixed by Cogena.

Discharging was finished with an advantage to the ship of 2 days 3 hours 45 minutes on the time allowed, and in order to secure this result, we authorized overtime, considerably increasing the average cost of discharging expenses. **4.384**

In consideration of the above-mentioned difficulties met with in the loading, and the time saved in discharging, we beg the A.C. to be kind enough to take up the matter with the competent Office so that there be recognised for loading a daily rate of 350 tons, as per custom of the port of Taranto, and the demurrage be kept at Lit. 100 per day.

Again, if it be not possible to obtain the above, we ask at least reversability of demurrage, so as to cover at least in part the heavy charges incurred for overtime at Civitavecchia.

Similar request has been made by the Federazione Italiana Consorzi Agrari of Rome, which shared with the merchants the cargo of the "Empire Summer", addressed to the local Cogena, which replied negatively.

Two timesheets are attached, and we thank you in advance for all you may do to help us. Awaiting your kind reply, we are, etc.

EXPORT VINI

SOCIETÀ A RESPONSABILITÀ LIMITATA - CAPITALE L. 100.000 INT. VERS.
FONDATA E DIRETTA DA GIUSEPPE VALENTINO

SPEDIZIONI - TRASPORTI - DEPOSITI - ESPORTAZIONI - IMPORTAZIONI
UVE - MOSTI - VINI COMUNI - LIQUOROSI - CONCENTRATI - VERMOUTH - MARSALA

Sede: ROMA - Viale Aventino, 80 - telef. 588.778

AGENZIE & CORRISPONDENTI
BRINDISI - Enzo Lombi - presso Rubini
Luciano - Corso Garibaldi, 35 -
tel. 445
GALLIPOLI - Tommaso Pedone - tel. 1040
LECCE - Dr. Angelo Sarti - Via A. Giustino, 4
TRAPANI - Natale Salvo - Via Carosio, 15
tel. 1055
CIVITAVECCHIA - Export Vini - Via
Paolo Virelli, 9 - tel. 44
PIOMBINO - Export Vini - Corso Italia 53
LIVORNO - Mercantili Ugo - Via Giosue
Borsi, 20
GENOVA - Società «La Sorveglianza» -
Via Petrarca, 214 - tel. 55041
- Sciacalaga Carlo - Via del
Campo, 13 - tel. 23021
SAVONA - Geom. Bruno Buschetti - Via
Pierinacci, 10/3 - tel. 20472
- Ditta L. M. Piliaggi - Via
Chioldo, 3/5 - tel. 20629
RAVENNA - Società «La Sorveglianza» -
Via Carroli, 3
VENEZIA - Bertoli Giuseppe - S. Mar-
co, 1278
- Soc. «Sorveglianza» - Calle
S. Fantin, 1954/D - tel. 24545
TRIESTE - Società «La Sorveglianza» -
P.zza Ponterosso, 3 - tel. 3037

Roma, 21 agosto 1945 Mi/bf

Alla COMMISSIONE ALLEATA
-Divisione Porti-
ROMA
Via Veneto

Spett.le I T M A R

R O M A

4283

OGGETTO: Controstallie s/s "Empire of Summer".-

Con nostra lettera del 13 gennaio corr.anno diretta al Comando Alleato - che per migliore norma allegghiamo in copia - questa orga- nizzazione faceva presente le difficoltà incontrate durante le operazio- ni di carico sul s/s "Empire of Summer" di una partita di vino per Ton- 4250, operazioni che avevano portato al pagamento di controstallie per L. 343.333.-

Nella lettera menzionata, sulla base di quanto esposto Vi, l'organiz- zazione chiedeva il riconoscimento di una rata di carico giornaliera in- feriore a quella stabilita dall'Agente di Taranto del CoGeNa e il mante- nimento delle controstallie in Lst.100.- giornaliere fissate all'atto del noleggio della nave anziché in Lst.200.-

In via subordinata veniva chiesta la reversibilità delle contro = stallie pagate.
Poiché a tutt'oggi nulla ci è stato comunicato in proposito, Vi preghia- mo di un cortese riscontro.

RingraziandoVi anticipatamente per il Vostro interessamento, por = giamo distinti saluti.

L'AMMINISTRATORE UNICO
Giuseppe Valentino
G. Valentino

Allegato 1 copia

ALLA COMMISSIONE ALLEATA
-Divisione Porti-

ROMA

Via Veneto

Spett.le

I T M A R

R O M A

4283

OGGETTO: Controstallie s/s "Empire of Summer".

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In via subordinata veniva chiesta la reversibilità delle controstallie pagate.

Poiché a tutt'oggi nulla ci è stato comunicato in proposito, Vi preghiamo di un cortese riscontro.

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L'AMMINISTRATORE UNICO
(Giuseppe Valentino)

Giuseppe Valentino

Allegato 1 copia

BEST COPY POSSIBLE

Roma, 13 gennaio 1945

Major CHARLES GROOKS

Albergo Flora

R.O.M.A.

Al COMANDO ALLEATO

-orino R.O.M.A.OGGETTO: Controstallie s/s 'Empire Of Summer'.

L'Agenzia di Taranto del CO.GE.NA. per le operazioni d'imbarco di Tonn.4250 di vino in fusti sull'Empire of Summer, ha addebitato L.343.333.- per 4 giorni e 7 ore di controstellie in ragione di lire 80.000.- al giorno.

Impose la rata giornaliera d'imbarco di 500 Tonn.e le controstellie fissate all'atto di noleggio della nave in Lit.100.- raddoppiate a Lit. 200.-

Al riguardo si fa presente che gli usi del porto di Taranto, sanciti in un regolamento della locale R.Capitaneria, stabiliscono per il carico di fusti una quota di 70 Tonn. per stive per giornata lavorativa, che per l'Empire of Summer provvisto di 5 boccaporti formano 350 Tonn.solamente.

Inoltre per dette operazioni i caricatori si trovarono nella impossibilità di valersi di maestranze idonee a quel genere di lavoro, in quanto il locale S.T.O. non fu in grado di acconsentire alla Compagnia Portuaria Nettunia di Taranto, di mettere a disposizione delle loro squadre per l'imbarco del vino.-

Si dovette ricorrere a manovalanza occasionale incapace, di scarse rendimento; e nonostante si raggiunse una media giornaliera di 322 Tonn.circa.-

Allorquando si fecero presente a Roma le difficoltà incontrate a Taranto, i dirigenti competenti del Comando Alleato, lasciarono sperare che accelerando le operazioni di sbarco a Civitavecchia si poteva ottenere un rimborso della penalità addebitata dal Cogen.-

Le operazioni di sbarco infatti si ultimarono con 2 giorni, 3 ore e 45 minuti di vantaggio sul tempo concesso e per ottenere questo risultato, si autorizzò del lavoro fuori orario, aggravando notevolmente il costo medio delle spese di carico.-

Considerate le suaccennate difficoltà incontrate nelle operazioni di imbarco ed il minor tempo impiegato per quelle di sbarco, si prega codesto Comando Alleato di voler cortesemente interessare il competente Ufficio affinché sia riconosciuta per l'imbarco una rata giornaliera di 350 Tonn., come d'uso nel porto di Taranto, e le controstellie siano mantenute in Lit. 100.- al giorno.

In via subordinata e se non fosse possibile, ottenere quanto sopra richiesto, si chiede la reversibilità delle controstellie, in modo da potersi almeno in parte avvantaggiare delle maggiori spese sopportate per il lavoro straordinario effettuato a Civitavecchia.-

QUESTIONS COMPLETES

~. "Empire of Summer".

re 25.000,- al giorno.
1.445.445,- per 4 giorni e 7 ore di manutenzione in regime di 12
turni, 4.500 di vino in tutti e 12 turni, 12.000,00, 12.000,00
1.445.445,- per 4 giorni e 7 ore di manutenzione in regime di 12
turni, 4.500 di vino in tutti e 12 turni, 12.000,00, 12.000,00
1.445.445,- per 4 giorni e 7 ore di manutenzione in regime di 12
turni, 4.500 di vino in tutti e 12 turni, 12.000,00, 12.000,00

to a lot of 500.000
to be sold to the
state for the
purpose of being
distributed to the
500,000 in the
lot.

350 Torr. solimento.
 tativa, che per l'Empire of Summer provvisto di 5 barometri Torino
 il carico di fusti una quota di 70 Torr. per fusti per ciascuna lav
 cto in un regolamento della locale. Capitaneia, attiliano per
 Al riguardo mi la presente che gli nel porto di Torino, 350

[illegible]

La rivista "L'Espresso" ha pubblicato un articolo di
sull'argomento, e ci ha dato un'idea della
importanza del problema.

Allo scopo di tenere presente come in difficoltà finanziarie e tecnico, i dirigenti competenti del Comune di Genova, l'Amministrazione si è posta l'obiettivo di realizzare le opere di urbanizzazione in modo da evitare la situazione di crisi finanziaria del Comune.

La operazione d'arresto fu iniziata alle 11.30 circa, quando si presentarono alla casa di viale Mazzini, 10, i carabinieri della 12^a Compagnia di Milano, che erano stati informati dalla polizia di Milano che in quella casa si trovava un individuo che si chiamava "Mazzini".

no mantenute in lat. 100. - al giorno.
di 50 torn., come d'uso nel resto di "Tiranto", e le contraccapitali sin-
te Ufficio affini, sia riconosciuta per l'impresa una rata giornaliera
ceduta quando affatto di voler corrispondere l'importo il compen-
di impiego ed il minor tenore pagato per quello di sbarco, ai prezzi
considerate le annunciate difficoltà incontrate nelle operazioni

Per il lavoro straordinario effettuato a Livorno -

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 347
AC/10/3/Tn6

JBH/lml

SUBJECT : Demurrage S/S "Empire Summer".

TO : Shipping Sub-Commission
Attention: Mr. Bell

1. Attached hereto are letter and translation from Guiseppe Valentino, Piazza Giunone Regina No. 1 Rome, regarding demurrage charged by the CO.GE.NA. agent at Taranto on the S/S "Empire Summer".

2. We will appreciate your informing us on your decision in this matter.

CHARLES C. CROOKS, CHIEF
Ports and Warehouse Division
Transportation Sub-Commission

Attachments:

- 2- As stated in
Paragraph 1.

4-81

BG/gg

TRANSLATION

VALENTINO GIUSEPPE

Rome

Pza. Giunone Regina No. 1.

Tele: 580634

Rome 13th January 1945

TO: Allied Command

Rome

SUBJECT : Demurrage S/S "Empire Summer"

The CO-GE-NA's agency of Taranto, has charged us for the embarking operation of 4250 of wine in barrels on the S/S "Empire Summer" of the sum of 343.333 liras for 4 days and 7 hours of demurrage in reason of 80.000 liras per day.

It has been imposed the embarking daily quote of 500 tons and the demurrage has been fixed at the moment of sub-chartering the ship in 100 £ which have been doubled to 200 £.

We point out that the service of the port of Taranto, which is fixed in the regulations of the local Royal Capitaneria, requires for the shipment of barrels a quote of 70 tons per hatch during the working day, which for the "Empire Summer" who has 5 hatches is of 350 tons only.

Then for the above mentioned operations it has been, impossible to use workmen accustomed to that work, because the S.T.O. was not able to furnish to the "Nettunia Port Company" of Taranto, its workmen to embark wine.

We have been compelled to use occasional workmen who were not accustomed to those operations and nevertheless we report a daily average of nearly 322 tons.

When we pointed out in Rome the difficulties we encountered, the competent authorities of the Allied Command let us hope that hastening the de-barking operations at Civitavecchia we could obtain a reimbursement of the penalty which was charged by CO-GE-NA.

In fact the debarking operations were ended in two days, ~~these~~ ^{these} hours and 45 minutes of advantage on the fixed time and to obtain this result we authorized overtime work, surcharging considerably the medium average of the debarking expenses.

If we consider the above mentioned difficulties which we encountered in the embarking operations and the short period of time we employed in the debarking procedures, we beg that Allied Command to interest the Competent Office to recognize for the embarking a daily rate of 350 tons, as it is for the port of Taranto, and that the demurrage should

अष्टादश ५

and Valentino)

Encl: No 2-

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/8/18/Tn6

RMB/mvm
18 September 1945

SUBJECT: Schooner "Alma"

TO : Soc. An. Trasporti Industriali
Via Uffici del Vicario 43
Rome

1. In reply to your letter of 4 September 1945 on the above subject, it is requested that you take this matter up with the Italian Ministry of Marine, Direzione Generale Marina Mercantile, Ufficio Requisizioni, Divisione 111^a.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

4379

ROME, 7 September 1945.

To: Chief, Ports & Warehouse Division

Subject: m/schooner "ALMA"

The Owners should apply to the Italian Ministry of Marine, Direzione Generale Marina Mercantile, Ufficio Requisizioni, Divisione III^a, for reimbursement of requisition compensation.

Mr. Williams, Medbo, says that this ship passes as a coaster to Medbo control as she is over 300 GRT (she is 304 GRT), but I understand that Owners had certain superstructures taken off, and the ship surveyed and GRT reassessed by Italian Register, and they say she is now under 300 GRT.

Medbo have authorized her to make the trip from a Puglia port to a Ligurian port for repairs, freight for s/c Medbo.

B. McDonald

4378

S A T I

Soc. An. Trasporti Industriali

MARITTIMI - TERRESTRI

CAP. SOCIALE L. 3.000.000 INT. VERS.

TELEF. 65.401

VC.88

TELEG: SATITRA

ROMA 4 Settembre 1945

VIA UFFICI DEL VICARIO 43

SPETT. TRANSPORTATION SUBCOMMISSION
PORT DIVISION

R O M A

M/V. "ALMA" = 725

Ci permettiamo esporre quanto segue:

In data 24 Febbraio 1945 il Ministero della Marina con suo foglio N° 1232 con riferimento a foglio 103 del 23.1.45 del CO GE NA di Napoli ci comunicava che l'emarginato Motoveliero non dovevasi più considerare preda bellica e che il periodo 24.12.43 ore 24 al 18 Settembre 1944 ore 24 - doveva essere considerato ~~e~~ noleggiato a scafo nudo.

Per detto periodo il CO GE NA ci doveva corrispondere il 60% del nolo (scafo nudo) in quanto il rimanente 40% doveva essere versato al War Department perché gli Alleati avevano sostenute delle spese per la messa in efficienza e le riparazioni al Motoveliero stesso.

In seguito a questa comunicazione la sottoscritta Società mandò parecchie volte i suoi funzionari presso gli Uffici del CO GE NA di Napoli, allo scopo di ottenere la liquidazione dei dovuti; ma sempre ebbe promesse che a Roma avrebbe trovato il mandato di pagamento presso la Sede.

Anche le sollecitazioni per iscritto non ebbero effetto, solo quella verbale in data 4 agosto ci lasciava sperare che entro dieci giorni saremmo venuti in possesso della cifra spettante, pur tuttavia a tutt'oggi nulla è pervenuta alla scrivente.

Preghiamo quindi Codesta Spett. Commissione di voler cortesemente intervenire, onde definire questa pratica che già da troppo tempo si trascina.

Con osservanza.

Soc. An. Trasporti Industriali
Industria

TRANSLATION of letter, dated 4 Sept. 1945, addressed by
SATI (Soc. An. Trasporti Industriali) to Ports Div.

motorschooner "ALMA" N°725.

We beg to place the following matter before you:

On 24 February 1945 the Ministry of Marine by letter N°1232, referring to letter No.103 of 23/1/45 of the CO.GE.NA. of Naples communicated to us that the above motor schooner was no longer to be considered as a war prize, and that for the period 24/12/43 midnight to 18 Sept. 1944 midnight, should be considered as chartered on a demise basis.

For that period the CO.GE.NA should pay to us 60% of the freight (demise) as the remaining 40% was to be paid to the War Department because the Allies have borne some expenses for making the ship seaworthy and for repairs made to the m/schooner.

Following on this communication we send several times our officials to the Offices of the CO.GE.NA. of Naples, with a view to obtaining the settlement due, but we have always had promises to the effect that at Rome we would have found the payment order at the ^{Head} Rome/Offices.

Even reminders in writing have had no effect, only after a verbal reminder on 4 August we were allowed to hope that within ten days we would have come into possession of the sum due to us, but up to to-day we have received nothing.

We would therefore beg the Allied Commission to kindly intervene, so that this matter, which has been outstanding such a long time, be settled.

We are, etc.

SOC. AN. TRASPORTI INDUSTRIALI

Cogema / Jt. Govt. / owners

not 18/1/45

for 18/1/45

4376

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/8/14/Tn6

RMB/mvm
18 July 1945

SUBJECT: Release of Schooner "ALMA" to Solvay Co.

TO : Industry Sub Commission

1. Reference your letter AC/5605/IND of 28 June 1945 on the above subject.

2. Since all schooners not assigned to specific military service have been handed back to the control of the Italian Government Authorities, it will be necessary for Solvay Co. to handle this matter direct with the Ministry of Merchant Marine who are in a position to allocate the schooner in question if they deem it advisable.

3. It is requested that you inform the Solvay Co. accordingly.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

4375

HEADQUARTERS ALLIED COMMISSION
AFO 394
Transportation Sub-commission

MJS/bjs

10th July 1945

Tel. Ext 318

531/58/Tn.3

SUBJECT. Release of Schooner "Alma" to Solvay Coy.

TO. Ports and Warehouse Division
(attention Mr. Bazzanella)

1. Ref your letter AC/8/13/Tn.6 of 9th July, not to Industry Sub-commission, enclosing Industry Sub-commission letter AC/5605/Ind.

2. All schooners, not assigned to specific military tasks, have been handed back to the control of the Italian Government authorities.

3. If the Solvay Coy. require a schooner specifically assigned to them, it is for them to approach the Italian Government authorities, in the shape of the Ministry of Mercantile Marine, for the allocation of any individual craft.

4. It appears to me that Industry Sub-commission should inform the Solvay Coy. what the present position is, so that they can deal direct with the Government authorities concerned.



M.J. SIEFF, Colonel
Chief, Movements Division

Copy to Industry Sub-commission

4374

TRANSPORTATION SUB COMMISSION
Ports & Warehouse Division

INTER OFFICE MEMO

Tel. 290
Ref. AC/8/13/Tn6

RMB/mvm
9 July 1945

SUBJECT: Release of Schooner "ALMA" to Solvay Coy.

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

1. For your information, attached is copy of letter and attachment received from the Industry Sub Commission which is self-explanatory.

2. We understand that the schooner "ALMA" is now undergoing repairs somewhere near Bari. However, we do not know the operating status of same, but are investigating it.

3. It appears that the Solvay Plant could make good use of the schooner. However, it occurred to us that perhaps your division would prefer to have this schooner operating on a monthly tonnage program.

4. Please let us have your comments or your advice as to whether you will handle this matter or whether we should.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Attachment:
As stated in para 1.

4373

RSO/ac

Tel. 4708090

28 June 45

Ref. AC/5605/IND

SUBJECT : Solvay Plant - Rosignano :Release of schooner "AIMA" to Solvay Coy.
TO : Transportation Sub-Commission ✓
Ports & Warehouse Division (Attn.Mr.Bazzanella)
FROM : Industry Sub-Commission.

1. The Solvay Plant in Rosignano, which has been reactivated by Industry Sub-Commission, is considered both by ATHQ and by this Sub-Commission of vital importance for the rehabilitation of the Italian industry (see enclosed copy lett. from ATHQ-G5 Section to Economic Section).
2. The Solvay are the only works in Italy producing sodium carbonate (soda ash), bicarbonate and caustic soda, which are basic materials for : soap manufacture; olive oil refining; glass production; textile (i.e. washing and treatment of wool and cloth; artificial fibre - rayon); pharmaceutical industry; disinfecting alkaline solutions, etc.
3. The present output of the Solvay plant exceeds 6500 tons of products per month. It is planned to double the above production at the earliest possible date. However great difficulties are experienced at present with regard to the distribution of end-products to main consumption centers, owing to shortage of transportation.
4. The above problem would be solved in a very satisfactory manner if the schooner "AIMA" could be released to the Solvay Coy for coastal transport. This schooner belongs to 'Soc. SATI' who operated in the pre-war period on behalf of the Solvay Coy. She is particularly suitable for loading and unloading at the Solvay Vada - Rosignano pier, which can handle at present from 200/250 tons per day.
5. In view of the above it will be appreciated if action can be taken by you to have the schooner "AIMA" turned over to the Solvay Coy, or to the SATI on behalf of the Solvay, for the exclusive use by the latter for transportation of sodium carbonate, bicarbonate and caustic soda from the Solvay pier to main consumption centers.


R. S. PATOWSKI

for W. J. MASTREY
Lt. Colonel
Acting Director
Industry Sub-Commission.

4372

Encl.1

Copy lett. as per para 1),
Ref.C-54 dated 19 Jan 45.

C O P Y

CONFIDENTIAL

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

Ref. C-54

19 January 1945

SUBJECT : Solvay Soda Works, Rosignano
TO : Headquarters, Allied Commission, APO 394
(Attn. Economic Section)

1. It is desired to bring to your attention the fact that letter AC/5605/IND of 29 December was favourably considered by this H.Q. and that P.B.S. have been instructed not to requisition the Solvay Soda Works at Rosignano. See H.Q. MTUSA 1st Ind. to P.B.S. dated 9 January, reference AG 004/036 ENGRS - 0, copy to you.
2. As indicated by the a/q endorsement, it is considered of vital importance that energetic action be taken to ensure the plant is put into production at an early date.
3. It is requested that this Section be kept informed of the status of reactivation.

For the Acting Assistant Chief of Staff, G-5:

J.E. BUTTERWORTH
Colonel, G.S.C.
Chief, Economics & Supply Division

Copy to: G-4

CONFIDENTIAL

4371

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/8/11/Tn6

RMB/mvm
26 May 1945

SUBJECT: De-requisitioning of Schooners
TO : Movements Division
(Att. Col. M. J. Sieff)

1. For your information and attention, we attach hereto original letters and corresponding translations, all of which refer to the above subject.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Attachments as stated above.

TRANSLATIONSOC. AN. TRASPORTI INDUSTRIALI

23 May 1945

Allied Commission
Rome

The undersigned Soc, An. Trasporti Industriali (SATTI) needs its own motor schooner "ALMA" #725 (at present in service with the 797 Transport Coy. R.A.S.C.) of which they are owners. They, therefore, ask the Allied Commission if they can obtain the derequisition of the said motor schooner for the reasons set forth in the two letters attached hereto.

The Solvay Company as well as Messrs. Soc. Cisa Viscosa and our own Company, bearing in mind the circumstances which could alleviate the serious difficulties met today in their production, trust in the favorable consideration of the matter by the Allied Commission.

cc. Ministry of Marine

(signed - illegible)

SOC. AN. TRASPORTI INDUSTRIALI

4369

TRANSLATION

SOLVAY & C.

14 April 1945

Allied Commission
Rome

Subject: Carriage by sea for the Solvay Company, Rosignano

In past years and for a long time the Solvay Company has made use of the SATI Company for carriage of their goods by seas. We had indeed an agreement whereby the SATI Company carried out most of the transport from the VADA pier (near Leghorn) - property of the SACOM Company associated with the Solvay - to the various ports of Italy; both as regards the shipment of finished products as well as for the import of important prime materials.

In consideration of the imminent renewal of production, of the present railway carriage difficulties, of the request by ACH Industry Sub-Commission to institute depots of the company's products in the three principal port cities (Rome, Naples, Bari), of the possibilities of using the abovementioned Vada pier, which is now fully in order, the Solvay Company would be very interested in the renewal of carriage by sea through the SATI Company.

IL RAPPRESENTANTE GENERALE

(signed - illegible)

cc: Ministry of Marine.

4368

Translation of letter of SATI Soc. An. Trasporti Industriali dated 23 May 1945 addressed to Allied Commission (copy to Ministry of Marine)

The undersigned Soc. An. Trasporti Industriali (S.A.T.I.) needs its own motorschooner "ALVA" N° 725 (at present in service with the 797 Transport COY. R.A.S.C.) of which they are owners. They therefore ask the Allied Commission if they can obtain the derequisition of the said motorschooner for the reasons set forth in the two letters attached hereto.

The Solvay Company as well as Messrs. Soc. Cise Viscosa and our own Company, bearing in mind the circumstances which could alleviate the serious difficulties met to-day in their production, trust in the favorable consideration of the matter by the Allied Commission.

Translation of letter of Messrs. SOLVAY & C°, Rosignano Solvay, dated 14 April 1945, addressed to Allied Commission (copy to the Ministry of Marine).

Subject: Carriage by sea for the Solvay Company, Rosignano.

In past years and for a long time the Solvay Company has made use of the SATI Company for carriage of their goods by sea. We had indeed an agreement whereby the SATI Company carried out most of the transport from the Vada pier (near Leghorn) - property of the SACOM Company associated with the Solvay - to the various ports of Italy: both as regards the shipment of finished products as well as for the import of important prime materials.

In consideration of the imminent renewal of production, of the present railway carriage difficulties, of the request by ACHQ Industry Sub-Commission to institute depôts of the Company's products in the three principal port cities (Rome, Naples, Bari), of the possibilities of using the abovementioned Vada pier, which is now fully in order, the Solvay Company would be very interested in the renewal of carriage by sea through the SATI Co.

derequisition of
in the two letters attached hereto.
Cisa Viscosa and
Soc. Cisa Viscosa
The Solvay Company as well as Messrs. Soc. Cisa Viscosa
which could
the circumstances
production,

The Solvay Company, bearing in mind the circumstances
our own Company, bearing in mind the circumstances
alleviate the serious difficulties met to-day in their production,
trust in the favorable consideration of the matter by the Allied
Commission.

✓

Translation of letter of Messrs. SOLVAY & Co., Rosignano Solvay, dated 14 April 1945, addressed to Allied Commission (copy to the Ministry of Marine).

Ministry of Foreign Affairs
Subject: Carriage by sea for and for a long time the Solvay Company. We
In past years and for carriage of their goods by sea; we
use of the SATI Company for carriage of the SATI Company - property of
had indeed an agreement whereby the SATI Company (near Leghorn) - property of
of the transport from the Vada pier the Solvay - to the various ports
the SACOM Company associated with the Solvay - to the various ports
of Italy: both as regards the shipment of finished products as
well as for the import of important prime materials.

the SACOM Company as regards the import of important prime materials of Italy; both as regards the import of important prime materials, of the imminent renewal of production, of the request by ACHQ well as for the import of the Company's present railway carriage difficulties, of the request by ACHQ, which Industry Sub-Commission to institute depôts of the Company, Bari), products in the three principal port cities (Rome, Naples, Bari), of the possibilities of using the abovementioned Vada pier, which is now fully in order, the Solway Company would be very interested in the renewal of carriage by sea through the SATI Co.

4367

2
Translation of C.I.S.A. Viscosa, Rome, letter of 27 March 1945
addressed to AC and copy to It. Ministry of Marine.

Coal supplies.

In view of the renewal of production at our Works in Rome in the near future for which is foreseen a monthly supply of 600 tons a month of coal of Sulcis, (Sardigna), for which we could arrange the carriage from the port of S. Antioco to Civitavecchia by schooner, if the Allied Commission would help us to obtain the derequisition of the motorschooner "ALMA" N°725 owned by the S.A. Trasporti Industriali of Rome (Via Uffici del Vicario, 43) connected with our industrial group.

This motorschooner, gross reg. 304 tons, dw 420 tons about, diesel engine running at 6 knots, at present in service with the Transport Coy RASC under the denomination "ALMA 725".

We consider it opportune to bring to your notice that our connection the SATI, out of five vessels owned, have lost four due to war action, and therefore the derequisition of the motorschooner above would be very very useful, not only for the carriage of coal, but also for the carriage of other raw materials necessary for us (sea salt, caustic soda, crude sulphur, etc.)

We trust that the above will be favorably considered, and we are, etc.

C.I.S.A. VISCOSA

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/8/16/Tn6

RMB/mvm
25 August 1945

SUBJECT: Schooner "Ulisse"
TO : Shipping Branch
(Att. Major Laraman)

1. For your information, quoted hereinbelow is translation of news item appearing in issue #171 of Il Globo dated 24 August 1945.

"Wine Arrives from Puglie But a Lot Had Ended in the Sea."

Civitavecchia, 23. The steamer "Ulisse" arrived here on 23 August from Brindisi, from where she sailed 13 August, with a cargo of 2,178 barrels of common wine with declared weight on bill of lading as 1,439,828 kilos. 757 barrels are for the Mercati Generali of Rome.

From what we have been able to learn so far, a large quantity of wine has been lost and pumped into the sea together with tins of petrol. This loss, due to the bad condition of many barrels, seems due also to the method of stowage which is not suitable for this class of goods.

This inconveniency, which has taken place also in previous wine shipments, could, in the winter season, reach more serious proportions due to the weather conditions, and will continue until ships with between decks are put in for the transport of wine."

2. This matter was discussed in a very general way with Lt. Marena this morning. However, it is believed that whatever action is necessary should be taken by your Division.

R. E. BAZZANELLA, Chief
Ports & Warehouse Division

TRANSLATION of news item in the newspaper "IL GLOBO"
No. 171 of 24 August 1945.

WINE ARRIVES FROM PUGLIE BUT A LOT HAD ENDED IN THE SEA
CIVITAVECCHIA, 23. ~~There has~~ arrived here on 23~~rd~~ August
from Brindisi, from where she sailed the 13th ~~inst.~~, the steamer
"ULISSE" with a cargo of 2178 barrels of common wine, of a
weight declared ~~in B/L~~ ^{of 1,439,828} Kilos 1,439,828: 757 barrels are
for the Mercati Generali of Rome.

From what we have been able to learn so far, a large quan-
tity of wine has been lost and pumped into the sea together
with tins of petrol. This loss, due to the bad condition of
many barrels, seems due also to the method of ~~loading~~ ^{stowage} ~~stowage~~ which is not suitable for this class of goods.

This inconveniency, which has taken place also in previous
wine shipments, could, in the winter season, reach ^{more} serious pro-
portions due to the weather conditions, and will continue until
ships with ~~tween~~ decks are put in for the carriage of wine.

STOWAGE OF GOODS IN SHIPS' HOLDS. This should be taken
up with the port Authorities, the stevedoring concerns, and
with particular regard to liquid goods. If liquids in barrels
or drums or tins in cases are not very properly stowed, unneses-
sary loss follows, and if the vessel meets with heavy weather
the greater the loss. Ship's masters and officers should be
requested to exercise their authority in the loading ⁴³⁶⁴ their
ships for which they are responsible. In law, loss through
bad stowage is recoverable from the shipowners.
The newspaper is right in saying that ships with 'tween decks
should be put in for the carriage of liquids in barrels.

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 347
Ref. AC/8/15/Tn6

UAG/lml
24 July 1945

SUBJECT : SS"EDERA" at Ancona.

TO : Movements Division, Shipping Branch
Attention: Major M. P. Laraman

1. Enclosed herewith is a copy of a letter received from Lt. E. T. Griffin, Port Liaison Officer at Ancona, which is self-explanatory.
2. Your attention will be appreciated.

R. M. BAZZANELLA
Chief, Ports & Whse. Division

Attachment:

As stated above.

CC: Major Klein

4363

C
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P
YHEADQUARTERS
ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
PORTS AND WAREHOUSE DIVISION
ANCONA DEPOTSC
O
P
YAncona
19 July 45

Ref. : FLO/II
SUBJECT : SS "EDERA"
TO : Major R. H. Klein
Port & Warehouse Division
FROM : PLO - ANCONA

I have to report that SS "EDERA", advised as carrying 6800 tons Phosphate Rock, arrived at this Port with an excess cargo of approximately eight tons of yellow Phosphate.

I was approached by the Consorzio Agrario Provinciale to certify that this cargo has been legally purchased by them from the Captain of the Edera and I was further requested to facilitate the removal of the cargo from the port, using Military Transport and labour. This I refused.

Movements, Ancona; were then approached by the Consorzio and in the meantime I reported the matter to the Public Safety Officer.

I am informed by Movements that as the ship is commercially operated there is no objection to the Captain carrying what cargo he deems fit, subject, of course to his fulfilment of contract and the laws of contraband, the only objection therefore that Movements can raise is the use of a Military Port for private enterprise.

An investigation by the Public Safety Officer resulted in a clearance certificate and in view of this and reasons of operation the cargo was cleared by civilian labour and transportation by special permission of the Port Authorities.

/s/ E. T. Griffin

E. T. GRIFFIN
Lieut. R. A. S. C.
Port Liaison Officer

4362

Tel. 454

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

*File
Schooners - General
8
AMMC/lr*

Ref. : AQ/503/179/Tn3

11 July 1945

SUBJECT: Schooners in Venezia Region

TO : Regional Commissioner Venezia Region.

1. Reference letter from Regional Transportation Officer
No RXII/Tn/3.5 dated 9 July '45.

2. All Italian schooners now come under the jurisdiction
of the Italian Maritime Commission (ITMARE) whose headquarters
are in Rome - see A.C. Shipping Instruction No. 15 dated
27 June 1945. Application for the registration and operation
of the schooners concerned should therefore be made to the
local Itmare agents.

By Command of Rear Admiral STONE :

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

Copy to : Regional Transportation Officer, Venezia Region
(for action)

Itmare
Ports & Whse Division ✓

4361

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

GBG/gg

24 June 1945

Our Ref :- AC/503/174/Tn.3.

SUBJECT :- Movement of Stores by Sea.

TO :- Solvay & Co.
Rosignano Solvay
Livorno.

1. Reference your letter No 253 dated 2 June 45.

2. It is not the general policy of the Allied Shipping Authorities to allocate particular schooners to any particular trade. This policy is necessitated by the lack of sea transportation as a whole, in relation to tonnages of cargoes required to be moved.

3. Attached is a copy of our Shipping Instruction No 8 which details the procedure on which you should make application for the movement of your stores. For your information however, a new procedure is becoming effective as from 1 July 1945, and a copy of this procedure will be dispatched to you in the course of the next few days.

For the Director :-


G.B. GODFREY
Major I.E.

Encl. S.L. No 8

Copy to : P. & W Div.
(Ref your AC/8/12/Tn.6. of 20 June 45)

4360

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/8/12/Tn6

RMB/mvm
20 June 1945

SUBJECT: Derequisition of Schooner "ENRICO"

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

1. For your information and handling, attached are letter with enclosure from the Solvay Company (in Italian) and corresponding translations.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Attachments:
As stated above

4359

TRANSLATION

Letter, dated 2nd. June 1945, addressed by
the SOLVAY & Co., of Rosignano Solvay, to the
ACHQ, Transportation Sub-Commission.

Copy to Industry Sub-Commission, Rome, and
to It. Ministry of Marine, Rome.

Subject: Carriage by sea for the Solvay Co. Rosignano (Leghorn)

We beg to attach copy of our letter No.177 of 14 April
last, addressed to the Industry Sub-Commission, with copy to
the Italian Navy, Rome, on the above subject.

Since the matter has become of still greater importance
because the Rosignano Works have started working again, we
therefore beg to ask you to kindly take up the derequisition
of the motorschooner ENRICO (ex ALMA " of 420 tons d.w., pro-
perty of the SATI Company, which vessel would be used by the
SATI for the carriage of goods to and from Rosignano.

This motorschooner has particularly favorable character-
istics for this service, as she can moor at our pier of VADA
without any difficulty in spite of the low depth of water.
Furthermore, since the Vada pier is connected by a decauville
railway to our Works, there would be - quite apart from any
other consideration - eliminated all need of railway cars or
motor trucks, which are instead are required for shipment by
sea to and from other ports (Leghorn, Piombino, Civitavecchia).

The General Representative
(sd) Ing. Clemente Van Cauberg

TRANSLATION of enclosure to above letter:

The Solvay Company during the past years, and for a very long
time has availed itself of the services of the SATI Co. for the
carriage of its goods by sea; indeed it has an agreement with
the SATI by which the latter were entrusted with the carrying out of
almost all the transport by sea from the Vada pier, to various
Italian ports, as well as the forwarding of the Company's finish-
ed products and the reception of important raw material.

In view of the imminent renewal of production, of the present

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

perty of the SATI Company, which vessel would be used by the SATI for the carriage of goods to and from Rosignano.

This motorschooner has particularly favorable characteristics for this service, as she can moor at our pier of VADA without any difficulty in spite of the low depth of water. Furthermore, since the Vada pier is connected by a decauville railway to our Works, there would be - quite apart from any other consideration - eliminated all need of railway cars or motor trucks, which ~~are~~ instead are required for shipment by sea to and from other ports (Leghorn, Piombino, Civitavecchia).

The General Representative
(ad) Ing. Clemente Van Cauberg

TRANSLATION of enclosure to above letter:

The Solvay Company during the past years, and for a very long time has availed itself of the services of the SATI Co. for the carriage of its goods by sea; indeed it has an agreement with the SATI by which the latter was entrusted with the carrying out of almost all the transport by sea from the Vada pier, to various Italian ports, as well as the forwarding of the Company's finished products and the reception of important raw material.

In view of the imminent renewal of production, of the present railway carriage difficulties, of the request made by Industry Sub-Commission, ACHQ to form dépôts (stocks) of our products in three large port cities (Rome, Naples, Bari), of the possibility of making use of the Vada pier which has been completely put in working order, the Solvay Co. would be most interested in the renewal of carriage of their goods by sea through the SATI Co.

NAVITAL S. P. A. - ROMA

Via Piave, 3 -
Telef: 42007 -

Rome, May 4th, 1945

To: TRANSPORTATION SUB-COMMISSION

(attention Lt.Col. Harris)

ROME

NAVAL SUB-COMMISSION

ROME

PORTS & WAREHOUSE DIVISION ✓

ROME

LIGURIA REGION

ROME

SENIOR SALVAGE OFFICER

(Navy House)

NAPLES

LB/fa

The undersigned Company, which has its yards at Andora (Savona), begs to inform you that the yards are specially equipped for wooden carpentry work, and they had in advanced state of building in May 1944 a sailing vessel of 850 tons, 1 of 350 tons and a smaller one of 150 tons.-

The yards were supplied with reserves of material for the completion of these sailing vessels, and, except for war actions of which we have no knowledge at present, we are sure that the vessels were deliberately not completed, and we have reason therefore to believe that the completion could be effected very rapidly now. The Company employs specialised workmen, over 100 in fact, whom they expect to find at the place of work.-

The Company is also proprietor of the steamer "NINO CLAUDIO" sunk in the port of Genoa, in a position easy for refloating, because it rests on an even bottom which is muddy and near a quay.-

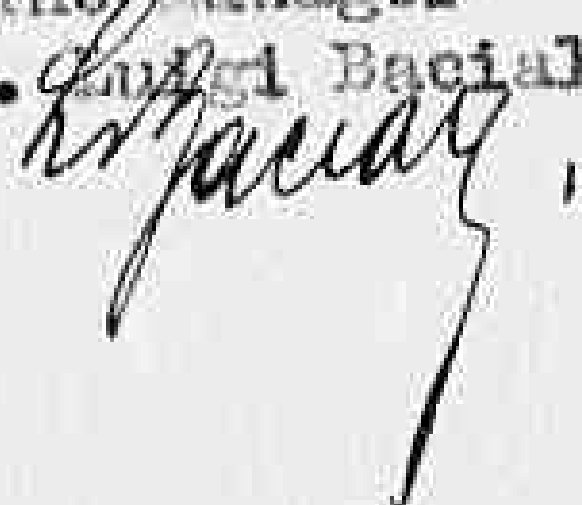
To take care of this not indifferent amount of interests, and to collaborate in everything which may be asked by Liguria Region, this Company begs to ask that their Manager, Dott. Luigi Bacialli and auditor Avv. Italo Greco, be allowed to return to Andora to take over the management of the Yards.-

Yours truly,

" NAVITAL "

The Manager

(Dott. Luigi Bacialli) 4357



ac/8/26

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 390
Ref. AC/8/9/Tn6

GWEB/lml
2 May 1945

SUBJECT : Schooner "META"

TO : Industry Sub-Commission
(Attention: Capt. Mac Donald)

1. Reference your AC/5615/36/IND of 17 April and subsequent conversation MacDonald/Warley.

2. Please advise the monthly requirements of the Soc. Telco and Grafite di Val Chisone, Leghorn.

R. M. BAZZANELLA
Chief, Ports & Whse. Division

4356

Tel.237

NRLM/ggp

Ref.AC/5615/36/IND

17 April 1945

SUBJECT : Supplies of Talc to Talc Factory,
Soc. An. Talco & Grafite,
Val Ghisone, Leghorn.

TO : Transportation Sub-Commission ✓
(Attn. Port, Shipment & Warehouse Div.)

FROM : Industry Sub-Commission

1. The attached copy of a letter from the Ministry of Industry, Commerce and Labour, dated 27 March 1945, with reference to the above-named plant is submitted for your attention .

2. It is confirmed that, as the result of representations made by this Sub-Commission, based upon the importance of the products of the plant to the State paper mills, and in the textile, soap and pharmaceutical industries, the projected requisition of the plant by Penbase was abandoned.

3. Your recommendations as to whether an approach should be made to COGENA for the release of the schooner *RETA*, or whether the requirements of the plant can be satisfied by shipments of talc from Sardinia by the current bidding system, would be appreciated.

Copy to:-
Economic Section

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

1 Incl.:-
Copy ltr.No.1775,
dtd.27 Mar.45,from
Ministry of Ind.,
Comm. & Labour (translation).

4355

TRANSLATION

IC/mq

MINISTERO DELL'INDUSTRIA,
COMMERCIO E LAVORO

Rome 27 March 1945

Direzione Generale dell'Industria
e delle Miniere
Ufficio Ricostruzione

To: Allied Commission
Industry Sub-Commission

R O M E

Prot. No. 1775

SUBJECT : Soc. Talco e Grafite di Val Chisone- Talc-grinding factory
at Leghorn

1. Reference is made to our letter No. 830, dated 23 Dec. 1944 to this Sub-Commission, concerning the talc-grinding factory at Leghorn, owned by Soc. Talco e Grafite di Val Chisone.

2. In the above letter we requested that this factory be not requisitioned, in that it is the only producer of talc in Liberated Italy and supplies the "Istituto Poligrafico dello Stato" with the raw material required for manufacture of paper necessary to the Government Service and the Allied Authorities themselves.

3. This Sub-Commission (letter AC/5615/36/T.N.I. dated 2 Feb. 45) gave assurance that the factory would not be requisitioned.

4. The factory, after the repair of damages caused by the Germans, re-started operation utilising a small stock of material imported from Sardinia two years ago, and the limited resources of some quarries located at "Montenero", in the neighborhood of Leghorn. Owing to the insufficiency of said resources, it will be necessary, in the near future, to import from Sardinia grey and white talc.

5. Sea transport was effected by the motor-sailing vessel "META" (gauge: 200 tons), which in August 44 was requisitioned by "COGENA" and held at the disposal of BASC WATER TRANSPORTATION.

6. Considering the importance of the subject factory in order to the national production, as was demonstrated in our letter of 23rd December 44, we beg this Sub-Commission to take the necessary steps for the de-requisition of the vessel "META" or, at least, for obtaining the authorization to transport the Crani talc from Sardinia to Leghorn.

THE MINISTER

/s/ Gronchi

HEADQUARTERS ALLIED COMMISSION
AFO 394
TRANSPORTATION SUB-COMMISSION

Tel. 394
Ref. AC/3/8/Tn6

GWEN/lml
7 April 1945

SUBJECT : Schooners Used Elba Island/Mainland.

TO : Director General
Italian Merchant Marine

1. The following information is forwarded to you for your records and files:

"a) This island has the following schooners available for service:

M. S. - Motor Schooner
S. S. - Sailing Schooner

The schooner "Aurora" carries cargo only. All others carry both passengers and cargo.

Type	Name	No. Masts	Dead Weight Tons
M.S.	Flemingo	2	10
M.S.	Assunta	2	36
M.S.	Nuovo Sestri	1	13.44
M.S.	Il Succesao	1	16.15
M.S.	Lido	1	16.70
M. S.	Dina	1	8.50
M. S.	*Ines	2	23.68
M. S.	#Alba	1	40.69
M.S.	*Volonta'di Dio	1	16.07
S.S.	Aurora	1	13.44

NOTE: * Out of service for repairs

Used to maintain communication with the Islands of Pianosa and Capraia.

b) In addition there are 14 small motor boats (0.5 to 3.7 tons) used occasionally for fishing or wine cargoes. 4353

The present tonnage in use for the needs of Elba represents a very small part of the tonnage in use before the war."

R. M. BAZZANELLA
Chief, Port & Whse. Division
Transportation Sub-Commission

HEADQUARTERS
TOSCANA REGION
ALLIED MILITARY GOVERNMENT

RVIII/16/143.

SUBJECT : Schooners.

TO : HQ, AC. ✓

TN. 8/L
30 Mar 45.

4279

Pro Rio

1. Reference your AC/3/90/Tn/S dated 30 Dec 44, and AC/11/1/Tn 6 dated 24 Jan 45.
2. The attached copy of letter dated 20 Mar 45, from the PO, Island of ELBA giving details of the schooners operating between the Island of ELBA and the mainland is forwarded.

For the Regional Commissioner:

D. R. Findlay
Jr Comdr A.T.S.

D. R. FINDLAY,
Junior Comdr, A.T.S.,
Acting Adjutant.

4352

503/TN

CH/cb.



HEADQUARTERS
LIVORNO PROVINCE
ALLIED MILITARY GOVERNMENT

20 march.45

File :

Subject : Schooners at Elba

To : Provincial Commissioner, A.M.G., Livorno Province
for P.S.O.

1. Ref. AC/11/1/TN 6 of 24 Jan 45
2. This island has the following schooners available for service:

M. S. = Motor schooner.
S. S. = Sailing schooner.

The schooner "Aurora" carries cargo only. All the others carry both passengers and cargo.

Type.	Name.	No. Masts.	Dead Weight. TONS.
M.S.	Flamingo	2	10
M.S.	Assunta	2	36
M.S.	Nuovo Sestri	1	13.44
M.S.	Il Successo	1	16.15
M.S.	Lido	1	1670
M.S.	Dina	1	8.50
M.S.	+ Ines	2	23.68
M.S.	+ Alba	1	40.69
M. S.	/ + Volonta' di Dio	1	16.07
S.S.	Aurora	1	13.44

NOTE: + Out of service for repairs.
/ Used to maintain communication with the Islands of Pianosa and Capraia.

3. In addition there are 14 small motor boats (0.5 to 3.7 tons) used occasionally for fishing or wine cargoes.

The present tonnage in use for the needs of Elba represents a very small part of the tonnage in use before the **4351**

Harold V. Reilly,
Major A.U.S.,
P.O., A.M.G., Island of Elba

ac/s/f/b
INFORMATION TELEPHONED BY MR. CROOKS

FROM NAPLES FOR THE ATTENTION OF COL. BALFOUR.

4 April 1945

Motor Vessel "ZURCO 1"

Registered Number : 223

Gross Tonnage : 160 Tons

Speed : 6 Knots

Company : 798 (RASC)

Motor Vessel "ESPERO"

Registered Number : 353

Gross Tonnage : 160 Tons

Speed : Unknown

Operated by : Italian Royal Navy

4350

ALLIED MILITARY GOVERNMENT
NAPLESTO : TN SUB COMMISSION
A.G. H.Q.

April, 3rd. 1945

Reference : AC/Tn/G/196

Your ref. AC/601/27/Tn 3

SUBJECT : "ITALIA" (Motor Passenger Vessel)

The above vessel has a passenger capacity of 300, carries only 3 or 4 tons freight, speed 10 knots.

It is under repairs at present. Upon completion of repairs it is scheduled to make 3 or 4 trips Naples-Anzio carrying 1000 farmers returning to Rome area. Request for this service originated with Maj. Bowers, Tn. Officer.

After completion of above, the vessel is scheduled to go into regular service Ponza - Ventotene - Gaeta which was requested by the Italian Government.

Charles C. Crooks

CHARLES C. CROOKS

Copy for action Mov. Shipping

" Info. Ports & Whs.

HEADQUARTERS
TOSCANA REGION
ALLIED MILITARY GOVERNMENT

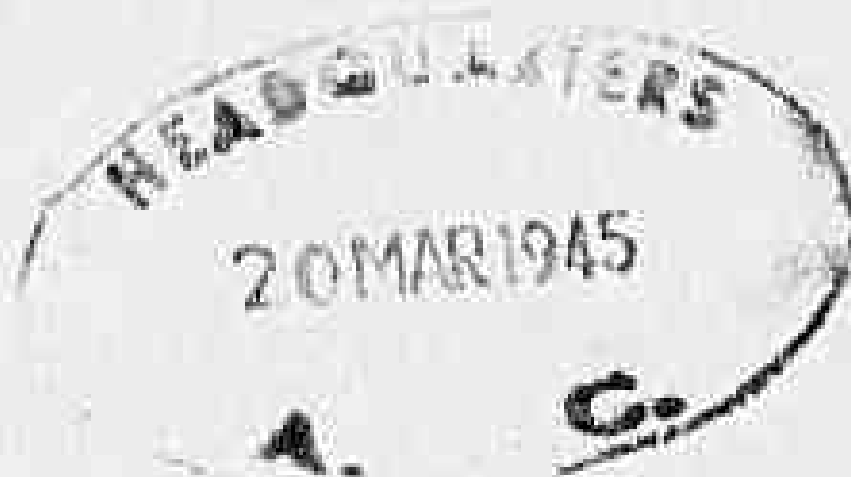
19 Mar 45.

RVIII/16/144

SUBJECT : Schooners
TO : EC, LIVORNO.

1. Attached hereto are Transportation Sub Commission letters AC/3/90/TNS dated 30 Dec 44, and AC/11/1/TNS dated 24 Jan 45.
2. Please furnish full information to this office for onward transmission to HQ AC.

By ORDER of Colonel KIRKWOOD:



D. M. Findlay
D.M. FINDLAY,
Junior Comdr, ATS,
Acting Adjutant.

Copy to :- HQ AC, Transportation Sub-Commission.
Receipt of your a/m letters is acknowledged.

4348

ac/8/TNS

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 394
Ref. AG/8/6 Tn6

GWEN/lml
14 March 1945

SUBJECT : Schooners

TO : D. M. Findlay, Junior Comdr. A.T.S.
Acting Adjutant
AUG - TOSCANA REGION

1. Reference is made to your letter RVIII/16/192 dated 19 February 1945.

2. This Division is not the originator of AC/29/51/Tn/S dated 2 January 1945 and your reply RVIII/16/120 does not refer to subject "Schooners."

3. It appears that our letter AC/3/90/Tn/S dated 30 December 1944 has been lost in transit. We enclose a copy for your information.

4. May we have your acknowledgment of our letters AC/3/90/Tn/S and AC/11/1/Tn6.

R. M. BAZZANELLA
Chief, Ports & Warehouse Division
Transportation Sub-Commission

Enclosure:

As stated in
Para. 3.

4347

(COPY)

(COPY)

GEW/h1

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 473704
Our Ref: AC/3/90/Tn/S

30 December 1944

SUBJECT : Schooners

TO : The Regional Commissioner
Allied Commission
Leghorn

We are advised the schooner "Volonta di Dio" registered
number 1765 is at present running for the Allied Commission at Picomino.

Please inform this Headquarters regarding the allocation
of this craft in order that CO-GE-NA may settle the question of chartering
payment etc.

/s/ G. W. E. Warley

MERRITT H. TAYLOR
Director

4346

HEADQUARTERS
TOSCANA REGION
ALLIED MILITARY GOVERNMENT.

19 Feb 45.

RVIII/16/132.

SUBJECT : Schooners.

TO : HQ, AC. ✓

1. Your AC/11/1/Tn6 dated 24 Jan 45, addressed to "The Regional Commissioner, Allied Commission, LEGHORN" has been sent to this HQ.

2. No trace can be found of the receipt of your AC/3/90/TnS dated 30 Dec 44, but a letter, your AC/29/51/Tn/S dated 2 Jan 45, was received on 11 Jan 45, and a reply, RVIII/16/120 was sent on 12 Jan 45.

3. Capt. SMITH has already been instructed to hasten submission of his report to the Chief of Staff, HQ, AC.

For the Regional Commissioner:

D. M. Lindley.
D. M. FIDLEY, J. 45
Junior Comdr, A.T.S.,
Acting Adjutant.

GM/cb.

RE SCHNR.
"VOLONTA DI DIO"

503/90/Tn3. Addressed
to Reg. Com. LEGHORN.
FROM: P. W. DAW.
SUB: LT. WARDEN.

→ 515/61/Tn3 - Copy Attached.

Headquarters
Toscana Region
Allied Military Government.

Copy.

Ref: RVIII/16/120

12 Jan 45.

Sub: Routing of L.S.T.

To: H.Q. A.C.

1. Ref your AC/29/51/TA/S dated 2 Jan 45.
2. A report on the re-routing of U.S. L.S.T. N° 907 by Capt Smith has been called for by the Chief of Staff, H.Q. A.C. under 520/98/COS dated 22 Dec 44, and the officer concerned has been instructed to submit.
3. It is to be noted that the incident took place whilst the Island of Elba & Capt Smith came under H.Q. A.C. Control.

For the Regional Commissioner.

(sgd) J. Howard SAKER,
MAJOR, R.A.
ADJUTANT.

GM/116.

*Read Ref. 24/8/46
Crew Ref. 22/9/46*

SCHEDULE M/V "DINA"

27 FEB. - 9 MARCH 9, 1945

Date	Hour	Activity
27 February	-	Loaded at Civitavecchia
28 "	7:00	Left Civitavecchia for Fiumicino
28 "	12:00	Arrived at Fiumicino
1 March	12:00	Started to discharge cargo
1 "	17:00	Completed Discharge - 165,860 Tons Ex S/S "D. G. PRESTON"
2 "	7:15	Left Civitavecchia
2 "	11:40	Arrived at Civitavecchia
2 "	17:00	Completes loading
3 "	7:00	Leaves from Civitavecchia
3 "	11:40	Arrived at Fiumicino
3 "	13:00	Started to Discharge
3 "	17:00	Completed Discharge - 154,200 Tons Ex S/S "FORT GRAHAM"
4 "	7:00	Left for Civitavecchia
4 "	11:50	Arrived at Civitavecchia
5 "	----	To load at Civitavecchia (no cargo, delayed 5 hrs.)
6 "	6:30	Left from Civitavecchia
6 "	11:00	Arrived at Fiumicino
6 "	13:00	Started to Discharge
6 "	17:00	Completed Discharge - 177,200 Tons Ex S/S "FORT GRAHAM"
7 "	6:00	Left for Civitavecchia
7 "	11:00	Arrived at Civitavecchia
7 "	18:00	Completed Loading

4343

*Entered 2/18/46
over Ref. 20/19/46*

SCHEDULE M/V "DINA"

27 FEB. - 9 MARCH 9, 1945

Date	Hour	Activity
27 February	-	Loaded at Civitavecchia
28 "	7:00	Left Civitavecchia for Fiumicino
28 "	12:00	Arrived at Fiumicino
1 March	12:30	Started to discharge cargo
1 "	17:00	Completed Discharge - 165.560 Tons Ex S/S "D. G. PRESTON"
2 "	7:15	Left Civitavecchia
2 "	11:40	Arrived at Civitavecchia
2 "	17:00	Completes loading
3 "	7:00	Leaves from Civitavecchia
3 "	11:40	Arrived at Fiumicino
3 "	13:00	Started to Discharge
3 "	17:00	Completed Discharge - 154.200 Tons Ex S/S "FORT GRAHAM"
4 "	7:00	Left for Civitavecchia
4 "	11:50	Arrived at Civitavecchia
5 "	----	To load at Civitavecchia (no cargo, delayed 5 hrs.)
6 "	6:30	Left from Civitavecchia
6 "	11:00	Arrived at Fiumicino
6 "	13:00	Started to Discharge
6 "	17:00	Completed Discharge - 177.200 Tons Ex S/S "FORT GRAHAM"
7 "	8:00	Left for Civitavecchia
7 "	11:00	Arrived at Civitavecchia
7 "	18:00	Completed Loading

4343

Date	Hour	Activity
8 March	8:00	Left for Fiumicino
8 "	10:30	Arrived at Fiumicino
8 "	17:00	Completed Discharge - 195.00 Tons Ex S/S "ENTIRE ORTALAN"
9 "	7:00	Left for Civitavecchia

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

RH/ga

Our Ref: AO/504/13/Tn.3.

2 March 1945

SUBJECT:- Allocation of Schooners

TO :- CO-G2-NA
Piazza Carità
NAPOLI

1. Attached is copy of application and correspondence re-allocation of schooner *SALIA II* to S.A. CALCI & CEMENTI DI SEGRÉ.

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

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

Merritt H. Taylor
MERRITT H. TAYLOR
Director

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

4341

ac/8/Tn.3

COPY

/g

HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRY SUB-COMMISSION

ADM/oi

Tel. 447

20 February 1945

Ref. AC/5589/IND.

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

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

1. Ref. attached letter App/233=PG/I a passed
to you for information and necessary action.

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

W.S. VAUGHAN
Director
Industry Sub-Commission

Incl.:

As per Para. 1 above.

Copy to:
Economic Section.

4340

CALCI E CEMENTI DI SEGNI

Sede in Roma
Corso Umberto I N 267

Roma 13 Febbraio 1945

N° App/233=PG/1a

Spett.le.

Oggetto

is/v SANIA II°

A. C.
INDUSTRIAL SUB COMMISSION

R O M A

Ci permettiamo accludere in originale e copia
na/ lettera App/232 indirizzata al CO.GE.NA Napoli, pregandovi
vivamente di volerla esaminare e, se d'accordo con quanto
da noi richiesto, di inoltrarla con il Vs/ parere favorevole.
Ringraziandovi fin d'ora, distintamente Vi salutiamo.

All/3

TRANSLATION

SUBJECT: is/v SANIA II°

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

Thanking beforehand, we remain,

Società Anonima Italiana
Per La Produzione Calci e
Cementi di Segni

Il Dir. 4339

2/Encl

Rome, 13 February 1945

TRANSLATION

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

As you already know our Society has actually started:

- a) the reconstruction for the partial working of the own cement-works of Colleferro.
- b) the working of the plant of Castellammare di Stabia for the production of hydrate line.
- c) the completion of the cement-works of Vibo Valentia which will soon restart the production.
- d) the reactivation of the own mine of Lignite situated at Castel S. Pietro (Poggio Mirteto)
- e) the re-action of the mine of lignite of Briatico for which we came to an agreement with the owner Soc. Limsa.

Besides the "Società Italiana delle Miniere di Sclenizze started:

- a) the working of the plant of Colleferro for the production of bituminous cardboards.
- b) The reactivation of the mine of asphalt rock situated at Colle S. Magno.
- c) Roads maintenance works at Rome.
- d) Roads maintenance works at Naples.

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

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

In any case the sailing vessel with ahx - motor would be used for going and return and eventually in these last voyages for the transport of our products to the consuming centers. We beg therefore to ask this CCGENA to will allot the sailing vessel with ahx motor SAMIA II to our Society for the mentioned

- a) the reconstruction for the partial working of the own cement-works of Colleferro.
- b) the working of the plant of Castellamare di Stabia for the production of hydrate lime.
- c) the completion of the cement-works of Vibo Valentia which will soon restart the production.
- d) the reactivation of the own mine of Lignite situated at Castel S. Pietro (Poggio Mirteto)
- e) the re-action of the mine of lignite of Briatico for which we came to an agreement with the owner Soc. Limsa.

Besides the "Società Italiana delle Miniere di Scalenizza" started:

- a) the working of the plant of Colleferro for the production of bituminous cardboards.
- b) The reactivation of the mine of asphalt rock situated at Colle S. Magno.
- c) Roads maintenance works at Rome.
- d) Roads maintenance works at Naples.

For the above activities all important for the reconstruction and the repair of buildings damaged by war it is required the transport of materials for supplying the plants. Actually the transports are very difficult, therefore the working is strongly embarrassed. In case that our Society could dispose the sailing vessel with ahx, motor "Samia II" of 100 tons belonging to the other Society "S.A.M.I.A." (Società Anonima Mineraria Italo-Albanese) difficulties would be remarkably reduced.

In any case the sailing vessel with ahx - motor would be used for going and return and eventually in these last voyages for the transport of our products to the consuming centers. We beg therefore to ask this COGENA to will allot the sailing vessel with ahx motor SAMIA II to our Society for the mentioned transports and also for the materials in which the "Società Italiana delle Miniere di Scalenizza" is interested.

We Remain

CALCI E CEMENTI DI SEGNI
The Director
BAZZONI

CALCI E CEMENTI DI SUONI
Sede in Roma

Roma 13 febbraio 1945

Alla Direzione Generale
del Comitato
Italiano Gestione Navi
"COGENA"

N A P O L I
Piazza della Carità

APP/232/20/M

Oggetto
R/V "SAMIA II"

Come è noto a codesto COGENA la nostra Società sta attualmente procedendo.
a) alla ricostruzione a parziale esercizio delle propria cementeria di Colleferro.
b) all'esercizio dello stabilimento di Casellomare di Stabbia per produzione di calce idrata.

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

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

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

Inoltre la nostra consorella Società Italiana delle miniere di Selenizza svolge attualmente le seguenti attività.

a) esercizio delle stabilimento di Colleferro per la produzione di cartoni bitumati.

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

c) lavori di manutenzione stradale a Roma.

d) lavori di manutenzione stradale a Napoli.

N A F O LI
Piazza della Carità

APR/1954/PC/M

Oggetto

M/V "SABIA II" "

Come è noto a codesto COGENA la nostra Società sta attualmente procedendo.

a) alla ricostruzione a parziale esercizio della propria cementeria di Collesferro.

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

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

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

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

Inoltre la nostra consorella Società Italiana delle miniere di Selenizza svolge attualmente le seguenti attività.

- a) esercizio delle stabilimento di Collesferro per la produzione di cartoni bitumati.
- b) riattivazione della miniera di roccia asfaltica di Colle S. Magno
- c) lavori di manutenzione stradale a Roma.
- d) lavori di manutenzione stradale a Napoli.

Per tutte queste attività, delle quali riteniamo superfluo far rilevare l'importanza ai fini della ricostruzione e della riparazione dei fabbricati danneggiati per gli eventi

bellici, è necessario eseguire trasporti di materiali per il rifornimento degli stabilimenti.

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

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

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

Ci permettiamo pertanto rivolgere domanda a codesto CO.GE.NA. di volere assegnare il motovela "Samia II" alla nostra Società per i trasporti sopra indicati, anche per i materiali interessanti la nostra Consorella Soc. It. Mineraria di Selenizza.

Con osservanza

CALCI E COMMENTI DI SECHI
Il direttore
(Ugt illegibile)

ALLIED COM MISSION HEADQUARTERS
TRANSPORTATION SUB-COMMISSION
APO 394

Tel. 259

3 MARCH 1945

Ref. AC/8/5/Tn.6

SUBJECT: New m/schooner " Bertolina Cristine " 100 tons.

TO: Southern Region

Transportation Sub-Commission (attention Capt. Smith)

1. Reference letter of 14 february addressed by Antonio Faldetta, of Messrs. Antonio Faldetta & Giuseppe Lauria of Licata, to Cogens.
2. This Firm has bids Nos. 321, 322, 323, 324, 325 (Rome numbers) for the movement of various goods from Sicily to Civita-vecchia. We would like to call your attention to the fact that a partner of the firm, Mr. Lauria, is also owner of a motoreschooner " BERTOLINA CRISTINA " of 100 tons dw., which is now ready for launching at Porto Empedocle, and he is desirous of registering the schooner with Co.Ge.Na. This ship could then be allotted for the carriage of the firm's goods as per above bids; this would entail consecutive voyages.
3. The proposal seems a correct one, and would mean having another schooner in the pool.
4. If you see no objection, you will no doubt ask Co.Ge.Na. to assist the interested party in registering his schooner with them, and then arrange for the allotment of her against the firm's bids.
5. If you agree, the Firm wish to be informed at earliest so as to hasten the launching.

B. McC
for C.C. CROCKS
Chief, Ports & Warehouse
Division.

4335

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
Ports & Warehouse Division

Tel: 259

2nd. March 1945.

Ref. AC/8.0/5/Tn6

Subject: Schooner " SAN NICOLA "

To: Direzione Generale della Marina Mercantile
Ministero della Marina

1. We refer to this schooner now lying at Anzio, where the Capitaneria di Porto is awaiting your instructions.

2. The Schooner Control Sub-Commission, Naples, ask that this vessel be ordered to PORTICI, and we shall therefore be glad if you will be good enough to give the necessary instructions to the Capitaneria di Porto of Anzio.

C.C. CROCE
Chief, Ports and
Warehouse Division.

4334

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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 394

Ref. ~~AC/20/7/Tn6~~

AM/lml

13 February 1945

ac/8
SUBJECT : Release and Allocation of S/S "SESTRIERE" and "CENTRINA".

TO : Sovereign Order of the Knights of Malta.

1. Reference your memorandums dated 29 December 1944 and 27 January 1945.

2. The request which you made was submitted to the Mediterranean Shipping Board and their decision follows:

"Whilst appreciating the excellent work this Order carries out and sympathising in their desire to operate in wider spheres than is at present possible, the Board cannot agree to the release of the ship 'Sestriere' since this release would be to the detriment of the military program."

3. The same applies to the motor fishing vessel "Centrina," since none of these vessels can operate outside of COGEMA.

CHARLES C. CROOKS, CHIEF
Ports & Warehouse Division
Transportation Sub-Commission

4332

MEMORANDUM

To: Transportation Sub-Commission
Movements Division

From: Shipping Sub-Commission Liaison

Tel: 487.

Date: 7th. February, 1945.

Subject: Knights of Malta.

1. Attached is letter from the Director Public Safety Sub-Commission, ref: AC/14402/15/PS dated 16th. January, together with the Memorandum from the Knights of Malta dated 29-12-1944 referred to therein as well as the Order ref: AC/14104/PS of 19 Dec. 1944.

Also attached is a further Memorandum from the Knights of Malta dated 27 January 1945 with copy of letter from the Capitaneria di Porto di Catania dated 9.12.1944 addressed to the same Order.

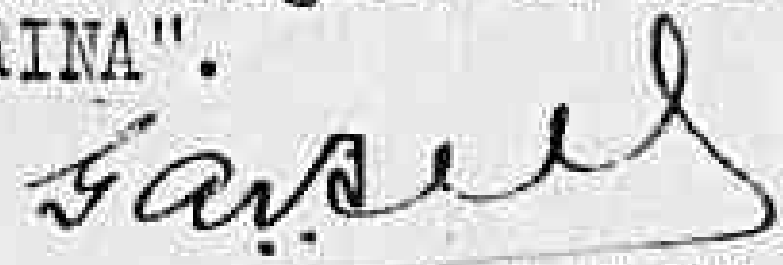
2. The request of the Knights of Malta was submitted to the Mediterranean Shipping Board and I am instructed to convey their decision, dated 30 January, as follows:-

"The proposal made by the Chancellor of the Order of the Knights of Malta that the vessel 'SESTRIERE' be allocated to them, was discussed at MEDBO Meeting this morning.

"Whilst appreciating the excellent work this Order carries out and sympathising in their desire to operate in wider spheres than is at present possible, the Board was, nevertheless, unable to agree to this request.

"'SESTRIERE' is allocated to the U.S. Army and is on most important work and her release would be to the detriment of the military programme."

3. It is understood that you will deal with the request for the "SESTRIERE" when replying to the Knights of Malta in respect of the motor fishing vessel "CENTRINA".


G.A. Bell.

4331

c.c. to
Public Safety Sub-Commission.

HEADQUARTERS ALLIED COMMISSION
Public Safety Sub-Commission
APO 394

Tel : 478800

16 January, 1945

AC/14402/15/PS

SUBJECT : Knights of Malta
TO : Shipping Sub-Commission ✓

1. Will you please transmit the attached memorandum prepared by the Sovereign Order of the Knights of Malta to the appropriate authority for their consideration. The memorandum refers to a service of ships which the Knights wish to establish with a view to relieving suffering in accordance with the tenets of their Order.

2. As far as motor vehicle circulation is concerned, the Order is treated at the level of this Headquarters as indicated in letter AC/14104/PS, dated 19 December, 1944 (copy attached).

W. C. Ballance Maj

for
JOHN W. CHAPMAN
Colonel, J.A.G.D.
Director Public Safety
Sub-Commission.

2 Enclosures.

4330

WCB/wg.



Prov. 34/TR

ROMA 29-12-1944

VIA CONDOTTI - PALAZZO MALTA

TO CHARMAN MEDITERRANEAN
SHIPPING C.

G.H.Q.

The Souvrain Military Order of Malta has, since the beginning of the war, dedicated all its energies and done all in its power to alleviate the sufferings of harassed civilian populations to whatever country they may belong and whatever religion they may practice, extending, as necessity increased, its activities to ever wider fields.

The attention of the Order has of late been particularly arrested by the great limitations imposed on any sort of public assistance by the deficiency of means of transportation; this is so grave as to even prevent numerous public bodies and private individuals from doing the good that they are only too willing to contribute to the common cause. Lack of maritime transportation is one of the principal reasons for this state of affairs.

The Order has given the problem considerable thought and, having viewed it from a variety of angles, has reached the conclusion that the Order, in complete accord with its historical traditions, is peculiarly adapted to fill this void.

It is unnecessary here to enumerate the results attained by an organization such as the Order's which renders assistance gratuitously, and in a purely philanthropic spirit, and to which personalities of the very highest international standing and professional men of indisputable worth are ideally bound. It suffices to be even superficially acquainted with any one of its numberless charity organizations to realize the importance of the part it has played for centuries, especially through naval channels, in the alleviation of human suffering.

The Order therefore now proposes to sail for its own account and under

./.



ROMA.

VIA CONDOTTI - PALAZZO MALTA

its own flag certain vessels to be exclusively employed in work of a philanthropic nature both in aid of civilian populations suffering from the results of war, of whatever nationality they may belong or in whatever country they may find themselves, and to the transportation of sick and wounded and sanitary material.

The conditions under which the vessels assigned to the Order and of which, to all legal intents and purposes, it would acquire complete proprietorship, would carry out their task would obviously have to be stipulated by common accord on each separate occasion with the competent Allied authorities. As to the Order's flag, it being internationally recognized, it cannot but be respected by all nations. The specific use to which the vessels would be put would have to be agreed upon each separate time between the charitable organizations and naval Allied commands with the same procedure applicable to vessels belonging to the International Red Cross.

Should the project above set forth meet with the approval of the Allied authorities it is suggested that without further ado the necessary steps be initiated to secure the services of one particular vessel which the Order can rapidly come into possession of, having already approached both its present owner and the Italian Government offices.

We refer to the "Sestriere" motor-vessel (ten thousand tons) of Tosi builders entered in the Maritime Department of Genoa under No. 2342 and at present requisitioned by the Cogena.

This vessel, once in the possession of the Order of Malta, would have to be derequisitioned by the Allied authorities and set aside exclusively for the assistance of civilian populations and the sick and wounded, the Order naturally agreeing from the outset to make use of the vessel on lines indicated by the Allied authorities, undertaking besides to observe all the regulations concerning maritime traffic in time of war and conforming to any other request regarding the use of the vessel in question that the authorities may require.



ROMA.

VIA CONDOTTI - PALAZZO MALTA

The Order dares hope that, in consideration of the highly humanitarian purposes which the present project contemplates and also taking into consideration that it is after all a matter of confiding to a Order of Malta an important and peculiarly delicate task which would in any case have to be undertaken by some other body probably al ready overloaded with work, the authorities concerned will, with their abitual comprehension of the grave necessities of the moment, take the above proposal into favourable consideration.

THE CHANCELLOR OF THE ORDER

L. Mangoni Macchiarelli

4327



69/12

ROMA, 27 gennaio 1945

VIA CONDOTTI - PALAZZO MALTA

TO ALLIED COMMISSION

Con atto in data 20 novembre 1944 è stato ceduto a questo Sovrano Ordine il motopeschereccio "Centrina" iscritto al n.°178 del Compartimento marittimo di Catania, il quale, come da lettera che si allega in copia, ha già ordinato tale cessione.

Poichè questo Sovrano Ordine intende trasportare, per i suoi fini benefici, a mezzo di tale m/p, merci e occorrendo profughi, prega codesta Commissione di voler concedere il regolare permesso di libera navigazione.

IL BALI' CANCELLIERE DELL'ORDINE

Luigi Rangoni-Machovella

4326

R. CAPITANERIA DI PORTO

CATANIA

Sezione: Segr. Comando

Indirizzo Telegrafico: Compamare - Catania

Prot. 10868

Catania - 9.12.1944

AL GRAN MAGISTERO

del SOVR. ORD. MILIT. DI MALTA

R O M A

Via Condott-Palazzo Malta

Argomento: M/p "CENTRINA" matr. 178 di Catania

Con riferimento alla lettera 29 novembre 1944 di Codesto Serenissimo Gran Magistero, diretta al Sigg. Alfredo Zermo e Giuseppe Garozzo; si comunica che i detti signori hanno informato questa Capitaneria di aver posto a disposizione di Codesto Sovrano Ordine Militare il M/p CENTRINA, iscritto al n. 178 delle matricole di Catania.

Con osservanza.

IL MAGGIORE DI PORTO

Comandante

(Alessandro AMBROSI)

4325

Royal Prefettura di BARI

Div. Gab. Ref. No. 747

Bari 12th Feb. 45

SUBJECT : Comune di Trani. Application for the allocation of a m/schooner to transport citrus fruit from Sicily.

TO : Headquarters Allied Commission
Transportation Sub-Commission.
ROMA

Reference to the application sent directly to that Sub-Commission by the Comune of Trani and concerning the permanent allocation of the m/schooner "Bella Venetia" to operate continuous transports of citrus fruits from Sicily and from Calabria to Trani, I beg that Sub-Commission to examine carefully the matter, especially because this Province has not winter fruits which are abundant in the above mentioned localities.

I thank you for the action that that Sub-Commission will take on the above subject.

The prefect
(Sgd. A. Antonucci)

4324

ac/8/12/6-

582/12/3.



R. PREFETTURA DI BARI

Divisione Gab N. di prot. 747

Bari, 12 febbraio 1945

Risposta a nota _____

Allegati _____

OGGETTO: Comune di Trani.- Richiesta di assegnazione di una motovela per il trasporto di agrumi dalla Sicilia.-



ALL'HEADQUARTERS ALLIED COMMISSIONE
TRANSPORTATION SUB COMMISSION

- R O M A -

e, per conoscenza:

SIG. SINDACO DI

- T R A N I -

In merito alla richiesta inoltrata direttamente a codesta On/le Sotto Commissione dal Comune di Trani, intesa ad ottenere l'assegnazione permanente della motonave "Bella Venezia" per effettuare il trasporto, in maniera continuativa, di agrumi dalla Sicilia e dalla Calabria a Trani, rivolgo viva preghiera perché codesta On/le Sotto Commissione si compiaccia di esaminare con particolare attenzione la questione, che riflette le necessità alimentari di questa Provincia, che scarseggia di frutta invernale, frutta che sovrabbonda nelle suaccennate località.-

4323

Ringrazio per quanto codesta On/le Sotto Commissione sarà per decidere al riguardo.-

IL PREFETTO
(A. Antonucci)

TRANSLATIONTOWN OF TRANI

To : Sicily Allied Commission
Falerno

Subject: Allocation of m/schooner.

On January the 2th this office has sent to the COGEMA General Direction at Naples, the following cable:

"This Commune requests the permanent allocation of the m/Schooner "Bella Venezia No.205, having the owners and the crew, who are of Trani, to despatch continuously cytrus fruit and various commodities from Sicily Calabria to Trani Stm Those commodities, which are in great quantity in the places of production, are not at all available at Trani, where the population, will purchase them at convenient and controlled prices, heaving the sicilian exortation and improving the local food conditions. Stm. This Commune is ready to lay down monthly contracts. Stm. We are sure you will consider our application".

With a letter No.2782/SC, dated of 18th January, the COGEMA answered that it was not up to it to allocate the motorschooner, but that the application ought to be sent to the HQ. Transportation Sub-Commission of Rome, thru the local AC. of the place where commodities are exported.

As this Commune will export from Sicily and eventually also from Calabria, cytrus fruits and fruits to help the necessities of the population we think that our project has surely a public characteristic.

Therefore this Administration hopes that those offices will accent this request, and allocate the m/schooner, with a certain urgency in order to help the population especially during the winter season which is the worst of all the year.

Best regards

On January the 5th this office has sent to the COGEMA General Direction at Naples, the following cable:

"This Commune requests the permanent allocation of the m/schooner "Beila Venezia No. 205, having the owners and the crew, who are of "Trani, to escort continuously cyprus fruit and various commodities "from Sicily Calabria to Trani. These commodities, which are in "great quantity in the places of production, will purchase them at "available at Trani, where the population, will sicilian exportation convenient and controlled prices, having the sicilian exportation and improving the local food conditions. Stop. This Commune is ready to lay down monthly contracts. Stop. We are sure you will consider our application".

With a letter No. 2782/SC, dated of 13th January, the COGEMA answered that it was not up to it to allocate the motorschooner, but that the application ought to be sent to the HQ. Transmigration Sub-Commission of Rome, thru the local AC. of the place where commodities are exported.

As this Commune will export from Sicily and eventually also from Calabria, cyprus fruits and fruits to help the necessities of the population we think that our project has surely a public characteristic.

Therefore this Administration hopes that those offices will accept this request, and allocate the m/schooner, with a certain urgency in order to help the population especially during the winter season which is the worst of all the year.

Best regards

The Mayor

(sgd. illegible)

Copy to : Allied Commission - Bari
HQ.AC. Th. S/C. - Rome
Medbo Schooner Control Board - Naples
COGEMA, Naples

CITTA' DI TRANI
ALLA COMMISSIONE ALLEGATA PER LA SICILIA

PALERMO

Assegnazione
Motovela

e per conoscenza

ALLA COMMISSIONE ALLEGATA DI

BARI

ALL HEADQUARTERS ALLIED COMMISSION = TRANSPORTATION SUB COMMISSION
ROMA

AL MEDDO SECONDER CONTROL BOARD

NAPOLI

AL COMITATO ITALIANO GESTIONE NAVI

NAPOLI

In data 9 Gennaio, questa Amministrazione ha telegrafato alla Direzione Generale del Cogna di Napoli nei seguenti termini:

"Questo Comune chiede assegnazione permanente motovela Della Venezia
"205 avente proprietari et equipaggio tranesi effettuare trasporto con-
"tinuativi agrumi et vari da Sicilia Calabria a Trani punto Tali generi
"sovrabbondanti luoghi produzione difettano assolutamente Trani ed in-
"torno dove popolazione acquisterebbe prezzi equi controllati attivando
"esportazione Sicilia et migliorando locali condizioni alimentari punto
"Questo Comune disposto stipulare contratti mensili rinnovabili tacita-
"mente punto Contiamo vostra comprensione appoggiare nostra richiesta
"per sollecito benevolo accoglimento."

Con nota N.2782/SC, del 18 Gennaio, il Cogna ci ha risposto di non
potere procedere all'assegnazione, che dev'essere richiesta all'Headquar-
ters A.C.-Transportation Sub-Commission di Roma, per tramite dell'A.C.
della località, dalla quale debbono essere esportate le merci: e poichè
questo Comune dovrebbe organizzare dalla Sicilia, ed eventualmente dalla
Calabria, la esportazione di agrumi e frutta in genere per venire incon-
tro nell'unico modo praticamente possibile alle gravi necessità alimen-
tari della popolazione, e d'altra parte se ne avvan-~~48.21~~zzeranno anche i
mercati di origine (attualmente in crisi di sovrapproduzione), riteniamo
che l'operazione da noi progettata rivesta carattere di indiscutibile
interesse pubblico.

Generalo del Cogna di Napoli nel seguente modo:
 "Questo Comune chiede assegnazione permanente motovelela per trasporto con-
 "205 avente proprietari et equipaggio tranesi effettuare trasporto Tali generi
 "tinuativi agrumi et vari da Sicilia Calabria e Trani punto Tali generi
 "sovrabbondanti luoghi produzione difettano assolutamente Trani ed in-
 "verno dove popolazione acquisterebbe prezzi equi controllati attivando
 "esportazione Sicilia et migliorando locali condizioni alimentari punto
 "Questo Comune disposto stipulare contratti mensili rinnovabili tacita-
 "mente punto Contiamo vostra comprensione appoggiare nostra richiesta
 "per sollecito benevolo accoglimento."

Con nota N. 2722/SC, del 18 Gennaio, il Cogna ci ha risposto di non
 potere procedere all'assegnazione, che dev'essere richiesta all'Headquar-
 ters A.C. - Transportation Sub-Commission di Roma, per tramite dell'A.C.
 della località, dalla quale debbono essere esportate le merci: e poiché
 questo Comune dovrebbe organizzare dalla Sicilia, ed eventualmente incon-
 Calabria, la esportazione di agrumi e frutta in genere per venire incon-
 tro nell'unico modo praticamente possibile alle gravi necessità alimen-
 tari della popolazione, e d'altra parte - Se ne avvan-
 mercati di origine (attualmente in crisi di sovrapproduzione), riteniamo
 che l'operazione da noi progettata rivesta carattere di indiscutibile
 interesse pubblico.

Pertanto, questa Amministrazione confida che codesti Uffici vorranno
 benevolmente accogliere la presente domanda, disponendo l'assegnazione
 richiesta con la maggiore cortese sollecitudine, affinché la popolazione
 possa trarne immediato vantaggio, sin da questi mesi invernali che sono
 notoriamente i più critici dell'anno.
 Con osservanza.

IL SINDACO

VINCENZO BONICA
Ufficio Amministrazione Osped. Militara di Napoli oppure
Via Salvatore Rosa n. 238
Napoli (Napoli)

24 January 1945

Allied Commission
Roma (Roma)

In Re: Claim Arising Out of Contracts of Affreightment

Dear Sir:

The undersigned on 4 Nov. 1944 sent by registered letter a claim arising out of contracts for the motorships "Rolando" registered n. 295 and "S. Lorenzo" registered n. 303 which since 1 Sept. 1943 have been in service for the Allied Control Commission, Economics and Supply Div. Lipari Repr. for the purpose of transporting victuals to the civilian population of the Island of Eolie. The writer desired to settled the claim for the period of 1 Sept. 1943--30 Sept. 1944.

On 13 Dec. 1944 the writer sent another letter by registered letter soliciting the clarification of this matter in order to get the funds needed for the necessary repairs of the motorships and for the wages due to the crews.

Up to date no answer nor any acknowledgment of the claim and the solicitation have been received. It is to the best interest of the Allies that the important service of these two motorships continue and therefore urgent that the present difficulties be settled. The owners have been forced to draw the motorships out of Water and has not the funds to make the necessary repairs. Delaying the repairs is causing further damage to the property. We pray you to give this matter the prompt and courteous attention needed to bring this matter to a successful end. If the decision of the Commission has been transmitted to the COGENA, the writer would like to know the decision made.

Thanking you in advance for your kind and prompt attention,
I am

Respectfully yours,

For the Shipowners
Vincenzo Bonica

Copy to:
COGENA
Comitato Italiano Gestione Navi "COGENA"
Piazza della Carita' n. 32
Napoli (Napoli)

VINCENT BONNICA
Via Salvatore Rosa n. 238
Napoli (Napoli)

12 December 1944

Allied Commission
Roma (Roma)

In Re: Claim Arising Out of Contracts of
Affreightment

Dear Sir:

In sequel to my claim of last Oct. 31st concerning a solicitous request for the conclusion of the matter relative to the motorships in question, I appeal once more to this Commission to urge the necessary disposition so that the COGENA can be able to perfect the relative contracts of affreightment.

The undersigned returns to point out the the motorships "Rolando" (registered number 295) and S. Lorenzo (registered number 303) were first in the service of AMGOT, Lipari and then ACC. EC. & SUPPLY DIV. Lipari, for the period 1 September 1943 -- 15 August 1944 after which date the said motorships passed directly under the control of COGENA.

For the services rendered to the above named entities of the Allies, pay was advanced for a sum much less than the amount prescribed by present tariffs.

In order to confirm the above the undersigned had enclosed in the letter dated 18-11-44 to COGENA a document released by ACC. EC. & SUPPLY DIV, Lipari Repr. testifying both as to the period of services rendered and to the amount credit.

In the certain hope that this Commission will re-institute proceedings whereby this situation, which threatens to become annoying, can be resolved, the undersigned respectfully points out that one of the two motorships, the S. Lorenzo, is laid up in dry dock being unable to carry out its necessary work because of lack of funds. This fact is known to the COGENA.

Respectfully yours,

Copy to:

COGENA
Comitato Italiano Gestione Navi "COGENA"
Piazza della Carita n. 32
Napoli, Napoli

FOR the Shipowners
Vincent Bonnica

4319

S/4

COPIA

(SHA)

Il rappresentante dell'amministrazione dell'A.C.C. LIPARI

certifica

che dall'esame dei registri contabili di questa amministrazione risultano pagati al Motoveliero Rolando L.96.617 per paghe equipaggi dal 1° settembre 1943 al 30 luglio 1944 e L. 120.000 corrisposte agli armatori.

Lipari

15 agosto 1944

F.to Thomas Ferlazzo

Thomas Ferlazzo

ACC. Ec. & Supply Div.

Lipari Repr.

12-12-1944

P.e.e.

Brady

4318

COPIA

(546)

Il rappresentante dell'amministrazione A.C.C. Lipari

certifica

che dall'esame dei registri contabili di questa amministrazione risultano pagati al m/v S. Lorenzo Lire 87,411 agli equipaggi dal 1° settembre 1943 al 30 luglio 1944 e Lire 120.000 agli armatori.

Lipari, 15 agosto 1944

Thomas Ferlazzo

En. & Supply Div.

Acc.

Lipari Repr.

Napoli, li 12/12/1944

P. C. C.

Vincenzo Bonica.

4317

RH/hl

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tels: 478704
Our Ref: ACC.TN/S/4

28 October 1944

TO : Sicily Region

SUBJECT: S/V S.LORENZO

Below is translation of letter received from
COGENA. Can you give any information on this subject,
please.

"from COGENA"
TO: Allied Control Commission
AFHQ.

Oct. 20, 1944.

The m/v "S.LORENZO" No. 1693, according with the declarations
of the owner, has done services on account of A.C.C. Economies
& Supply Div. Lipari Repr. from 1st September 1943 onwards,
for carrying provisions for the civil population of Eolie
Islands.

Having for this asked to P.S.T.C. Schooner Control AFHQ., he
let us know he had documents only for the period from 26th May
1944 onwards, on the contrary for the previous service he has
suggested to ask the ACC Command.

We beg you then to give us explanations, for accomplishing
the payments of the freights for all the service with the owner
of the schooner.

We are waiting for an answer and we thank you.

sgt. Eugenio Sarnesi

4316

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

COMITATO ITALIANO GESTIONE NAVI

"CO. GE. NA.,"

(28A)

OGGETTO	N.	DATA
m/v "S. LORENZO" n.1693	1576/SC	NAPOLI, 20 Ottobre 1944 PIAZZA CARITA', 52 - TELEF. 55-511 ac/m.

PREGHIERA DI TRATTARE UN SOLO ARGOMENTO IN OGNI LETTERA

DA CITARSI NELLA RISPOSTA

Spett/

ALLIED CONTROL COMMISSION

A.F.H.Q.

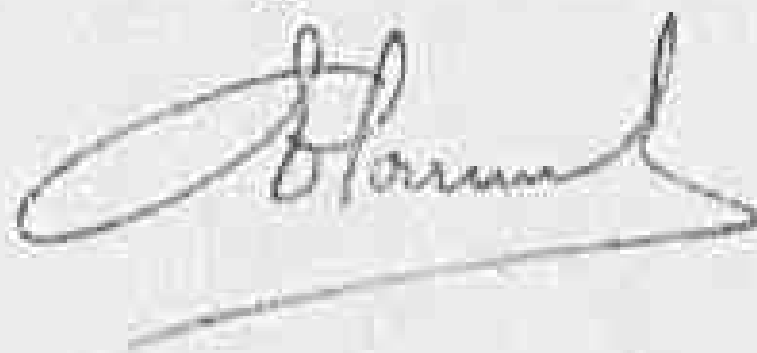
Il m/v "S. Lorenzo" n.1693, secondo le dichiarazioni dello Armatore, ha prestato servizio per conto dell'A.C.C. - Economics and Supply Div. Lipari Repr.- dal 1° Settembre 1943 in poi, per l'approvvigionamento della popolazione civile delle Isole Eolie.

Avendo in proposito interpellato lo spett. P.S.T.O. - Schooner Control - A.F.H.Q., lo stesso ha fatto sapere di avere elementi soltanto per il periodo dal 26 Maggio 1944 in poi, mentre per il servizio antecedente a questa data ha suggerito di rivolgersi a questo Comando A.C.C.-

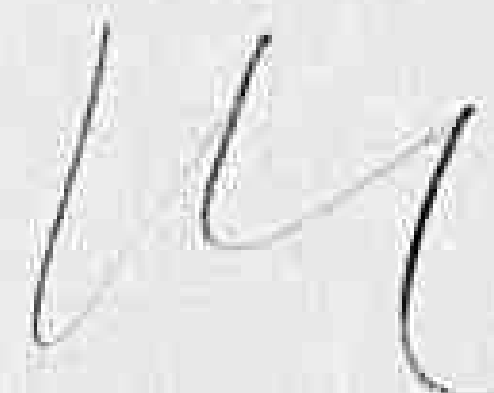
Siamo perciò a pregare la Vo/ cortesia di volerci fornire ragguagli in proposito, ai fini di poter definire l'istanza dello Armatore intesa ad ottenere la liquidazione dei noli per tutto il servizio prestato.

In attesa di riscontro, ringraziando, porgiamo distinti saluti.

IL DIRETTORE
(Dott. Eugenio Sarnella)



4315



from CO.GE.NA

October 20th. 1944

TO : Allied Control Commission

A.F.H.Q.

The m/v "S. Lorenzo" n. 1693, according with the declarations of the owner, has done services on account of A.C.C.-Economies & Supply Div. Lipari Repr.-from the 1st. September 1943 onwards, for carrying provisions for the civil population of Eolie Islands.

Having for this asked to P.S.T.O.-Schooner Control-A.F.H.Q., he let us know ~~he has~~ documents only for the period from 26th. May 1944 onwards, on the contrary for the previous service he has suggested to ask to A.C.C. Command.

We beg you then to give us explanations, for accomplishing the payments of the freights for all the service with the owner of the schooner.

We are waiting for an answer and we thank you.

IL DIRETTORE
(Dr Eugenio Sarnella)

4314

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 394

Ref: ~~AC/11/1/Tnb~~

ac/8/1/Tnb

GWEH/lml

24 January 1945

SUBJECT : Schooners

TO : The Regional Commissioner
Allied Commission
Leghorn

1. A reply to an AC/3/90/Tn3 of 30 December 1944 is requested.
2. Since writing the above letter, information has been received that between 10 and 15 schooners are operating between the island of Elba and the Mainland, under orders of A.M.C.
3. It is essential that this matter be cleared immediately and we await your information.

CHARLES C. CROOKS, CHIEF
Port & Warehouse Division
Transportation Sub-Commission

4313

VALIGIERI OPERANTI PER L'ITALIA O PER IL TRAFICO A.C.

Censura Operanti per l'Italia o per il Traffico

Registro No.	NOME	Velocità	Portata lorde	NOTE
1 - 15	S. FRANCESCO	5,5	110	
2 - 15	S. MARIA DELLA GRAZIA	7	45	
3 - 21	GIUSEPPINA I	6	63	
4 - 33	MARIA DELLA CIVITA	7	45	
5 - 35	GIOVANNINA	6	25	
6 - 41	S. ANNA DI BACOLI	7	42	
7 - 43	NUOVA S. FRANCESCO	6	32	
8 - 53	S. MARIA ANTONIETTA	-	-	
9 - 55	LOLLA MARIA	5	32	
10 - 61	NUOVA S. CINO	5	52	
11 - 63	S. PIETRO	6	33	
12 - 65	NUOVA MARIA	6	33	
13 - 67	ADELLE	5	64	
14 - 69	LUCIA SCOTTO	5	52	
15 - 71	S. GIOVANNI ANTONIO	6	22	
16 - 73	NUOVA MARIA MARIA	6	45	
17 - 77	COLOMBA	6	66	
18 - 79	LA NUOVA ORAZIETTA	4	54	
19 - 81	S. ANTONIO DI PADOVA	5	45	
20 - 83	NUOVA AMALIA	5	55	
21 - 85	ANGELINA L. CORNELIA	5	51	
22 - 87	S. ANTONIO	4	48	
23 - 89	S. ANTONIO	4	33	
24 - 91	MARIA ANTONIA PADOVA	4	50	
25 - 93	LUIZA MARIA	4	33	
26 - 97	CARLOTTA	5	200	

5 - 25	GIOVANNINA			
6 - 41	S. ANNA DI BUCOLI	7 a.	42	
7 - 43	NUOVA S. MARINO	8 a.	52	
8 - 53	S. MARIA ANTONIETTA	-	-	
9 - 59	ANGELA MARIA	9 a.	32	
10 - 61	NUOVA S. MARINO	5 a.	52	
11 - 63	S. PIETRO	6 a.	32	
12 - 65	NUOVA MARIA	6 a.	53	
13 - 67	ANGELA	8 a.	64	
14 - 69	LUCIA SCOTTO	5 a.	52	
15 - 71	S. GIOVANNI - S. MARINO	6 a.	-	
16 - 75	NUOVA MARIA MARIA	6 a.	43	
17 - 77	COLOMBI	6 a.	66	
18 - 79	LA NUOVA GRACIELLA	4 a.	54	
19 - 81	S. ANTONIO DI PADONA	3 a.	45	
20 - 83	NUOVA MARIA	5 a.	55	
21 - 85	ANGELINA E CORNELIA	5 a.	51	
22 - 87	S. ANTONIO	4 a.	40	
23 - 89	S. ANGELO	4 a.	33	
24 - 91	SALVATORE E LARA	4 a.	50	
25 - 93	LUISA MARIA	4 a.	33	
26 - 97	CARLOTTA	3 a.	200	
27 - 103	GIUSEPPE	-	-	
28 - 105	CATERINA	-	-	
29 - 107	SABINO MARIO	-	-	
30 - 109	MARIA MARIA	4 a.	56	

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31 - 111	ALMA MARIA PIERRO	4 a.	78
32 - 115	VOLCANO	4 a.	50
33 - 115	S. GIUSEPPE	4 a.	60
34 - 117	RANCO COLUMBA	-	-
35 - 119	VERGINE CLEMENTE	4 a.	40
36 - 121	DOMENICO PADRE 110	3 a.	45
37 - 123	GIUSEPPE PADRE 10	4 a.	70
38 - 131	IDA	1	-
39 - 133	GIUSEPPE PADRE	3 a.	95
40 - 139	SALVATORE PADRE	5 a.	20
41 - 141	VINCENZO	3 a.	25
42 - 145	GERARDO PADRE	3 a.	75
43 - 145	REBECCA VIRGINIA	6 a.	65
44 - 147	GIULIO	5 a.	30
45 - 155	I DUE FRATELLI	4 a.	10
46 - 159	FABRIZIO	3 a.	20
47 - 165	ANTONIO ESOLA	6 a.	90
48 - 167	SANTUARIO DI POMPEI	4 a.	45
49 - 169	ANTONIO	4 a.	10
50 - 171	S. GIUSEPPE	4 a.	40
51 - 173	BEATA SANTA ROSA	5 a.	12
52 - 175	S. PASQUALE	4 a.	10
53 - 177	LA BEATA VINCENZINA	4 a.	10
54 - 179	S. DOMENICO	4 a.	25
55 - 181	LINA	4	65
56 - 183	LUISA	5 a.	10
57 - 189	BEATA TERESA	4 a.	10
58 - 193	S. GERARDO	3 a.	70
59 - 195	ROBERTO	4	70

40 - 139	SALVATORE PATEL	5 a.	20
41 - 141	VIA... ..	3 a.	25
42 - 143	GEORGE PATEL	3 a.	75
43 - 145	BELLA VIRGINIA	6 a.	65
44 - 147	GIULIO	5 a.	30
45 - 155	I DUE PATEL	4 a.	10
46 - 159	MARSH	3 a.	20
47 - 165	ANTONIO PATEL	6 a.	90
48 - 167	ANTONIO DI POPIA	4 a.	45
49 - 169	ANTONIO	4 a.	10
50 - 171	S. GIUSEPPE	4 a.	40
51 - 173	BELLA SANTA ROSA	5 a.	12
52 - 175	S. PROSPER	4 a.	10
53 - 177	LA BELLA VINCENZA	4 a.	10
54 - 179	S. DOMENICO	4 a.	22
55 - 181	ALMA	4	65
56 - 183	LUISA	5 a.	10
57 - 189	NUOVA BELLA	4 a.	10
58 - 193	S. DOMENICO	3 a.	70
59 - 195	ROBERTO	4	70
60 - 197	ANGELINA BONA MADRE	3 a.	80
61 - 199	AGNES	4 a.	16
62 - 205	BELLA VERENA	3 a.	90
63 - 209	PORTO SANTO	5	30

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64 - 211	GIUSEPPINA	6 u.	15
65 - 212	IL NUOVO ORSINI	5	52
66 - 217	ANNA	4 u.	22
67 - 221	BELA	4 u.	32
68 - 225	NUOVA LUNA	6	60
69 - 227	ASSUNTA DEL MONTE	4	32
70 - 232	ORONIA DI GESSU'	4 u.	15
71 - 233	ANNA S.	5 u.	7
72 - 235	S. GIUSEPPE	5 u.	12
73 - 239	GRITA	4 u.	10
74 - 241	DUE SORRELLE	4	58
75 - 243	MARIA DELLA MANNA	4	70
76 - 247	ALEDO DI SAVOIA	4 u.	30
77 - 249	S. ANNA	4 u.	11
78 - 251	MICHA S.	3 u.	15
79 - 253	I DUE COGNATI	4	85
80 - 255	AGUILA VITTORIOSA	4 u.	10
81 - 261	SS. CROCIFISSO	3	70
82 - 265	S. GIUSEPPE PALLANCA	3 u.	18
83 - 267	ALESSANDRO	4 u.	20
84 - 269	MARINUCCHIA	5	60
85 - 271	S. MARIA DEL PALACETTO	5	30
86 - 273	CUORA DI GESSU'	5 u.	50
87 - 275	COLOMBA	6 u.	15
88 - 283	FRATELLI BARDINA	4 u.	101
89 - 285	SACRO CUORE	3	45
90 - 287	S. RITA	4	70

71 - 233	ANNA S.	500	10
72 - 235	S. GIUSEPPE	400	10
73 - 239	LUCIA	400	50
74 - 242	DEL SORRELLA	400	70
75 - 245	ANNA MARIA MARIA	400	30
76 - 247	ALBERTO DI SAVOIA	400	11
77 - 249	S. ANNA	300	15
78 - 251	LUCIA M.	400	35
79 - 253	I. LUI COCCAL	400	10
80 - 255	MARIA VINCENZO	300	70
81 - 261	SS. CROCEFISCO	300	10
82 - 265	S. GIUSEPPE PATRICK	400	20
83 - 267	MARCO	300	60
84 - 269	MARIA MARIA	300	30
85 - 271	S. MARIA DEL PRINCIPIO	300	30
86 - 273	CUORE DI GESU'	300	15
87 - 275	COLOMBIA	400	101
88 - 283	FRATELLI MARIA	300	45
89 - 285	SACRO CUORE	400	70
90 - 287	S. MARIA	400	70

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91 - 289	MARIA	4 a.	20
92 - 291	GIACOMO FRANCESCO	-	-
93 - 295	ARMANDO	-	75
94 - 297	MATTEO	-	-
95 - 299	LUCIA	-	40
96 - 301	GABRIELLI	6 a.	60
97 - 305	NUOVO LETTO SARIO	4	25
98 - 311	NUOVO S. GIUSEPPE FARESE	3 a.	60
99 - 313	MARCUS	2 a.	90
100 - 315	GIORGIO	3 a.	110
101 - 317	SAMUELE	5	60
102 - 319	CUORE DI GESU'	4	30
103 - 321	MARCO	4 a.	60
104 - 323	DON NICOLA	4 a.	35
105 - 325	BENEDETTI PIU'KE	3 a.	72
106 - 329	MARINO	-	-
107 - 331	ANTONIO	2 a.	3
108 - 333	TERESA MARIA C.	3	90
109 - 335	S. MARIA A. MARE	3 a.	7
110 - 337	LES GIOIELLI	5 a.	7
111 - 341	ROMA	-	-
112 - 343	A. MARIA	7 a.	4
113 - 345	BERNARDI	7 a.	20
114 - 349	LEON C.	4 a.	75
115 - 357	S. VINCENTE	-	-
116 - 369	NUOVO GIUSEPPE	6 a.	16
117 - 373	FORNACE	3 a.	4

97 - 305	NUOVO LANTO BANCIO	4	25
98 - 311	NUOVO S. GIUSEPPE PADRE	3 a.	60
99 - 313	MARCO	2 a.	90
100 - 315	GIORGIO	3 a.	110
101 - 317	S. MIO PADRE	5	60
102 - 319	CUOR DI GESSU'	4	80
103 - 321	NICOLA	4 a.	60
104 - 323	DON NICOLA	4 a.	35
105 - 325	FRATELLI PADRE	3 a.	72
106 - 329	MARILINO	-	-
107 - 331	ANTONIO	2 a.	3
108 - 333	IMMACOLATA C.	3	90
109 - 335	S. MARIA A. MARZ	5 a.	7
110 - 337	LA ROSALIA	5 a.	7
111 - 341	RODOLFO	-	-
112 - 343	A. MARIA	7 a.	4
113 - 345	MERINA	7 a.	20
114 - 365	IMES C.	4 a.	75
115 - 367	S. VINCENTINO	-	-
116 - 369	NUOVO GELMARO	6 a.	16
117 - 373	FORTUNATA	2 a.	4
118 - 375	NUOVA LUISA	4 a.	15
119 - 381	GIUSEPPE AVANTI	3 a.	2
120 - 383	FRATELLI GESSU'	7 a.	2

4309

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121 - 385 ELABORAZIONE P. 5 65

122 - 389 NUOVO S. VAUSSELA MADRE 3 32

123 - 391 S. GIRO DI TORRE GIACO 3 6. 16

124 - 393 S. ANNA 5 8. 4

125 - 395 EUCOLIA 3 8. 3

126 - 401 S. GIOVANNI 3 1 25

127 - 403 S. ANNA 3 8. 50

128 - 405 ANT. MARIA 4 8. 48

129 - 407 RUE SORELLE R. 4 8. 45

130 - 409 FRANCESCA MARIA 3 8. 65

131 - 411 S. ANTONIO 3 8. 75

132 - 413 NUOVA RINZIATA 6 8. 25

133 - 415 ORDINE 2 25

134 - 417 VITTORIA - -

135 - 419 GERMANO - -

136 - 421 S. MICHELE 3 8. 7

137 - 423 S. ANNA MARIA 4 40

138 - 425 LIA 3 -

139 - 427 S. ANTONIO MARIA 6 8. 70

140 - 429 ANTONIO G. 7 8. 3

141 - 431 IMPERIA 3 8. 50

142 - 433 MADONNA ROSARIO DI POL
TRI 6 30

143 - 435 MARIA CILIA MARIA 7 8. 5

144 - 437 MARIA G. 4 8. 135

145 - - - -

146 - 441 NUOVA MARIA 7 8. 50

147 - 443 S. GIORGIO 4 8. 20

4308

151 - 453	MARIA B.	4 a.	55
152 - 455	ROSA R.	3 a.	65
153 - 457	S. SILVANO	4 a.	50
154 - 459	CONCESSIONE D.	4 a.	39
155 - 461	ELISABETHA	2 a.	17
156 - 463	NUOVO S. PIETRO	3 a.	35
157 - 465	ABUNDANTIA MARIA	4 a.	37
158 - 467	GIULIA	4 a.	38
159 - 469	RUGGIONE II	3 a.	15
160 - 471	SPERANZA	3 a.	20
161 - 473	NUOVA GRADIA	4 a.	25
162 - 475	AUGUSTO R.	3 a.	27
163 - 477	ANTONIA E MARIA	3 a.	45
164 - 479	GIULIA	4 a.	25
165 - 481	GIULIO	4 a.	28
166 - 483	MARIA MADDALENA	3 a.	19
167 - 485	ELISABETHA	4 a.	6
168 - 487	SALVATORE	3 a.	12
169 - 489	CARMELO P.	5 a.	18
170 - 491	ELEONORA ORIOLO	4	70
171 - 493	MARIA A. MARE	3 a.	20
172 - 495	S. MICHELE	3 a.	2
173 - 497	S. FRANCESCO D'ASCIOLI	4	35
174 - 499	S. MARIA G.	3 a.	55
175 - 503	NUOVO FELICIA	3 a.	75
176 - 505	GIUSEPPE	6 a.	6

159 - 469	RUGGERO II	3 a.	15
160 - 471	SPANNIERO	3 a.	20
161 - 472	NUOVA GARRIA	4 a.	20
162 - 473	AUGUSTO E.	3 a.	27
163 - 477	AMERICA E. ALBA	3 a.	45
164 - 479	...	4 a.	25
165 - 481	LUIGIO	4 a.	25
166 - 483	MARIA MADONNA	3 a.	19
167 - 485	COLOINA	4 a.	6
168 - 487	SALVATORE	3 a.	12
169 - 489	CARMELO P.	5 a.	18
170 - 491	ELISABETTA ONOMATO	4	70
171 - 493	MARIA A. MARE	3 a.	20
172 - 495	S. MICHELE	3 a.	2
173 - 497	S. FRANCESCO D'ASSISI	4	35
174 - 499	S. RITA G.	3 a.	55
175 - 501	NUOVO FELICE	3 a.	75
176 - 503	SIAGUZZA	6 a.	6
177 - 507	AMALFICO	4 a.	20
178 - 509	IGLIARDA	3 a.	18
179 - 511	S. AGATA	3 a.	21
180 - 513	FRANCESCO P.	4	20
181 - 515	GIUSEPPE P.	3 a.	85
182 - 517	NUOVA LIBERA	3 a.	45

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183 - 515	BUONO LEONARDO MICHELE	5 a.	3
184 - 521	MARIA GIORGINA	4 a.	105
185 - 523	TERESA IMMACOLATA	7 a.	24
186 - 525	MARIA ADDOLINA	2 1/2	35
187 - 527	TERESA	2 1/2	38
188 - 529	S. ANTONIO	9 a.	3
189 - 531	LUIGI SALMA	8 a.	4
190 - 533	SOFIA	8 a.	2
191 - 535	S. PIETRO	8 a.	2
192 - 537	ROSINA FLORENZA	28	40
193 - 539	MARIA CARMELA	3 a.	16
194 - 541	ILARIO	7 a.	6
195 - 543	S. SILVANO V.	5	23
196 - 545	S. LUIGI	4 a.	13
197 - 547	EDUARDO C.	9 a.	300
198 - 549	NIRIO	4 a.	16
199 - 551	MARIA ANTONIETTA	4 a.	16
200 - 553	TERESA	5 a.	12
201 - 555	LUIGI	6 a.	20
202 - 557	S. CONTE	7 a.	180
203 - 559	ASSUNTA MARIA	31	45
204 - 561	APOLLE	8 a.	20
205 - 563	MADONNA DEL CARMINE	5 a.	21
206 - 565	S. ROSA	5 a.	2
207 - 567	MARIA SS. DELLA LUCE	5 a.	2
208 - 569	S. ANTONIO	4 a.	3

190 - 523	JOEIN	8 a.	2
191 - 525	S. FRANCESCO	8 a.	2
192 - 527	ROSLINA ZICHARA	22	40
193 - 529	MARIL CARRELLA	3 a.	18
194 - 541	ILARIO	7 a.	6
195 - 543	S. SILVANO V.	6	43
196 - 545	S. LUIGI	4 a.	13
197 - 547	EDUARDO C.	5 a.	300
198 - 549	NIRIO	4 a.	18
199 - 551	MARIA AERONILETA	4 a.	16
200 - 553	THE RE	5 a.	12
201 - 555	LUIGI	6 a.	20
202 - 557	G. COSTANZO	7 a.	180
203 - 559	ASSUNTA MARRA	22	45
204 - 561	AFONIA	8 a.	20
205 - 563	MARCONA DLA COLMIA	5 a.	21
206 - 565	S. ROSA	5 a.	2
207 - 567	MARIA SS. DELLA LIGIA	5 a.	2
208 - 569	S. ANTONIO	4 a.	3
209 - 571	GIORDANO BRUNO	32	65
210 - 573	GIUSEPPINA	32	26
211 - 577	LUIGINO	4	50

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212 - 579	SALVATORE	8 a.	6
213 - 581	ALBA	3 a.	20
214 - 583	SALVATORE	3 a.	21
215 - 585	S. RAFFAELLA	4 a.	11
216 - 587	S. GIOVANNI GIUSEPPE	4 a.	3
217 - 589	CIRIO FRATELLI	3 a.	5
218 - 591	S. GIOV. GIUS. EMILIA CRUCE	6 a.	21
219 - 593	SALVATORE RAJAS	3	26
220 - 597	RUNZIA	31	32
221 - 599	ANNA	43.	1
222 - 601	MAFALLA	6 p.	7
223 - -	-	-	-
224 - 605	S. GIUSEPPE	7 a.	18
225 - 607	GIUSU' GIUSEPPE MARIA	6 a.	14
226 - 613	BAMBIA RESTITUTA	4 a.	6
227 - 615	ROSSELLA	5 a.	15
228 - 619	ANTONINA	6 a.	15
229 - 621	RUMELIATA	3 a.	6
230 - 623	RUMELIATA	4 a.	19
231 - 633	ACQUINTA MARIA	4 a.	63
232 - 635	S. CIRO	4 a.	10
233 - 637	S. GIUSEPPE	5 a.	6
234 - 645	STELLA DEL MARE	3	25
235 - 647	ROSIA	6 a.	7
236 - 649	GIUSEPPE VILDI	6 a.	2

E. GIOV. GIUS. MARIA CRUCE

218 - 591		3	26
219 - 592	SALVATORE BALLO	3	26
220 - 597	RUNZIA	3	22
221 - 599	ANNA	4	1
222 - 601	MARIALLO	4	7
223 - -	-	-	-
224 - 605	S. GIUSEPPE	7	18
225 - 607	GIUSEPPE MARIA	6	14
226 - 613	SANTA ROSALINDA	4	6
227 - 615	ROSALINDA	5	15
228 - 619	ANTONINA	6	15
229 - 621	RUNZIATA	3	6
230 - 623	RUNZIATA	4	15
231 - 633	AGUSTA MARIA	4	63
232 - 635	S. CINO	4	10
233 - 637	S. GIUSEPPE	3	6
234 - 645	STELLA DEL MARE	3	25
235 - 647	DELLA	6	7
236 - 649	GIUSEPPE VALLI	6	2
237 - 653	ORLANDA MARIA D.	5	60
238 - 655	RAFFAELA	7	35
239 - 657	I TRE FRATELLI	7	2
240 - 661	FRANZESCA	4	9

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241	663	LINA	3	75
242	665	S. GIUSEPPE	4 a.	80
243	667	MADRE ANGELA	5 a.	9
244	673	S. VINCENZO PAOLI	4	50
245	675	ANGELO DI DIO	4	65
246	677	S. ANTONIO	4 a.	
247	679	PIDMS	4	63
248	681	GIOVANNINA	3	21
249	685	S. MICHELE	4 1/2	45
250	687	ANGELO	7 a.	6
251	689	S. LUCIA	6 a.	17
252	693	VITTORIA	5	70
253	695	S. GIOV. GIUSEPPE	5a	2 1/2
254	697	S. FRANCESCO DI PAOLA	7a	22
255	699	CONSOLAZIONE	5a	20
256	701	SANT'ANTONIO	4a	52
257	703	SANT'AGNELLO	7a	46
258	705	GIOVANNINA	5a	5
259	711	SAN GIUSEPPE	3a	6
260	717	SAN FELICE	5a	46
261	719	BIENA	4	50
262	721	IMPERO	6a	2
263	723	SAN VINCENZO		
264	727	MARIA GIUSEPPINA	5	40
265	729	SANTA MARIA	4a	5
266	731	NUOVA MARIA	2 1/2	30
267	733	ROSA	6a	3
268	735	VINCENZO C.	4a	11
269	737	UMBERTO I°	3 1/2	55
270	739	GIUSEPPE		

249	685	S. NICOLE	4 1/2	45
250	687	ANGELO	7 a.	6
251	689	S. LUCIA	6 a.	17
252	693	VITTORIA	5	70
253	695	S. GIOV. GIUSEPPE	5a	2 1/2
254	697	S. FRANCESCO DI PAOLA	7a	22
255	699	CONSOLAZIONE	5a	20
256	701	SANT'ANTONINO	4a	52
257	703	SANT'AGNELLO	7a	46
258	705	GIOVANNINA	5a	5
259	711	SAN GIUSEPPE	3a	6
260	717	SAN FELICE	5a	46
261	719	BIENA	4	50
262	721	IMPERO	6a	2
263	723	SAN VINCENZO		
264	727	MARIA GIUSEPPINA	5	40
265	729	SANTA MARIA	4a	5
266	731	NUOVA MARIA	2 1/2	30
267	733	ROSA	6a	3
268	735	VINCENZINO C.	4a	11
269	737	UMBERTO I°	3 1/2	55
270	739	GENELLO	4 a	32

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271	741	NUOVO S. BIAGIO	3a	60
272	743	ITALIA S.	3a	30
273	745	DELLA ITALIA	4a	1
274	747	ELISABETTA	6a	19
275	749	LA CAPITALE	4a	17
276	753	SAN GIUSEPPE	3a	3
277	755	LEDA	4 a	48
278	757	FRANCESCO E.	7	48
279	759	SAN GALTANO	6a	3
280	761	VITA SUL MARE	5a	3
281	763	ALDO COLOMBO	3	35
282	765	SAN GIUSEPPE	4a	2
283	767	DIVINA PROVVIDENZA	3a	42
284	769	NUOVO SALVATORE	2	40
285	771	MARIA GIUSEPPE	5a	2
286	775	NATY	6 a	40
287	789	MARIA CRISTINA	6	-
288	841	REX	4a	21
289	855	EMILIA	4 a	48
290	859	MUNZIATA	4a	10
291	861	FELICE PADRE	3	29
292	863	NUOVO S. GIUSEPPE	3 a	30
293	867	S. SILVERIO M.	3a	3
294	869	S. GIOV. GIUSEPPE	5a	3
295	871	RAPPAELLIUCCIO	4a	20
296	873	SAN BIAGIO	3a	12
297	875	EMILIA	4a	38
298	877	GIUDITTA	3a	110

277	755		7	48
278	757	FRANCESCO D.	6a	3
279	759	SAN GALEANO	5a	3
280	761	VITA SUL MARE	3	35
281	763	ALDO COLOMBO	4a	2
282	765	SAN GIUSEPPE	3a	42
283	767	DIVINA PROVVIDENZA	2	40
284	769	NUOVO SALVATORE	5a	2
285	771	MARIA GIUSEPPE	6 1/2	40
286	775	NATY	6	-
287	789	MARIA CRISTINA	4a	21
288	841	REX	4 1/2	48
289	855	EMILIA	4a	10
290	859	RUZZIATA	3	29
291	861	FELICE PADRE	3 1/2	30
292	863	NUOVO S. GIUSEPPE	3a	3
293	867	S. SILVERIO M.	5a	3
294	869	S. GIOV. GIUSEPPE	4a	20
295	871	RAPPARELLUCCIO	3a	12
296	873	SAN BIAGIO	4a	38
297	875	EMILIA	3a	110
298	877	GIUDITTA	3a	45
299	879	SALVATORE II	3a	45
300	881	SAN DOMENICO	3a	45

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301	883	SAN ANDREA	5	110
302	885	MARIA CARIELA	3a	45
303	887	NUOVO S. RUCCO	4a	40
304	889	CATERINA BARTOLO	3a	80
305	891	GIOVANNINA PRIMA	3a	90
306	893	SAVERIO MARIO	3a	20
307	901	MARIA LUCIA	4a	60
308	903	QUO VADIS	3a	40
309	905	PONTUATO	3a	45
310	917	S. GIUSEPPE S.	3a	100
311	921	ANGELINA ED ANINA BRIGNONE	4a	50
312	923	RISUSCITO	4a	70
313	925	IL NUOVO GUERRIERO	4a	50
314	927	NINO DI MAGGIO	3a	10
315	929	VITO ADRAGNA	3a	70
316	931	SEN GIUSEPPE	4a	44
317	933	NINO DI MAGGIO	5a	12
318	935	SAN BARTOLOMEC	4a	55
319	937	LA NUOVA ANN.ta	3	22
320	941	ARS	4a	100
321	943	NINETTA MARIA STELLA	6a	15
322	945	CLEMENTE	5a	60
323	947	CUORE DI MARIA	4	51
324	949	MARIA DELLA LUCE	4a	70
325	951	SAN FRANCESCO DI PACIA	4a	9,60
326	953	LORENZO	4	30
327	957	MADONNA DEI SETTE VILLI	6	30
328	959	LA GIUSEPPINA		

307	901	MARIA EUIGIA	3a	40
308	903	QUO VADIS	3a	45
309	905	PORTUNATO	3a	100
310	917	S. GIUSEPPE S.	4a	50
311	921	ANGELINA ED ANNA BRIGNONE	4a	70
312	923	RISUSCITO	4a	50
313	925	IL NUOVO GUERRIERO	3a	12
314	927	NINO DI MAGGIO	3a	70
315	929	VITO ABRAGNA	4a	44
316	931	SAN GIUSEPPE	5a	12
317	933	NINO DI MAGGIO	4a	55
318	935	SAN BARTOLOMEO	3	22
319	937	LA NUOVA ANN. ta	4a	100
320	941	ARS	6a	15
321	943	NINETTA MARIA STELLA	5a	60
322	945	CLEMENTE	4	51
323	947	CUORE DI MARIA	4a	70
324	949	MARIA DELLA LUCE	4a	2,60
325	951	SAN FRANCESCO DI PAOLA	4	30
326	953	LORENZO	6	30
327	957	MADONNA DEI SETTE VILLI	3a	40
328	959	LA GIUSEPPINA	3a	3,71
329	961	BENEDETTA S. ROSA	5	25
330	965	CICCINA MADRE		

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331	967	GERMILLO SECONDO	5	25
332	973	SAN GIUSEPPE	3a	3
333	975	UMBERTO	4a	2,85
334	977	SAN GIOVANNI	3 a	30
335	979	GIOVANNA MADRE	4	110
336	981	NUOVA CARABELINA	4 a	28
337	983	GIANCARLO	4a	50
338	985	SAN LUIGI	4a	0
339	987	CONCETTINA M.	3a	15
340	989	SAN NICOLA	4a	53
341	991	SALVATORE S.	4a	50
342	993	NUOVO S. GIOVANNI	4a	12
343	995	S. FRANCESCO DE PACLA A. 3a		75
344	997	BRIGIDA ROMEO	4	75
345	999	SALVATORE PADRE	3a	10
346	1.001	S. ARCISIO	3a	10
347	1003	MARIA ASSUNTA	5	111
348	1005	VI DIRO' C.	3a	20
349	1007	DIERCE	5	40
350	1009	LA BELLA ANITA	3a	5
351	1011	CUORE DI GESU'	4	27
352	1013	LA NUOVA PASQUA	-	-
353	1015	LUCIA G.	3a	70
354	1019	SAN GAETANO	3a	24
355	1021	REMO	4a	6
356	1023	MARIA ASSUNTA	4a	6
357	1025	S. ALBERTO	-	-
358	1027	GENNARO MARIA LIPERA	3a	40
359	1029	MARCO COSTANTINI	4a	50

338	985	SAN DOV	3a	15
339	987	CONCETTINA M.	4a	53
340	989	SAN NICOLA	4a	50
341	991	SALVATORE S.	4a	12
342	993	NUOVO S. GIOVANNI	4a	75
343	995	S. FRANCESCO DI PAOLA A.	3a	75
344	997	BRIGIDA ROMEO	4	10
345	999	SALVATORE PADRE	3a	10
346	1.001	S. ARCISIO	5	111
347	1003	MARIA ASSUNTA	3a	80
348	1005	VI DIRC' C.	5	40
349	1007	DIRC	3a	5
350	1009	LA BELLA ANNINA	4	27
351	1011	CUORE DI GESU'	-	-
352	1013	LA NUOVA PASQUA	3a	70
353	1015	LUCIA C.	3a	24
354	1019	SAN CAETANO	4a	6
355	1021	MEMO MARIA ASSUNTA	4a	6
356	1023	S. ALBERTO	-	-
357	1025	GENNARO MARIA LIEBBA	3a	40
358	1027	LANCO COSTANTINI	4a	90
359	1029	SAN GENNARO	7a	5
360	1031			

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361	1033	GIUSEPPINA DELLISTINI	4	25
362	1035	MARIA JOSE	3a	13
363	1037	NUOVA ADEL	4a	4 1/2
364	1039	ROSINA MADRE	4a	5
365	1043	ANTONIO EMILIA	-	-
366	1045	NUOVO S. GIUSEPPE	4a	19
367	1047	PAPPAGALLO	-	-
368	1049	SAN GIUSEPPE	4a	6
369	1051	S. ANDREA	4a	39
370	1053	UNIONE	6a	11
371	1063	ALBANIA	4a	40
372	1065	MARIA SACROMONTE	4	37
373	1067	SAN GIUSEPPE	6a	54
374	1069	S. ANNA	4a	27
375	1071	ELICITA'	3a	28
376	1073	CUORE DI GESU'	7a	45
377	1075	ADDIS ABABA	3a	10
378	1077	NUOVA CIOCCINA	4a	22
379	1079	MARIO COSTANTINI	3a	75
380	1081	VERI AMICI	3a	42
381	1083	SAN GIUSEPPE	4a	45
382	1085	LETIZIA	6a	27
383	1087	SANT'ANTONINO	3a	12
384	1089	LUCIA MADRE	3a	45
385	1091	IMMACOLATA	3a	12
386	1093	ZANCLEA	4a	14
387	1095	INVIDIATO	4a	48
388	1097	SAN GIRO	5a	22

366	1045	NUOVO S. GIUSEPPE	4a	19
367	1047	PAPPARALLO	-	-
368	1049	SAN GIUSEPPE	4a	5
369	1051	S. ANDREA	4a	39
370	1053	UNIONE	6a	11
371	1065	ALBANIA	4a	40
372	1065	MARIA SACROMONTE	4	37
373	1067	SAN GIUSEPPE	6a	54
374	1069	S. ANNA	4a	27
375	1071	FELICITA'	3a	28
376	1073	CUORE DI GESU'	7a	45
377	1075	ADDIS ABABA	3a	10
378	1077	NUOVA CICCINA	4a	22
379	1079	MARIO COSTANTINI	3a	75
380	1081	VERI AMICI	3a	42
381	1083	SAN GIUSEPPE	4a	45
382	1085	LETIZIA	6a	27
383	1087	SANT'ANTONIO	3a	12
384	1089	LUCIA MADRE	3a	45
385	1091	INNOCOLATA	3a	12
386	1093	ZANCILLA	4a	14
387	1095	INVIDIATO	4a	43
388	1097	SAN CIRO	5a	22
389	1099	S. FRANCESCO DI PAOLA	4a	79
390	1101	DOMENICO	5a	106

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391	1105	GUSTAVO	-	-
392	1107	SAN GIUSEPPE	-	-
393	1109	ALBERTO R. PADRE	3a	36
394	1111	SALVATORE P.	4a	21
395	1113	MARIA TINA	4a	44
396	1115	GIUSEPPINA R.	3a	24
397	1117	NICOLA	3a	42
398	1119	ANTONIO PADRE	-	-
399	1121	ROMO	4a	24
400	1123	ANGELINA MADRE P.	-	-
401	1125	COLLETTINA MADRE	5	36
402	1131	TRISTE	4a	50
403	1133	BERNARDINO A.	-	-
404	1137	ALBERTO	4a	56
405	1139	MADDALENA G. ex GILDO	4a	24
406	1141	GIACOMO ROSSINI	3a	24
407	1145	I FRATELLI	3a	16
408	1149	PAGHERAI	-	-
409	1151	NICOLETTA FIGLIA	3a	33
410	1153	MARIA MADRE	-	-
411	1155	ANABILE MARIETTA	-	-
412	1157	IMPERO	4a	22
413	1159	CARLO BATTISTA	3a	31
414	1161	BUONA FEDE	4a	-
415	1163	GALILEO	3a	18
416	1165	S. ANTONIO	4a	96
417	1171	LILIANA	5	40
418	1175	IMPARA	4a	54

398	1119	4a	-	24
399	1121	5	36	-
400	1123	4a	50	-
401	1125	-	-	56
402	1131	4a	24	24
403	1133	4a	24	16
404	1137	3a	-	33
405	1139	-	-	-
406	1141	4a	22	31
407	1145	3a	-	-
408	1149	4a	18	96
409	1151	5	40	54
410	1153	4a	64	-
411	1155	-	-	-
412	1157	4a	-	-
413	1159	3a	-	-
414	1161	4a	-	-
415	1163	3a	-	-
416	1165	4a	-	-
417	1171	5	-	-
418	1175	4a	-	-
419	1177	-	-	-
420	1179	-	-	-

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421	1181	MARIA ANGELA	4 a	34
422	1183	IRENE	4a	87
423	1187	PIO X	3a	19
424	1189	PIRELLA	4a	37
425	1193	ASSUNTA IN CIELO	4a	7
426	1301	SAN DOMENICO	3a	110
427	1303	MADONNA DI POMPEI	5	110
428	1305	LEONARDO DA VINCI	3	80
429	1307	MEYQUEIA	4a	6,44
430	1309	BUFAJO	4a	14
431	1311	SALVATORE PADRE	3a	10
432	1313	ROMANINA	5a	80
433	1317	INTERPIDO	4	18
434	1319	TEA	4	45
435	1321	SAN GIUSEPPE N.	4a	58
436	1323	SANT'EUGENIA	3a	61
437	1325	MARIA E.	4a	200
438	1327	GUGLIELMO OBERDAN	3a	18
439	1329	FULMINE	4a	12
440	1331	SAN GIUSEPPE P.	3a	10
441	1333	GONFATINA BELLISTRI	6a	80
442	1335	SAN MICHELLE	3a	10
443	1337	AGA	4a	7
444	1339	SAN PIETRO	3a	6
445	1341	SANT'ANTONIO	3a	27
466	1343	DOMENICA I	4a	75

427	1303	MADONNA DI POMPEI	3a	110
428	1305	LEONARDO DA VINCI	5	110
429	1307	REYQUELIA	3	80
430	1309	BUEALO	4a	6,44
431	1311	SALVATORE PADRE	4a	14
432	1313	ROMANINA	3a	10
433	1317	INTERPIDO	5a	80
434	1319	TEA	4	18
435	1321	SAN GIUSEPPE N.	4	45
436	1323	SANT'EUGENTIA	4a	58
437	1325	MARIA L.	3a	61
438	1327	GUOLIELMO OBERDAN	4a	200
439	1329	FULMINE	3a	18
440	1331	SAN GIUSEPPE P.	4a	12
441	1333	GONCETTINA BELLISTRI	3a	10
442	1335	SAN MICHELE	6a	80
443	1337	AGA	3a	10
444	1339	SAN PIETRO	4a	7
445	1341	SANT'ANTONIO	3a	6
446	1343	DOMENICA I	3a	27
447	1345	ENRICO II	4a	75
448	1347	S. ANTONIO DI PADOVA	4a	10
449	1349	S. ANNA D.	3a	45
450	1351	GICCINA	4a	10

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451	1353	CROCCO	3 a.	45
452	1355	BRUNO	3 a.	55
453	1357	DALINO	4 a.	30
454	1359	PIETRO APOSTOLO		
455	1361	S. GASTRONE	5 a.	7
456	1363	SANTA LITA	6 a.	12
457	1365	MARIA DI POZZI	4 a.	9
458	1367	CARINA	4 a.	10
459	1369	S. LUCIA	4 a.	33
460	1371	NUOVA PORTUNA	3 a.	57
461	1375	SAN GIOVANNI C.	4 a.	13
462	1377	SAN GIUSEPPE 2.	7 a.	2,74
463	1379	GUGLIELMO SARCONI	4 a.	63
464	1381	S. ANTONIO DI RADOVA	3 a.	11
465	1383	IL NUOVO S. GIUSEPPE	4 a.	
466	1385	BRUNO LONZI	4 a.	
467	1387	BRUNDA	3 a.	
468	1389	LUCIA	4 a.	17
469	1391	S. ANTONIO	4 a.	30
470	1393	SPARVIERO	5 a.	20
471	1395	PROVIDENZA	3 a.	15
472	1397	MADONNA DEL CARLINO	5 a.	17,59
473	1399	RITA	4 a.	17
474	1401	IRMA E.	4 a.	15
475	1403	COLOMBO	5 a.	3
476	1405	LA LUCIOLOLA	4 a.	18
477	1407	SANT'ANTONIO	4 a.	14
478	1409	MACOLATA		

461	1375	SAN GIOVANNI	7 a.	2,74
462	1377	SAN GIUSEPPE Z.	4 a.	63
463	1379	GIULIANO MARCONI	3 a.	11
464	1381	S. ANTONIO DI MADONA	4 a.	
465	1383	IL NUOVO S. GIUSEPPE	4 a.	
466	1385	PIETRO LOMI	3 a.	17
467	1387	BRUNDA	4 a.	30
468	1389	LUCIA	4 a.	20
469	1391	S. ANTONIO	5 a.	25
470	1390	SPAVIERO	3 a.	17,59
471	1395	PROVIDENZA	5 a.	17
472	1397	MADONNA DEL CARMINI	4 a.	15
473	1399	INTEA	4 a.	3
474	1401	IMMA S.	5 a.	18
475	1403	COLOMBO	4 a.	24
476	1405	LA LUCIOLA	4 a.	
477	1407	SANT'ANTONIO		
478	1409	INTEAGOLATA	6 a.	34
479	1413	LUCIA MADRE	6 a.	6
480	1415	SAN GIOVANNI		

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481	1417	GIUSEPPE COSTA	5 a.	9
482	1419	ANGELO E GIOVANNA	6 a.	19
483	1421	PAPA° GIUSEPPE	3 a.	105
484	1423	SANTA MADRE	4 a.	19
485	1425	CHORO DI MARIA	4 a.	13
486	1427	MARIA	3 a.	13
487	1429	AZZARRO	5 a.	130
488	1431	L'ANGELINA	4 a.	17
489	1433	SANTUZZA GALITO	4 a.	19
490	1435	MARGHERITA MADRE R.	4 a.	19
491	1437	ROSINA R.	3 a.	12
492	1439	PONTINATA S.	6 a.	25
493	1441	MADONNA DEL CANTINE	4 a.	10
494	1443	IMPERO	3 a.	19
495	1445	MARIA MAGGIORE DI LIPONTE	7 a.	40
496	1447	VERGINE DI LONDES	6 a.	57
497	1449	DOMENICO LISURCA	4 a.	290
498	1451	RINASCENTE	4 a.	14
499	1453	LA NUOVA CANTINA	5 a.	5
500	1455	B. MARCO	5 a.	5
501	1457	MARIA MUSA	4 a.	75
502	1459	PERFINO	4 a.	74
503	1461	IMMACOLATA	4 a.	16
504	1463	DON GONZALE	3 a.	5
505	1465	MARIA	4 a.	5
506	1467	ALFIDA B.	3 a.	15
507	1469	MARIA MURIELA	6 a.	33
508	1471	IMMACOLATA	4 a.	12

488	1431	L'ANGELINA	4 a.	17
489	1433	RAFFINIA GALATO	4 a.	19
490	1435	MARGHERITA LADDA a.	4 a.	19
491	1437	ROINA M.	3 a.	12
492	1439	FORTUNATA S.	6 a.	25
493	1441	MADONNA DEL CARME	4 a.	10
494	1443	ZIMPERO	3 a.	19
495	1445	MARIA MAGGIORE DI LOPONZA	7 a.	40
496	1447	VERGINE DI LOUNDES	6 a.	57
497	1449	DOMENICO MISURACA	4 a.	290
498	1451	NEMACONTE	4 a.	14
499	1453	LA NUOVA CACCIA	5 a.	5
500	1455	S. MARCO	5 a.	3
501	1457	MARIA LUISA	4 a.	75
502	1459	PERPINO	4 a.	74
503	1461	IMMACOLATA	4 a.	16
504	1463	DUE SORRILE	3 a.	5
505	1465	MARIA	4 a.	5
506	1467	ALFIDA D.	3 a.	15
507	1469	MARIA NUNZIA	6 a.	33
508	1471	IMMACOLATA	4 a.	12
509	1473	ALEBETO	4 a.	15
510	1475	PROVIDENZA	4 a.	17

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511	1477	CONCETTA	6	55
512	1479	CEGA	3 a.	44
513	1481	ROSINA	5	
514	1483	MARIA GIUSEPPE	5 a.	10
515	1485	S. GIUSEPPE A.	7 a.	10
516	1487	NUOVA GIUSEPPE	3 a.	63
517	1489	CITTA' DI VIESTE	2 a.	66
518	1491	VILLA DI ROSA	5 a.	2
519	1493	MARIA DI FORTO SALVO	4 a.	76
520	1495	S. GIUSEPPE	3 a.	29
521	1497	MARIA	4 a.	3
522	1499	GIOVINETTA	3	24
523	1501	ROSA MARIA	3 a.	34
524	1503	ALBA	7 a.	33
525	1507	S. LUIGI	3 a.	6
526	1509	BANCA	4 a.	7
527	1511	S. CATERINA	4 a.	25
528	1513	S. VITO PADRE	6 a.	120
529	1515	S. LUCIA A MARE	3 a.	3
530	1517	TERESA	3 a.	3
531	1519	S. GIUSEPPE	4 a.	12
532	1521	PAPA' TUO	3 a.	3
533	1523	MARIA CONCETTA	4 a.	5
534	1525	AUGUSTUS	2 a.	15
535	1527	ANNA	3	52
536	1529	S. FRANCESCO DI PAOLA	5 a.	21
537	1531	MARIA FRIDA PAGE	4 a.	75
538	1533	SAN LUIGI	6 a.	3
				17

518	1491	VILLA DI ROMA	4 a.	76
519	1493	MARIA DI PORTO SALVO	3 a.	29
520	1495	S. GIUSEPPE	4 a.	3
521	1497	MARIA	3	24
522	1499	GIOVINEZZA	3 a.	34
523	1501	ROSA MARIA	7 a.	33
524	1503	AIDA	3 a.	6
525	1507	S. LUIGI	4 a.	7
526	1509	SARCA	4 a.	25
527	1511	S. CATERINA	6 a.	120
528	1513	S. VITO PADRE	3 a.	3
529	1515	S. LUCIA A MARE	3 a.	3
530	1517	IRPINA	4 a.	12
531	1519	S. GIUSEPPE	3 a.	3
532	1521	PIRELLINO	4 a.	5
533	1523	MARIA CONCETTA	2 a.	15
534	1525	AUGUSTO	3	52
535	1527	ANNA	5 a.	21
536	1529	S. FRANCESCO DI PAOLA	4 a.	75
537	1531	MARIA PROLA PAGE	6 a.	3
538	1533	SAN LUIGI	4 a.	37
539	1535	S. GIOVANNI	3 a.	351
540	1537	ANGELISTA		
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542	1539	ARAZZO	3 a.	100
542	1541	S. ROGA	3 a.	4
543	1543	MADONNA DI POMPEI	3 a.	3
544	1545	PAPA' GIUSEPPE A.	4 a.	63
545	1547	REDENTORE	4 a.	75
546	1549	S. ALENIA	4 a.	2
547	1553	GARIBOLDI	4 a.	40
548	1555	MARIA DEL SOCCORSO	3 a.	46
549	1557	PALICOLA	5 a.	132
550	1559	PONTICATA	4 a.	9
551	1561	NUOVO S. NICOLA	4 a.	3
552	1563	MADONNA DELLA PROVVIDENZA	3 a.	25
553	1565	GIUDIZIA	4 a.	3
554	1567	S. RAFFAELLE	4 a.	3
555	1569	VINCENZINO D.	5 a.	35
556	1571	NUOVO S. PIRO	3 a.	21
557	1573	S. VINCENZO	7 a.	45
558	1575	ROSARIO RADINI	3 a.	80
559	1577	CRISTO II	3 a.	120
560	1579	ROSARIA CORNELIA	3 a.	22
561	1581	NICO	4 a.	29
562	1585	S. DOMENICO M.	3 a.	4
563	1587	NUOVA MARIA JOSE	4	32
564	1589	SENIA	"	"
565	1591	FRANCINA V.	4 a.	80
566	1593	LUIGI II	7 a.	22
567	1595	SAN CINO	3 a.	16
568	1597	SAN SILVERIO C.	4 a.	7

547	1553	CAROLINA	4 a.	40
548	1555	MARTA DEL SOCCORSO	3 a.	46
549	1557	EMIGLIA	5 a.	132
550	1559	FORNUNZA	4 a.	9
551	1561	NUOVO S. NICOLA	4 a.	3
552	1563	MADONNA DELLA PROVVIDENZA	3 a.	25
553	1565	GIUDITTA	4 a.	3
554	1567	S. RAPPAROLA	4 a.	3
555	1569	VINCENZINO D.	5 a.	35
556	1571	NUOVO S. PIETRO	3 a.	21
557	1573	S. VINCENZO	7 a.	45
558	1575	ROARIO PADRE	3 a.	60
559	1577	OPRATA II	3 a.	120
560	1579	ROSARIA CORRUZZA	3 a.	22
561	1581	RIORI	4 a.	29
562	1583	S. DOMENICO R.	3 a.	4
563	1587	NUOVA MARIA JOSE	4	32
564	1589	STELLA	"	"
565	1591	FRANZINA V.	4 a.	60
566	1593	LUTICI II	7 a.	22
567	1595	SAN GIRO	3 a.	18
568	1597	SAN STEFANO C.	4 a.	7
569	1599	SAN GABRIANO	3 a.	27
570	1601	SAN GIOVANNI	5 a.	24

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971 1603	LUIGI GIACCIO	4 a.	4
972 1605	SALETTONE	4 a.	8
973 1606	MADONNA DEL PARADISO	6 a.	23
974 1611	SANT'ANTONIO	6 a.	19
975 1613	ANGELA II	4 a.	5
976 1615	GIUSEPPE GALLARO	3 a.	108
977 1617	AMERICO VERRUCCI	3 a.	34
978 1619	SAN GIUSEPPE D.	4 a.	90
979 1621	SANT'ANTONIO	3 a.	3
980 1623	NELEA	3 a.	3
981 1625	ITALIA	7 a.	33
982 1627	SAN GIOVANNI	4 a.	24
983 1629	ADRIANA	6 a.	13
984 1631	LA BELLA ITALIA	4 a.	5
985 1633	ANTONIO	5 a.	5
986 1635	NUOVO PAOLO PADRE	"	"
987 1637	CHIARINA MADRE	4 a.	72
988 1639	SANT'ANTONIO	4 a.	10
989 1645	SAN GIUSEPPE I	4 a.	45
990 1647	LA FAGIANA	3 a.	2
991 1651	SAN GIUSEPPE	3 a.	12
992 1653	ROZINA S.	5 a.	63
993 1655	EMILIO	4 a.	35
994 1657	SAN VINCENZO	8 a.	9
995 1659	FRANCESCO	4 a.	66
996 1661	GILDA R.	4 a.	62
997 1663	LA NUOVA RUOTA	3 a.	1,50
998 1665	EMILIA M.		

580	1623	ITALIA	3 a.	33
581	1625	ITALIA	7 a.	34
582	1627	SAN GIOVANNI	4 a.	33
583	1629	ADRIANA	6 a.	5
584	1631	LA BELLA ITALIA	4 a.	5
585	1633	ANTONIO	5 a.	=
586	1635	NUOVO PAOLO PADRE	=	72
587	1637	CHIARINA MADRE	4 a.	10
588	1639	SANT'ANTONIO	4 a.	45
589	1645	SAN GIUSEPPE I	4 a.	2
590	1647	LA PACE	3 a.	12
591	1651	SAN GIUSEPPE	3 a.	63
592	1653	ROMINA C.	5 a.	35
593	1655	EMILIO	4 a.	9
594	1657	SAN VINCENZO	8 a.	66
595	1659	PROGRESSO	4 a.	62
596	1661	GILDA R.	4 a.	1,50
597	1663	LA NUOVA LUCIA	3 a.	37
598	1665	BRITIA M.	3 a.	420
599	1667	LIBROCCIO	6 a.	84
600	1669	SANTA II	3 a.	

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601	1671	MARIA MADRE	4 a.	20
602	1673	SANT'ANTONIO	4 a.	4
603	1675	NUCIARA	3 a.	2 a
604	1677	SAN GIUSEPPE	4 a.	44
605	1679	SAN SILVERIO B.	4 a.	4
606	1681	SANT'ANDREA	8 a.	32
607	1683	NUOVO SAN GIUSEPPE	4 a.	63
608	1685	CLARA M.	3 a.	110
609	1689	SAN GIUSEPPE	3 a.	12
610	1691	SAN VINCENZO	4 a.	4
611	1693	SAN DOMENICO	4 a.	73
612	1695	SAN GIUSEPPE II	3 a.	3
613	1697	SANT'ANTONIO	6 a.	8
614	1699	MARIA SS.	4 a.	3
615	1701	SANT'ANTONIO II	4 a.	9
616	1703	PIOCOLA	3 a.	4
617	1705	TARQUINIA	3 a.	25
618	1707	ANGELO RAFFAELLE		
619	1709	SAN DOMENICO		
620	1711	IMMACOLATA		
621	1713	COSTANZA	4 a.	31
622	1715	GLOIOSO S. CIRO	3 a.	4
623	1717	VINCENZO	4 a.	310
624	1719	AVE MARIA	4 a.	15
625	1721	GIUSEPPINA P.	3 a.	50
626	1723	TRIONFO	3 a.	114
627	1725	MARIA MADRE	4 a.	60
628	1727	IREA	3 a.	10

610	1691	SAN VINCENZO	4 a.	73
611	1693	SAN IGNEZIO	3 a.	3
612	1695	SAN GIUSEPPE II	5 a.	8
613	1697	SANT'ANTONIO	4 a.	3
614	1699	MARIA SS.	4 a.	9
615	1701	SANT'ANTONIO II	3 a.	4
616	1703	PICCOLA	3 a.	25
617	1705	TARQUINIA		
618	1707	ANGELO RAFFAELLE		
619	1709	SAN DOMENICO		
620	1711	INMACOLATA	4 a.	31
621	1713	COSTANZA	3 a.	4
622	1715	GLORIOSO S. CIRO	4 a.	310
623	1717	VINCENZO	4 a.	15
624	1719	AVE MARIA	3 a.	50
625	1721	GIUSEPPINA P.	3 a.	114
626	1723	TRIONFO	4 a.	60
627	1725	MARIA MADRE	3 a.	10
628	1727	IREA		
629	1729	SAN GIUSEPPE		
630	1731	MARIA DI PORTO STAURO		

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631	1733	CONCETTINA O NUOVA CONCETTINA		
632	1735	S. ANTONIO		
633	1737	S. ANTONIO		
634	1739	S. ARCISIO		
635	1741	MARIA		
636	1743	CATALDO		
637	1745	EMANUELE PADRE		
638	1747	MARIA L.	4 a.	3
639	1749	MADONNA DELL'ARCO	4 a.	
640	1750	PEPPINO M.	5 a.	39
641	1753	FRANCESCO PADRE	3 a.	19
642	1755	I DUE CUGINI	4 a.	3
643	1757	CENTINA	4 a.	96
644	1759	GIUSEPPINA B.	4 a.	42
645	1761	ROSA M.	3 a.	200
646	1763	META	4 a.	400
647	1765	VOLONTA' DI DIO	4 a.	25
648	1767	RCSALLA	4 a.	80
649	1769	VINCENZINA		
650	1777	IDA II	3 a.	1

Il 25/30 del sopra indicati velieri debbono considerarsi non in servizio perchè in riparazione od in attesa di riparazione.

25 in 30 of above listed vessels are to be considered out of service for repairs.

635	1741	CATALDO	4 a.	
636	1743	EMANUELE PADRE	4 a.	
637	1745	MARIA L.	4 a.	3
638	1747	MADONNA DELL'ARCO	5 a.	39
639	1749	PEPPINO M.	3 a.	19
640	1750	FRANCESCO PADRE	4 a.	3
641	1753	I DUE CUGINI	4 a.	96
642	1755	CENTENINA	4 a.	42
643	1757	GIUSEPPINA B.	3 a.	200
644	1759	ROSA M.	4 a.	400
645	1761	META	4 a.	26
646	1763	VOLONTA' DI DIO	4 a.	80
647	1765	ROSALIA	3 a.	1
648	1767	VINCENZINA		
649	1769	IDA II		
650	1777			

Il 25/30 del sopra indicati velieri debbono considerarsi non in servizio perchè in riparazione od in attesa di riparazione.

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PIEMONTE MOTORVETTERI DI STAZIONE LORDA SUPERIORI ALLE 300 TONNELLATE

AL SERVIZIO DEL PEDBO

<u>Nominativo</u>	<u>Num. Registro</u>	<u>S.I.T.</u>	<u>Data di inizio</u> <u>noted. = R.A.S.C.</u>
AIDA	831	320	18.2.1944
ADA	849	348	21.10.1943
ALESSANDRO	129	462	10.3.1944
BIANCA ROSA	751	440	21.10.1943
GLORIA C.	3	353	14.1.1944
IMPERATORE	776	1848	23.4.1944
LAURA (Prig.)	839	343,36	14.3.1944
SAN GIORGIO	101	326	10.1.1944
SAMIA I°	237	354	16.12.1943
TERESA (Prig.)	819	326	sinistrata il rinclesgiata il 15.9.1944.-
CRISTINA	29	494	24.1.1944

BIANCHI ROSA	3	353	14.1.1944
GLORIA C.	776	1848	23.4.1944
INTERATORE	239	343,36	14.3.1944
LAURA (Pri.)	101	326	10.1.1944
SAN GIORGIO	837	354	16.12.1943
SAMIA I°	819	326	sini- strata il rincollegata il 15.9.1944.-
TERESA (Pri.)	29	494	24.1.1944
ORILETTA			

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NAVI OPERANTI PER L'ITALIA E PER IL TRAFFICO DELL'A.C.

		<u>Portata lorda</u>	<u>Velocità</u>	<u>Condizioni</u>
1	P/fo m. ABBAZIA	4450	9	efficiente
2	" c. CAPO SANDALO	200	8	"
3	M/n CARLOFORTE	125	10	"
4	P/fo GALLURA	250	10	"
5	M/n FRANCO TOSI	-	9	"
6	" LIBERA	-	10	"
7	" POLA	180	14	"
8	P/fo SENIO	1350	8	"

0 7 9 4

" " "

10
14
8

-
180
1350

6 " LIBERA
7 " POLA
8 P/fo SENIO

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NAVI ITALIANE OPERANTI PER LE FORZE ALLEATE

<u>NOME</u>		<u>PORT. LORDA</u>	<u>T.S.L.</u>	<u>VLLOC.</u>	<u>CONDIZIONI</u>
1	M/n ABBAZIA		391	14	efficiente
2	P/fo c. ACILIA	220		8	"
3	" ALBISOLA	7000		7	"
4	M/n ANDREA GRITTI	10320		13	"
5	P/fo c. ANDREA CONTARINI	2200		8	"
6	" ANDALUSIA	7200		12	lavori Taranto
7	" ANNA CAPANO	1800		6	efficiente
8	M/n cis. ANNERELLA	8100		8	"
9	P/fo c. APUANIA		281	8	req. R. Marina
10	" m. ARGENTINA	9010		9	efficiente
11	M/n c. ARSIA	1080		7	"
12	P/fo c. ASSUNZIONE	7500		9	vuoto a Taranto
13	" m. CAMPIDOGLIO	3600		7	efficiente
14	" c. CAPOMELE	5436		9	riparaz. Napoli
15	" " CHERCA	8640		10	in attesa lavori Taranto.
16	M/n m. CITTA' DI ALESSANDRIA	1200		8	efficiente
17	P/fo c. COSTANTE C.	1236		7	"
18	" " EDERA	8145		8	"
19	" " ENRICO	2825		6	"
20	" m. EOLO	190		12	"
21	" c. EZILDA CROCE	1850		8 $\frac{1}{2}$	"
22	" " FANNY BRUNNER	3660		7	"
23	" cist. FULGOR	8965		9	lavori Gibilterra
24	" c. GAETA	7300		10	efficiente
25	M/n GENEPESCA I	360		10	"
26	P/fo GLENMARGENTU	400,10		10	"
27	" m. GERUSALEMME (nave osped.)	2000		13	Lorenzo Marquez
28	P/fo GIAMPAOLO	500		5 $\frac{1}{2}$	efficiente

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33	P/fo	LUANA	1524	8	a Taranto in disarmo
34	"	LUCIA C.	8610	8	efficiente
35	Tragh.	MESSINA	1200	8	"
36	P/fo	MONTECUCCO	795	13	"
37	"	MONTEGRAPPA	795	13	"
38	"	MOTIA	3060	9	"
39	"	MINISENO	1500	8	a Taranto in disarmo
40	"	NETTUNO	7820	9 $\frac{1}{2}$	effic. in lavori
41	"	OLTERRA	8000	9 $\frac{1}{2}$	non efficiente
42	"	ORATA	11000	9	efficiente
43	"	PALLADE	1850	8	riparaz. Napoli
44	"	PELAGOSA	970	6	efficiente
45	"	PERTUSOLA	2100	6 $\frac{1}{2}$	"
46	N/n cis.	POZARICA	10604	9	"
47	Nave osp.	PRINCIP. GIOVANNA	7400	13	"
48	P/fo c.	RINUCCI	1400	8	"
49	M/n cis.	RONDINE	8600	8	nave depos. combustib. La Maddalena
50	P/fo	RUBICONE	7360	8	efficiente
51	M/n	SALVORE	7360	8	"
52	P/fo	SANDRINA	1040	8 $\frac{1}{2}$	"
53	"	SANTA CHIARA	1400	7	"
54	M/n	SATURNIA	7400	17	"
55	"	SESTRIERE	10300	10	"
56	P/fo	SFINGE	7200	9	"
57	" cist.	TAIGETE	6626	11	4257 lavori Gibilterra
58	"	TARVISIO	8200	8	riparaz. Napoli
59	P/fo	TERESA SCHIAFFINO	8300	11	efficiente
60	Nav. osped.	TOSCANA	9499	12	"
61	P/fo	TRITON MARIS	2200	8 $\frac{1}{2}$	non efficiente

41	"	OSTERIA	8000	9	efficiente
42	"	ORATA	11000	8	riparaz. Napoli
43	"	PALLADE	1850	6	efficiente
44	"	PELAGOSA	970	6 $\frac{1}{2}$	"
45	"	PERTUSCIA	2100	9	"
46	M/n cis.	POZARICA	10604	13	"
47	Nave osp.	PRINCIP. GIOVANNA	7400	8	nave depos. combustib. La Maddalena
48	P/fo c.	RINUCCI	1400	8	efficiente
49	M/n cis.	RONDINE	8600	8	"
50	P/fo	RUBICONE	7360	8	"
51	M/n	SALVORE	7360	8 $\frac{1}{2}$	"
52	P/fo	SANDRINA	1040	7	"
53	"	SANTA CHIARA	1400	17	"
54	M/n	SATURNIA	7400	10	"
55	"	SESTRIERE	10300	9	4387 lavori Gibilterra
56	P/fo	SPINCE	7200	8	riparaz. Napoli
57	" cist.	TAIGETE	6626	11	efficiente
58	"	TARVISIO	8200	12	"
59	P/fo	TERESA SCHIAFFINO	8300	8 $\frac{1}{2}$	non efficiente
60	Nav. osped.	TOSCANA	9499	7	efficiente
61	P/fo	TRITON MARIS	2200	10	"
62	"	TUNISINO	1490	6 $\frac{1}{2}$	"
63	M/n cist.	UGO FIORELLI	2142	9	lavori a Taranto
64	P/fo c.	ULISSE	3800	11	efficiente
65	M/n cis.	URANO	7810	11	"
66	P/fo	USTICA	197,62	8 $\frac{1}{2}$	?
67	M/n	VITTORINO ZANIBONI	2216	9	efficiente
68	P/fo	VOLODDA	7000		
69	"	VIOLETTE	+		

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