

ACC

AC/10/TN6

10000/148/3389

COG
DEC. 1944

0000/148/3389

COGENA - GENERAL

DEC. 1944 - APR. 1945 PORTS AND WARE-
HOUSE -

OPENED: 24 DEC. 1944
CLOSED: 6 APRIL 1948

PORTS

10000

/ 48/3389

THIS FOLDER

CONTAINS PAPERS

C. M. DEO. 44

APR. 45

CATALOGUE.

PORTS AND WAREHOUSE DIVISION

AC/10/Tn6 - PORTS & WAREHOUSE DIVISION

COENA - GENERAL

HEADQUARTERS ALLIED COMMISSION

APO 394

ECONOMIC SECTION

LHD/es

6.01/53

4 April 1945

SUBJECT: CO. GE. NA.

TO : The Executive Commissioner.

1. This letter is written to make recommendations with reference to the control and operation of Italian vessels.

2. It is recommended that all Italian vessels under 500 tons gross registered tonnage should be returned to the Italian Government. More than half of this tonnage is at present under the direction of the Royal Army Service Corps; the balance is under the direction of CO. GE. NA.

3. The owners of all such vessels belong to seagoing owners' associations. Military and civilian supplies will be moved more economically and expeditiously if these vessels are operated by the owners organized in these associations. The Director General of the Merchant Marine can control or supervise the movement of, and rates for, military and essential civilian supplies.

4. As a condition of the transfer of the vessels, the Italian Government should be asked to guarantee to transport in the vessels transferred to their control certain essential items. The guarantee should call for the transportation of one ton per month to be carried for each ton of the ships returned to the Italian Government, i.e., if the gross registered tonnage of the ships totalled 17,000 tons then the guarantee would call for the transportation of 17,000 tons load weight of cargo. Beyond this guarantee, the Italian Government should be free to determine the commodities to be transported in the remaining available capacity.

5. It is believed that all Italian vessels over 500 tons gross registered tonnage should be left to the operation of CO. GE. NA. under the direction of MEDBO.

6. The operational cost of vessels under 500 tons gross registered tonnage is high because they are restricted to operation by day. The present charter rates paid by the Italian Government for all vessels are correspondingly high because they are based on the operational cost of the vessels under 500 tons gross registered tonnage.

7. Turning back the vessels under 500 tons gross registered tonnage to the Italian Government will eliminate the payment made by the Government for the charter of such vessels. CO. GE. NA. can then fix new uniform rates for the charter of vessels over 500

associations. Military and civilian vessels are operated by economically and expeditiously if these vessels are operated by the owners organized in these associations. The Director General of the Mercantile Marine can control or supervise the movement of, and rates for, military and commercial civilian shipping.

4. As a condition of the transfer of the vessels, the Italian Government should be asked to authorize to transport in the vessels transferred to the Italian Government in essential items. The charges should be paid for the transportation of one ton per month to be carried for each ton of the ships returned to the Italian Government, i.e., if the above registered tonnage of the ships totaled 17,000 tons then the guarantee would call for the transportation of 17,000 tons dead weight of cargo. Beyond this guarantee, the Italian Government should be free to determine the commodities to be transported in the remaining available capacity.

5. It is believed that all Italian vessels over 500 tons gross registered tonnage should be left to the operation of G.I.B.M.A. under the direction of MEMBO.

6. The operational cost of vessels under 500 tons gross registered tonnage is high because they are restricted to operation by day. The present charter rates paid by the Italian Government for all vessels are correspondingly high because they are based on the operational cost of the vessels under 500 tons gross registered tonnage.

7. Turning back the vessels under 500 tons gross registered tonnage to the Italian Government will eliminate the payment made by the Government for the charter of such vessels. G.I.B.M.A. can then fix new uniform rates for the charter of vessels over 500 tons gross registered tonnage based on the operational cost of such vessels.

8. A group consisting of representatives of the transportation sub-commission and the shipping sub-commission might act as an advisory body to deal with the Italian Government on matters relating to the vessels turned back to the Italian Government.

9. It is believed that the adoption of the above recommendations will promote competition, and thereby tend to reduce freight rates, and bring about faster voyages and fuller cargoes. It will also tend to bring out hidden tonnage, induce salvage operations and repairs, and stimulate new construction.

10. A. C. INTOLINI

Acting Vice President
Economic Section

act/vt

4458

PERSONAL & CONFIDENTIAL

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

MBT/vb

Tel: Ext. 376

13th March, 1945.

326/1/Tn 1.

SUBJECT: C.O.G.E.N.A.

TO : Col. Sieff
Mr. Bazzanella

1. The Executive Commissioner has asked me if we could put up a scheme to cover by other means the work now done by COGENA. Briefly, the Chief Commissioner has an idea that COGENA should be abolished and that schooners carrying up to 500 tons (presumably d.w. carrying capacity) should operate under Transportation Sub-Commission through an Italian Agency - not under MEDBO.

2. Will you please get together and let me have a paper on the subject within the next day or two. We need not go into too much detail at this stage.



M.B. THOMAS, Colonel,
Deputy Director.

1. For the immediate improvement of the operation of vessels, it is suggested that:

a) The present members of the Schooner Control Board be relieved. That a larger body of new members be organized, consisting representatives from Shippers (Movements) (1), and Operations (1) A.C. I.M.T. USA and Italian Merchant Marine. Its function would be to allocate available space for authorized cargoes and hear complaints of shippers and ship owners.

b) All schooners of less than 300 tons be released to their owners for free trade. This will result in speedier trips, full cargoes. It will offer an inducement to owners of sunken and hidden craft to put them back into service and will stimulate the construction of new craft.

Schooners would be controlled by the Schooner Owners Association, now existing, which would guarantee the carriage of essential commodities, such as, salt, etc.

c) The actual operation of all other vessels would be turned over to the Ship Owners Association. They would be responsible for collection of freight, payments to owners, fulfillment of Armistice terms, etc. This Association is in operation at present and it is believed, that it could expand and take over the management and operation of all vessels now operated by CO-GE-NA, within a month.

Confidence in CO-GE-NA is completely shaken and the change of Schooner Control Board, plus operation by Ship Owners Association should go far towards correcting this condition.

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 259
Ref. AC/10/7/Tn6

BMD/lml
26 February 1945

SUBJECT : Assignment of M/Schooners for the COGENA of Canneto Lipari.

TO : Chamber of Commerce, Industry and Agriculture
Messina

1. Reference is made to your letter dated 4 February 1945, File No. 901.
2. This matter was discussed with Captain Smith, the schooner representative at Naples on 23 February 1945 and he advises that all conditions pertaining to freight could have been received from COGENA agents before making the bid.
3. Further investigation reveals that the cargo was not available and an attempt made to have the ships diverted to western Sicily.
4. Due to the above facts, we feel that the action taken in this matter is perfectly sound.

for *B. McDermott*
CHARLES C. CROOKS, CHIEF
Ports & Warehouse Division
Transportation Sub-Commission

Interview with Capt. Smith 23/2/45

Letter of Messina Chamber of Commerce of 4/2/45 attached.

The reply of shipper that freight conditions were unacceptable is ridiculous. He could have got them from Cogema Agent before making the bid.

He did not have the goods himself, and wanted to have the ships diverted to Western Sicily. Obviously an attempt at speculation.

B. M. J.

4-55

/mi

TRANSLATION

Chamber of Commerce, Industry and Agriculture
MESSINA

CAL/RA

Messina 4 - 2 - 1945

Office : Commerce Dep.
 Ref No. 901

SUBJECT : Assignment of m/schooners for the COGENA of
 Canneto Lipari.

TO : Headquarters Allied Commission
 Transportation Sub-Commission
ROME

Reference to the conversation we had with Mr. Mc Donnell, Official of that Hq., in the premises of this Chamber, we inform you that after having questioned the Cogen's Sub-agency of Canneto Lipari about the motorschooners which have not been loaded for non-availability of commodities it has been answered with the following cable :

" Crafts which have been assigned with permits no. 180, 212, 263, 267, 268, 269, 356, 354 have been repelled by the allotters with the explanation that freights conditions were unacceptable. It do not result that crafts have been assigned with permits 427, 525, 623, 624. STOP. COGENA. Ferlazzo Natoli."

In the same time we received also the following cable from Rag. Giuseppe Natoli, allotter of the m/schooners :

" The Cogen's Agency of Canneto has informed me of your cable no. 778. Stop. I repelled the crafts assigned by Cogen's owing to the sub-chartering conditions and because only the freight would have overcome the price of the commodities which I would have realized at Naples. Stop. I loaded as experiment the m/v S. Antonio with bad results. Stop. I will explain in a written report everything: it may be that next week I will personally explain the situation in order to obtain your authoritative defense to avoid the suspension of the pumice stone industry. Rag. Giuseppe Natoli"

As soon as we will have the report mentioned in the second cable or we will have more details on the question directly from Mr. Natoli. This Chamber will inform that Commission.

Best regards

The Commissioner
 (sgd. ?)

Copy to Shipping file 504/423

504/423

Camera di Commercio Industria ed Agricoltura

MESSINA

CAL/RA

Messina.

4. 2/1945

Ufficio Sez. Commerciale

N. 901

Destiz.

Allegati

Risposta al f. N.

del

Oggetto ~~assegnazione di motovelieri per il Cogena di Canneto~~
Lipari -

ALLIED COMMISSION N. 2.
TRANSPORTATION SUB COMMISSION
EX MINISTERO CORPORAZIONI

-.R.O.M.A.-
Via Veneto

a. p. conoscenza

ALL.A.C. SUPPLY OFFICE

M E S S I N A
-.R.O.M.A.-

Con riferimento alla conversazione, avuta nei locali di questa Camera, con Mister Mc Donnell addetto di codesto Quartiere Generale, si comunica che interpellata la subagenzia del Cogena di Canneto Lipari, sulla questione dei motovelieri, che non sono stati caricati per indisponibilità di merce, ha risposto col telegramma che si trascrive:

" - Natanti assegnati merci cui pratiche 180, 212, 263, 267, 268, 269, 355, 354, respinti assegnatori motivazione essere "condizioni subnoleggi inaccettabili punto non risultaci già "assegnati natanti pratiche 421, 525, 623, 624 punto "Cogena Fer- "lazzo Natoli"

Contemporaneamente alla comunicazione riportata, è pervenuto anche il seguente telegramma, del Reg. Giuseppe Natoli assegnatario dei motovelieri:

"-Subagenzia Cogena Canneto informami vostro telegramma numero 778 punto servavi respinti natanti assegnatori Cogena poichè condizioni subnoleggio inaccettabili stante corso "solo nolo avrebbe considerevolmente superato 4453 merce rea- "lizabile Napoli punto carichi titolo esperimento motovela "S. Antonio con esito disastroso punto preciserò con relazione

./.

"scritta riservandomi chiarire personalmente corrente settimana scopo ottenere vostro autorevole intervento difesa interesse questo commercio evitando fine industria pomice Rag. Giuseppe Natoli".

Non appena perverrà la relazione, di cui al secondo telegramma ovvero si potrà apprendere maggiori dettagli sulla questione, direttamente da Natoli, questa Camera si premerà di parteciparle a codesta Commissione. -

Distinti ossequi. -

IL COMMISSARIO

Lacour

COMITATO ITALIANO GESTIONE NAVI

CO. GE. NA. - NAPOLI

Rappresentanza di BARI

OGGETTO	N	DATA
Traffico quindicinale motovelieri	485 Segreteria	BARI, 18 Febbraio 1945. Via Andrea da Bari N. 42 I. - Telefoni 12824-12825

Pregliera di trattare in sola argomentazione in ogni lettera. Da citarsi nella risposta.

Spett.

COMMISSIONE ALLEATA

BARI

Completata alla presente ci preghiamo
rimettere, in triplice copia, distinta del
traffico dei motovelieri verificatosi dai
porti della Provincia di Bari durante la
prima quindicina del corrente mese.

Con distinta osservanza

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

Allig. 3

4452

acc. off. n. 6

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

PROVINCE BARI FORTNIGHT ENDING 11/2/1945.

BID NO	PORT	NAME OF SCHOONER	DATE SAILED	DESTINATION	COMMODITY	TONS	ACC OR CIVIL
1	BARI	"VA. ZUKO" G."	1/2	Palermo	Paraffina benzole di mel to di sardelle	7.577 46.777	Civil

"CO. GE. NA."

COMITATO ITALIANO GESTIONE NAVI

Rappresentanza di Bari

TO BE MADE OUT IN TRIPLICATE:

a TWO COPIES TO BE SENT TO HQ. REGION II
ON 15TH AND 1st OF EACH MONTH.

SIGNED

PROVINCIAL SUPPLY OFFICER

CO. OF NAVY
COMPTON ITALIANI GELIOME NAVI
Rappresentanza di NAVI

TO BE MADE OUT IN TRIPPLICATE:

a TWO COPIES TO BE SENT TO HQ, REGION II
ON 15TH AND 1st OF EACH MONTH.

b ONE COPY RETAINED FOR FILE.

SIGNED _____
PROVINCIAL SUPPLY OFFICER

4451

Translation

TO : His Excellency
The Undersecretary of Merchant Marine
Dr. Giuseppe Montalbano
Rome.

SUBJECT : Merchant Marine - CO.GE.NA.

Pursuant the interview we had at Sciacca on January the 26th 1945, we take the liberty to send you a copy of the complaint which has been sent on the 6th November 1943, by this Group of shipowners to the High Commissioner for Sicily H.E. Aldisio, to the Allied Command and to the Ministry of Marine, Rome.

In this complaint we demonstrate the obstacles and damages which have provoked and continue to provoke the COGENA (Italian Committee for the management of the conveyance service by sea) in the sea transportation especially for what concerns m/schooners movement, which compels all shipowners, owing to the un-payment of freights which are very limited compared with the present situation, to reduce the crew and disarm their ships, who are precious means in these difficult moments and whose unoperation causes a serious situation in the transportation, industrial and commercial camp, damaging the national economy.

It must be pointed out that, in the greatest part all ships have been salvaged and transformed in naval yards, and that ship-owners, conscious of the serious moment, have not loitered to expenses.

The Cogenia is compromising in the present situation the condition of all shipowners, industrials and traders, stopping the traffic.

If the Cogenia has been formed by order of the Allies in order to operate all ships belonging to shipowners, living in the Italian territory still occupied, and all those requisitioned by the Allied Forces or by the Italian Government, why should be included in Cogenia all those ships who are free (independent)?

Why the Ministry of Marine with a Royal Law Decree 28/4/1939 n. 707 and with a successive law of the 27th of June 1942 n. 897 (see the 'giornale di Sicilia', n. 25 of January the 25th 1945: "An interview of the Undersecretary Montalbano. The problem of cyprus fruits and maritime transports") has given to the Cogenia the power to sub-charter all merchant ships with

In this complaint we demonstrate the obstacles and damages which have provoked and continue to provoke the COGEMA (Italian Committee for the management of the conveyance service by sea) in the sea transportation especially for what concerns shipowners movement, which compels all shipowners, owing to the un-payment of freights which are very limited compared with the present situation, to reduce the crew and desert their ships, who are precious means in these difficult moments and whose unoperation causes a serious situation in the transportation, industrial and commercial camp, damaging the national economy.

It must be pointed out that, in the greatest part all ships have been salvaged and transformed in naval yards, and that ship-owners, conscious of the serious moment, have not loitered to expenses.

The Cogema is compromising in the present situation the condition of all shipowners, industrials and traders, stopping the traffic.

If the Cogema has been forced by order of the Allies in order to operate all ships belonging to shipowners, living in the Italian territory still occupied, and all those requisitioned by the Allied Forces or by the Italian Government, why should be included in Cogema all those ships who are free (independent)?

Why the Ministry of Marine with a Royal Law Decree 28/4/1939 n. 707 and with a successive law of the 27th of June 1942 n. 897 (see the 'giornale di Sicilia', n. 25 of January the 25th 1945: "An interview of the Undersecretary Montalbano. The problem of citrus fruits and maritime transports") has given to the Cogema the power to sub-charter all merchant ships with a tonnage superior to Ten tons?

Why the Ministry of Marine does not assign to the Royal Capitanerie di Porto and Royal Maritime offices all the independent merchant marine?

Why there are these offices, these employees and maritime authorities if they have not the power to treat and see that are treated all the instructions issued by the Competent Ministry for the merchant marine, especially when those orders are issued by people of the sea and when the conditions of ships can be

- 2 -

controlled by other competent authorities as the R.I.Na. (Italian Navy Registry-Office)?

If these offices which are approved by the State cannot operate, why should we keep them?

Why all merchant ships are then totally requisitioned?

Why should we not be requisitioned or sub-chartered by the state or by the Allied Forces when for disposing of the private property we must support draconian laws which have been issued by ourselves?

It is necessary to order that all free ships should be requisitioned or temporarily sub-chartered by the authorities only for transports concerning the state, and that the trip should be operated by ships who are nearer to the loading port and who will be left free as soon as they would have operated the transport.

Thus the shipowners will help more the State, because they will operate transports in the quickest way, knowing that they will be free sooner.

No rotation, no tariff, but a simple payment, without the necessity of bureaucratic administrations as there are in Maritime companies (Italia-Adriatica-Oriens-Tirrenia), no supervision but simple assistance of the R. Capitanerie di Porto and of the R. Maritime offices and so we will avoid the possibility that persons, taking advantage of occasions should have priorities in the allocations of permits, should cheat money and damage economically all the population.

We do not want to consider the moderation of freights and of market prices for the shipped commodities, because freights market is subordinated to the price of commodities and each trader and manufacturer will only pay a possible and convenient freight.

Rapidity of transports will have as consequence the store of commodities and therefore the decrease of prices and consequently freights will decrease by themselves.

It is the experience which teaches us this and thus we take the liberty to report these considerations.

We will also help the class of the Maritime Agents who are the only competent in the transportation camp, especially when they are from seaports and know how to organize transports and how to moderate freights prices; it is a generous class of persons who have been completely excluded by COMNA.

Therefore your Excellency should propose and obtain:

that have been requisitioned or

only for transports concerning and should be operated by ships who are nearer to the loading port and who will be left free as soon as they would have operated the transport.

Thus the shipowners will help more the State, because they will operate transports in the quickest way, knowing that they will be free sooner.

No rotation, no tariff, but a simple payment, without the necessity of bureaucratic administrations as there are in Maritime companies (Italia-Africana-Oriens-Tirrenia), no supervision but simple assistance of the R. Capitanerie di Porto and of the R. Maritime offices and so we will avoid the possibility that persons, taking advantage of occasions should have priorities in the allocations of permits, should cheat money and damage economically all the population.

We do not want to consider the moderation of freights and of market prices for the shipped commodities, because freights market is subordinated to the price of commodities and each trader and manufacturer will only pay a possible and convenient freight.

Rapidity of transports will have as consequence the store of commodities and therefore the decrease of prices and consequently freights will decrease by themselves.

It is the experience which teaches us this and thus we take the liberty to report these considerations.

We will also help the class of the Maritime Agents who are the only competent in the transportation camp, especially when they are from seaports and know how to organize transports and how to moderate freights prices; it is a generous class of persons who have been completely excluded by COMNA.

Therefore your Excellency should propose and obtain:

- 1) That all merchant ships, who have not been requisitioned or subchartered by the state or by the allied government, should be left free to operate traffic in the approved limit of sea.
- 2) That all these ships should immediately operate all the transports of commodities for the Government, under the supervision of the R. Capitaneria di Porto and of the Maritime office.
- 3) That all the R. Capitanerie di Porto and the R. Maritime office should have the proper authority to assist and supervise all the navigation and the merchant marine.

- 3 -

This in order to settle all maritime transportation problems and help the national economic rehabilitation.
We are sure that your excellency will surely consider this problem.

Sciacca - 30th January 1945.

For the Group of Shipowners
(sgd. illegible)

c/o Agenzia Currel
Sciacca

Copy to: Superior Command of Allied Forces
Ministry of Marine
General Direction Marchant Marine
Rome.

0867

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

Ministry of Marine
General Direction Marchant Marine
Rome.

4448

A SUA ECCELLENZA

IL SOTTOSEGRETARIO DELLA MARINA MERCANTILE

DOTT. GIUSEPPE MONTALBANO

R O M A

e per conoscenza :

COMANDO SUPERIORE DELLE FORZE ALLEATE - R O M A
MINISTERO MARINA - Direz.Gen.M.M.OGGETTO - MARINA MERCANTILE - CO.GE.NA.

In seguito alla intervista che ebbimo l'onore di avere concessa qui a Sciacca il 26 corr., ci permettiamo allegare alla presente, copia fedele della istanza che in data 6 Novembre 1943 questo gruppo di armatori ha inoltrato all'Alto Commissario per la Sicilia S/E. ALDISIO e per conoscenza al Comando Alleato e Ministero Marina - Roma ai quali diamo copia anche della presente.

In essa istanza è dimostrata quanto e quale sia l'ostacolo ed i danni che ha provocato e continua a provocare il CO-GE-NA (Comitato Italiano Gestione Navi) nell'ordinamento dei trasporti marittimi specie per quanto comprende il naviglio motovelico e quel pece veloce tanto da ridurre tutti gli armatori, per il mancato pagamento dei noli i quali sono in misura assai limitati rispetto all'attuale situazione, a non poter mantenere gli equipaggi quindi mettere in disarmo la propria nave ed a provvedere allo stretto necessario di quanto la nave richiede nella sostituzione di quelle che viene a logorarsi riducendole in avaria; mezzi assai importanti alle attuali esigenze che il venir meno creano una situazione alquanto grave nel campo generale dei trasporti, dell'industria e del commercio, danno tutte che si ripercuote sull'economia nazionale.

E da tener presente che in massima il naviglio proviene da recuperi e da trasformazioni in cantiere per le quali ogni armatore, per venire in aiuto all'attuale momento, non ha tenuto conto dell'esagerate spese gravandosi di impegni finanziari.

Il CO-GE-NA, in questo stato di cose non fa che compromettere la situazione di tutti gli armatori, degli industriali e dei commercianti immobilizzando il traffico.

Se il CO-GE-NA è stato istituito per volere degli Alleati ai fini di gestire le navi appartenenti agli armatori residenti in territorio italiano ancora occupato dai nemici e quelli requisiti o comunque noleggiati dalle Forze Alleate o dal Governo italiano, cosa c'entrano tutte le altre navi libere?

Perché il Ministero della Marina con R.D.L. 28/4/1937 N° 707 e successiva Legge 27 Giugno 1942 N° 897 (vedi Giornale di Sicilia N° 25 del 25 Gennaio 1945 "Un'intervista del Sottosegretario Montalbano - Problemi Agrumari e Trasporti Marittimi") dava la facoltà al CO-GE-NA di provvedere al noleggio di tutte le navi mercantili aventi una portata superiore alle DIECI tonnellate?

Il Ministero della Marina perché non dà l'incarico alle R.Capitanerie di Porto ed ai R.Uffici Marittimi quanto comprende marina mercantile libera?

A che cosa servono questi Uffici, questi impiegati, queste Autorità marittime se non hanno le facoltà di fare eseguire gli ordini che il competente Ministero emana per il naviglio mercantile, ordini che vengono dalla gente di mare eseguiti senza discutere e che comunque sia, le condizioni del naviglio possono essere controllate dalle altre Autorità competenti che è il R.I.Na. (Registro Ita-

liano Navale) per la constatazione della efficienza delle navi ?.

Se a questi Uffici cui lo Stato riconosce, non gli si danno gli incarichi dovuti come si è sempre fatto, perché non vengono eliminati ?.

In questo caso si vanteggerebbero gli interessi dello Stato .
Perché allora non si procede all'integrale requisizione del naviglio mercantile?.

A che serve non essere requisiti o comunque noleggiati dallo Stato e dalle Forze Alleate quando per poter disporre della proprietà privata bisogna sottostare a delle Leggi dragoniane emanate da noi stessi ?.

E' necessario stabilire che tutte le navi libere siano requisite o comunque noleggiate temporaneamente d'Autorità per i soli trasporti esclusivamente di carattere di Stato e non privato, noleggiati che verrebbero espletati dalle navi più vicini al porto d'imbarco e che giunte e scaricate le merci ritornino ad essere libere .

Gli armatori in questa maniera aiuterebbero maggiormente lo Stato a tutti i bisogni e le navi, nell'interesse di ritornare al noleggio libero, eseguirebbero i trasporti con tutta massima celerità .

Nessun turno, nessuna tariffa ma semplice compenso senza la necessità di amministrazioni burocratiche come può essere quella di una Società di navigazione (Italia, Adriatica, Oriens, Tirrenia) senza alcuna sorveglianza ma con la semplice assistenza delle R.Capitanerie di Porto e dei R.Uffici Marittimi si otterrebbe quelle che da tempo si cerca di ottenere, escludendo così ogni possibilità di gente che, sotto forma di sapere ottenere un permesso ed una assegnazione con una certa precedenza dovuta a causale rapporti amichevoli, truffano del denaro causando quel danno finanziario che si ripercuote sul popolo .

Se si vorrebbe alludere alla moderazione dei noli e dei prezzi del mercato per le merci che si trasportano, questo è da escludersi completamente, perché il mercato dei noli è subordinato a quello delle merci che controllate i prezzi, ogni commerciante e industriale che sia, salvo se non è un pazzo, sarà costretto pagare quel tasso di nolo massimo che gli sarà possibile .

La celerità dei trasporti apporterebbe l'ammassamento delle merci quindi il ribasso dei prezzi (abbondanza non ha fatto mai carestia) ed i noli conseguentemente scenderebbero da se senza alcun interessamento da parte di chi che sia .

E' la lunga esperienza che ce lo insegna, ed appunto perciò ci permettiamo esporre tanto che ci lascia sperare in una sicura, chiara interpretazione perché, quanto si vuole dimostrare è verità di fatto senza ulteriore esperimento.

Si darebbe vita anche a quella classe di Agenti marittimi che sono indispensabili perché gli unici uffici competenti in merito a trasporti, specie quando questi provengono dal mare, che sanno dare il buono andamento ai trasporti ed ai mercati dei noli, classe assai benemerita e tradizionale perché essa, la quale comprende il mantenimento di appositi uffici privati, si tramanda da padre in figlio e che il GO-GE-NA in questo momento, ha completamente escluso dal consorzio umano .

Voglia pertanto l'E.V. proporre ed ottenere :

- 1°) Che tutto il naviglio mercantile non requisito o comunque noleggiato dallo Stato e dal Governo Alleato, sia lasciato libero di trafficare nei limiti di mare consentite .
- 2°) L'Obbligo che tutte queste navi eseguiranno immediatamente il trasporto, per conto dello Stato di quelle merci che gli verranno ordinate dalla R.Capitaneria di Porto e Ufficio Marittimo .
- 3°) Sia data mansione a tutte le R.Capitanerie di Porto ed ai R.Uffici Marittimi per l'assistenza della navigazione e tutta l'autorità che investe

della Navigazione e della Marina mercantile .

Tante basta per veder definite e svelte il problema dei trasporti marittimi ed eliminate ogni difficoltà riprendendo il ritmo normale da garantire il perfetto funzionamento nel campo economico nazionale .

Siamo certi che l'E.V. farà opera di interessamento e con ogni osservanza sentitamente ringraziano .

SCIACCA LI 30 GENNAIO 1945

GRUPPO ARMATORI -NAVIGANTI

presso AGENZIA CURREI
SCIACCA

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 394
Ref: AC/10/1/Tn6

GWEN/lml
24 January 1945

Subject : Maritime Agents

To : COGEMA, Naples

1. This Sub-Commission is informed by the Chamber of Commerce, Palermo, that they have received a number of complaints from Maritime Agents stating that COGEMA Agents, have deprived them of their normal work as agents to ship owners.

2. Enclosed are copies of relative correspondence and we should be glad if you would take the matter up direct with the agents concerned.

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

Attachments:

As stated in
Para. 2.

1444

C
O
P
YCAMERA DI COMMERCIO, INDUSTRIA ED AGRICOLTURA
PALERMOC
O
P
Y

Lau/Br

Prot. N. 38

Risposta a nota del.....N.....

Oggetto: Agenti Marittimi

Allegati N.....I.....

Palermo, 10 Gen. 1945

Al Sig:.....
 Transportation Sub-Commission, Roma
 Ministero Della Marina - Direzione
 Generale Marina Mercantile - Roma
 Ministero Industria Comm. E Lavoro-Roma
 General Carr Palermo
 Maggior H. Dring Palermo
 Alto Commissariato per la Sicilia-
 Palermo

La Sezione Marittima di questa Camera ha raccolto le continue lamentele degli Agenti Marittimi riguardo all'esclusione di tutta questa classe dai suoi normali e legittimi lavori nel porto di Palermo.

La lettera della Ditta Cincenzo Adelfio e fratello, che si acclude in copia, e una delle tante manifestazioni di tale stato di disagio.

Si fanno presenti, in proposito, l'opportunità e la giustizia che sia riconosciuto dalle Autorità Alleate e Italiane il mandato di Agente raccomandatario, che autorizza la cura per tutte le operazioni di caricamento e di scarica delle merci, oltre la cura di tutte le pratiche inerenti al corpo-nave, se appartenente a Società o a privati residenti nell'Italia liberata; e si fanno voti perché, anche in omaggio al sanissimo principio, di cui si sente oggi l'improrogabile necessità, della restituzione delle categorie al loro normale lavoro, si tornino ad affidare le operazioni di stivaggio all'Agente dell'Armatore.

Si resta in attesa di un cortese riscontro.

Distinti saluti.

IL COMMISSARIO

/s/ C. Orlado

C
O
P
YC
O
P
Y

VINCENZO ADELFIGIO & FRATELLO
RACCOMANDATARI AGENTI MARITTIMI
Pubblici Mediatori in Noleggio
P A L E R M O

Flotta Lauro
S.A. Giuseppe Bezzo
S. A. "La Riviera".

Palermo, 13 Dec. 1944

Spett. CAMERA DI COMMERCIO ED INDUSTRIA

P A L E R M O

Il pfo. Gaeta, attualmente in porto, e stato a noi affidato in agenzia dell'Armatore Scinicariello di Napoli, mentre la gestione amministrativa e devoluta al COGENA per le note convenzioni tra gli Alletti ed il Governo Italiano.

Essendo stata tale nave autorizzata all'imbarco di merci appartenenti a civili, il COGENA, malgrado fosse stata ufficialmente informato dalla ns qualita, ha creduto opportuno affidare lo stivaggio alla propria Impresa, mentre tale funzione e devoluta normalmente e d'uso all'agente dell'Armatore, a prescindere che per gli obblighi derivanti al Capitano dal trasporto delle merci, l'agente e il legale rappresentante dell'Armatore ed e quindi il responsabile piu diretto.

Allo scopo di evitare per l'avvenire il ripetersi di tale increscioso precedente che autorizza il COGENA ad un assorbimento di poteri che non possiamo riconoscere perche non consentiti ne dalla legge ne dall'uso, ci pregiamo sottoporre tale questione a Voi ed alla Categoria per la risoluzione e la definizione delle competenze.

Gradite i ns piu distinti saluti.

F.to: VINCENZO ADELFIGIO & F.lle

Prot. 8874/XII/10

13/12/44

/fa

TRANSLATION

CO.GE.NA.

Naples 16 January 1945

Ref.: No. 61/SA

To: Mediterranean Shipping Board
Naples

Subject: Agencies' organization.

APPOINTMENTS AND DISMISSALSBATA
SCOGIETTI
MILAZZODe Cristoforo Francesco - c/o Capitaneria
Giovanni Agosta
Firm Santi Lisciotto
The present sub-agent of Milazzo is
dismissed.

Viesti and RODI GARGANICO

In these places the sub-agency is charged
to the Firm Galli, located at Manfredonia,
which has in the two ports its own
employees.ADDRESSES

VASTO

The address of the sub-agent of Vasto, Mr. Michele
Novembre is Vasto Marina.

Cables for the "Comitato Italiano Gestione Navi" (COGENA) main-office
in Naples, at Piazza Carità No. 32, can be sent with the conventional
telegraphic address and therefore they can be addressed COGENA Naples.
The telegraphic address COGENA can also be used for the Agency of
Palermo and for the sub-agency of Sicily, with the exception for
Ionia and Isle of Lipari.

Best regards
The Director
Dr. E. Sarnella

4441

Copy held by Shipping Co. 10/1/45.

Telegrammi { LIGURIA-GENOVA
LIGURIA-ROMA

P Y

Telefono { GENOVA 581-066
ROMA 63-007

LA LIGURE ROMA

Società di Navigazione Marittima e Fluviale

Anonima Capitale L. 3.000.000 versato
C.P.E. Genova N. 18526

Sede in
GENOVA
Via Fieschi, 28-30 R
Agenzia in
ROMA
Via della Mercedes 54

Rome, January 10th, 1945

The ALLIED COMMISSION,
Port, Shipping & Warehouse Division,
Rome,

S/S PORTA D'OSTRO

We have had the pleasure of stating the position of this vessel which has been salvaged by ourselves over four months ago and is now lying in Bari, pending the major repairs she needs before resuming operations.

We cannot, unfortunately, due to the severance of all relations with our head offices in Genoa, dispose of the necessary funds, and we fear that official support, even if possible, may cause serious delay.

We have therefore asked the C.A.P.A.I. of this City, which is officially authorized to transport food supplies into the Rome area, whether it would be willing to advance us at least a portion of the required sum, and they have declared themselves willing to help rehabilitate our ship.

They ask, however, over and above the normal securities which we are quite willing to grant, your assurance that they will be able to use the ship for a certain number of consecutive voyages from Bari, Sicily or Sardinia to Rome, so that their advance may be reimbursed by us in freight.

In consideration of the sum which is to be advanced; the ship ought to follow this approximate schedule:

- Repairs - January 15th / April 1st/15th
- One trip from Bari Region to Fiumicino - about end of April
- Two round trips Fiumicino - Sicily or Sardinia - about 15th/30th June.

*No - applying advance
from Genova
F.I.S.
Fiumicino*

s/s FUMIA DI OSTRO

We have had the pleasure of stating the position of this vessel which has been salvaged by ourselves over four months ago and is now lying in Bari, pending the major repairs she needs before resuming operations.

We cannot, unfortunately, due to the severance of all relations with our head offices in Genoa, dispose of the necessary funds, and we fear that official support, even if possible, may cause serious delay.

We have therefore asked the C.A.P.A.I. of this City, which is officially authorised to transport food supplies into the Rome area, whether it would be willing to advance us at least a portion of the required sum, and they have declared themselves willing to help rehabilitate our ship.

They ask, however, over and above the normal securities which we are quite willing to grant, your assurance that they will be able to use the ship for a certain number of consecutive voyages from Bari, Sicily or Sardinia to Rome, so that their advance may be reimbursed by us in freight.

In consideration of the sum which is to be advanced; the ship ought to follow this approximate schedule:

- Repairs - January 15th / April 1st/15th
- One trip from Bari Region to Fiumicino - about end of April
- Two round trips Fiumicino - Sicily or Sardinia - about 15th/30th June.

In other words, the ship would be losing only about six weeks before being able to take up her duties in the coal trade from Civitavecchia to Rome, but we are absolutely sure that this time, and probably more, will be gained by the immediate start of repairs, and by the possibility of utmost alacrity in this work when privately contracted. It is also to be considered that the ship would be free to take whatever cargo you may desire on her out-bound trips to Sicily or Sardinia.

The sum which the C.A.P.A.I. would advance would be reckoned on GN. 4,440 of freight.

We hope that our proposal may be found satisfactory, and awaiting your early advice, we remain,

Yours very truly

La Ligure Romana Shipping Co.

WBC:IGM

AC 2023 IN3. 29A refer.

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO-UMBRIA REGION
APO 394

Regional Security Officer

-----000-----

Ref. S/1301

Subject : Civilian Transportation Problems - CORONA.

To : Deputy Director, P.S. Sub-Commission, A.C. HQ
(Attention Col. YOUNG)
thru Acting Regional Commissioner, Lazio-Umbria Region

1. Reference is made to our report S/1252 dated
18 Dec. 1944.

2. Continuing investigations re Subject this R.S.O.
visited the ports of Anzio, Fiumicino and Civitavecchia. See
attached reports (App. 1-2-3). From these reports it seems appar-
ent that:

- a) Lack of organization permits many m/schooners to voyage bet-
ween ports without cargo;
- b) despite regulations prohibiting it, many m/schooners continue
to transport wine, marsala, liqueurs etc.
- c) voyages are unduly prolonged when costs are tabulated on a
time basis.

3. Witness of the present system is apparent in the
use of the steamer "Coatante C." A detailed report (see App.
No 4) is attached. A study of the shipping documents reveals

1
File
6666

To : Deputy Director, P.S. Sub-Commission, A.C. HQ
 (Attention Col. Young)
 thro' Acting Regional Commissioner, Lazio-Umbria Region

1. Reference is made to our report 9/1252 dated

18 Dec. 1944.

2. Continuing investigations re subject this R.S.O. visited the ports of Anzio, Fiumicino and Civitavecchia. See attached reports (App. 1-2-3). From these reports it seems apparent that:

- a) lack of organization permits many M/schooners to voyage between ports without cargo;
- b) despite regulations prohibiting it, many M/schooners continue to transport wine, marcase, liquors etc.
- c) voyages are unduly prolonged when costs are tabulated on a time basis.

3. Witness of the present system is apparent in the use of the steamer "Costante C." A detailed report (see App. No 4) is attached. A study of the shipping documents reveals certain irregularities. They are:

- a) Although requisitioned by the Navy, Ministry, the "Costante C." has transported cargoes of wine and sundry goods on behalf of private dealers.

- 2 -

- b) The "Costante C." required 38 days for a voyage normally made in 29 days.
- c) On a return from Sardinia the "Costante C." could have carried to the mainland a valuable cargo of 1100 tons of coal. On the captain's initiative, however, the ship carried only 700 tons of munitions.
- d) The Navy Ministry paid all expenses. COCENNA collected the freight charges, 1,001,611,061 lire.

4. Additional information of recent date indicates that:

- a) In consequence of continuous complaints by ship-owners regarding low freight rates, charged by COCENNA, these rates have been almost doubled recently.
- b) COCENNA collects these freight charges but it is difficult to ascertain COCENNA's disposition of the money. This traffic involves enormous sums.

5. The promise of huge profits has inspired numerous businessmen to illicit means of obtaining permits for the transportation of wine and liquors from Sicily to the mainland.

Investigation reveals that many persons are involved in this traffic.

To date two groups are known to be operating between Naples and Sicily: one is guided by Antonino GIUNTA in Barcellona (Messina) and Roberto BASINO in Naples.

4. Additional information of recent date indicates

that:

a) In consequence of continuous complaints by ship-owners regarding low freight rates, charged by COGEMA, these rates have been almost doubled recently.

b) COGEMA collects these freight charges but it is difficult to ascertain COGEMA's disposition of the money. This traffic involves enormous sums.

5. The promise of huge profits has inspired numerous persons to illicit means of obtaining permits for the transportation of wine and liquors from Sicily to the mainland.

Investigation reveals that many persons are involved in this traffic.

To date two groups are known to be operating between Naples and Sicily: one is guided by Antonino GIUNTA in Barcelona (Messina) and Roberto BASINO in Naples.

The other by Gianni VALIANO in Naples and a certain

CURRI in Poggioreale.

4438

- 3 -

See attached graph (Appendix No 5).

A. E. Heath

A. E. HEATH
Major I.C.
Regional Security and
Intelligence Officer.

Copies to:

G-2, A.C. of S., R.A.A.C., HQ
O.I.C. P.D.S. (Port Section) thro' G-2, RAAC, HQ
✓ Transportation Sub-Commission, A.C. HQ (Att. Mr. CHOOZS)
Public Safety Division, Southern Region, A.M.C.
(Att. Maj. RICHARDSON)

Major I.O.
Regional Security and
Intelligence Officer.

Copies to:

G-2, A.C. of S., R.A.A.C., HQ
C.I.C. P.E.S. (Port Section) thro' G-2, R.A.A.C. HQ
C.I.C. P.E.S. HQ (Att. Mr. CROOKS)
✓ Transportation Sub-Commission, A.C. HQ
Public Safety Division, Southern Region, A.M.C.
(Att. Maj. RICHARDSON)

4437

APPENDIX E.1Report on the visit to CIVITAVECCHIA

On 14 December Lt. Gen. CAZZIO, Assistant Security Officer, went to Civitavecchia to inspect the movement of m/schooners and schooners in that harbor. He contacted the manager of the local COGEMA agency, Sig. ADRIANI.

The latter stated that the whole movement of m/schooners in the port of CIVITAVECCHIA is controlled by COGEMA and added that m/schooners loading there transport goods exclusively for the supply of Rome.

He also stated that he did not know anything about the black market, excessive freight charges or about the charge required for sea transports in addition to the freight charges fixed by the COGEMA.

According to what he said all the cargoes were regulated by the COGEMA, NAPLES, even in the last period.

A list of the m/schooners which arrived and left CIVITAVECCHIA from 16 November to 15 December 1944 is attached.

From this list it would appear that several m/schooners travel empty from CIVITAVECCHIA - and some of them even from LUNEDON - to Naples.

Rome, 15 December 1944

agency, Sig. BRILLIANT.

The latter stated that the whole movement of m/schooners port of CIVITAVECCHIA is controlled by COCCA and added that m/schooners are landing there transport goods exclusively for the supply of Rome.

He also stated that he did not know anything about the black market, excessive freight charges or about the charge required for sea transports in addition to the freight charges fixed by the COCCA.

According to what he said all the cargoes were regulated by the COCCA, NAPLES, even in the last period.

A list of the m/schooners which arrived and left CIVITAVECCHIA from 16 November to 15 December 1944 is attached.

From this list it would appear that several m/schooners travel empty from CIVITAVECCHIA - and some of them even from LAMHORN - to Naples.

Roma, 15 December 1944

4436

LIST OF S/S ARRIVING AND LEAVING THE PORT OF CIVITAVECCHIA (FROM

N°	N./Scheda	PROPRIETARIO	TONNAGE	PORT OF DEPARTURE	PORT OF ARRIVAL	DATE OF ARRIVAL	N°
1	Ernesto	Ansaldo S.S.	39	Viggio	Portici	16/11/44	18
2	Geocotto	Giorgia Rana	45	Viggio	Portici	17/11/44	19
3	Isolina	Martineti	145	Cagliari	Portici	23/11/44	30
4	Bernardino A.	Andrea Aste	57	Cagliari	Portici	21/11/44	29
5	Domenico	Dino Testa	70	Cagliari	Portici	20/11/44	1
6	S. Silverio	Dino Testa	49	Cagliari	Portici	20/11/44	29
7	S. Antonio	Dioniso Parolo	34	Cagliari	Portici	20/11/44	1
8	Imperia	Agostino Villabona	16	Cagliari	Portici	20/11/44	29
9	Marietta S.	Giuseppe Bonato	99	Napoli	Livorno	25/11/44	26
10	Nuovo S. Ciro	Giuseppe Di Napoli	36	Palermo	Portici	22/11/44	1
11	S. Anna di Napoli	Daniello Scotti	28	Palermo	Portici	1/12/44	1
12	Nuovo S. Biagio	Daniello Scotti	36	Palermo	Portici	29/11/44	1
13	Maria L.	Mazzucchi	24	P. S. Stefano	Napoli (COMINA)	1/12/44	1
14	Nuova Amelia	Gustavo Scotti	37	Palermo	Portici	2/12/44	1
15	Gennaro Padre	Raffaele Nappi	44	Trapani	Portici	3/12/44	1
16	Maria Salvanna	Antonio De Luca	37	Trapani	Portici	9/12/44	1

SHIPS ARRIVING AND LEAVING THE PORT OF CIVITAVECCHIA (from 16 Nov. to 13 Dec. 1944).

ORIGIN	TONNAGE	PORT OF DEPARTURE	PORT OF ARRIVAL	DATE OF ARRIVAL	DATE OF DEPARTURE	CARGO
P.	39	Miglio	Portici	16/11/44	18/11/44	Empty
de	45	Miglio	Portici	17/11/44	18/11/44	Empty
	143	Cagliari	Portici	22/11/44	30/11/44	133 tons of salt
	37	Cagliari	Portici	23/11/44	25/11/44	65 tons of salt
	70	Cagliari	Portici	29/11/44	1/12/44	34 tons of salt
	49	Cagliari	Portici	29/11/44	29/11/44	110 tons of salt
Logo	54	Cagliari	Portici	20/11/44	1/12/44	75 tons of salt
Ilalene	16	Cagliari	Portici	30/11/44	29/11/44	45 tons of salt
na to	99	Napoli	Livorno	25/11/44	26/11/44	Empty
Napoli	16	Palermo	Portici	29/11/44	2/12/44	300 cases of meat and vegetables
otto	28	Palermo	Portici	1/12/44	2/12/44	1000 cases of condensed milk
otto	36	Palermo	Portici	29/11/44	1/12/44	150 cases of meat and vegetables
	14	P. S. Stefano	Napoli (COSENZA)	1/12/44	11/12/44	Empty
otto	37	Palermo	Portici	2/12/44	11/12/44	35 tons of condensed milk
posito	44	Trapani	Portici	3/12/44	11/12/44	63 tons of salt
Luca	17	Trapani	Portici	9/12/44	11/12/44	51 tons of salt

APPENDIX No 2

REPORT ON THE VISIT TO ANZIO ON 20/12/1944

The port of Anzio birthed about ten small m/schooners and a large schooner which had been docked for repair for almost three months.

Two m/s were unloading mandarines and tinned anchovies. Another one was unloading flour on behalf of A.C. for the population of Priverno.

In the period from 1 to 15 December 1944, 33 m/s landed at Anzio (see attached schedule). Six of them came from Civitavecchia and were empty; they stopped at Anzio and subsequently proceeded to Portici.

The cargoes included, for the greatest part, lemons and oranges, fish and tunny on behalf of private dealers; flour, corn and condensed milk on behalf of A.C.

During the a/m period two m/s arrived at Anzio, loaded with wine and liquours:

- 1) - The "Lema" - tonnage 43 tons - coming from Jonia with a cargo of 50 tons wine, liquours and alcohol. The "Lema" arrived at Anzio on 10/12/44 and regularly unloaded her goods;
- 2) - The "S. Antonio di Padova" - tonnage 71 tons - coming from Gallipoli with a cargo of 40 tons wine and dried fruits. The "S. Antonio di Padova" arrived at Anzio on 11/12/44 and on her arrival the wine was blocked. Three or four days later, however, the wine was unblocked.

The Chief of the COGEMA Section at Anzio is Sig. Benedetto DI MANNO, the clerk appointed to the office is Sig. Onofredo CARDOCELLI.

LIST OF M/S ARRIVING THE PORT OF ANZIO (from 24 Nov. to 15 Dec. 1944)

N°	SHIP	TONNAGE		PORT OF DE PARTURE	CARGO		DATE OF ARRIVAL	SURNAME
		GROSS	NET		TYPE	QUAN- TITY IN TONS		
		TONS						
1	Ortensia Maria della Libera	37	24	Portici	Legumes	18	24/11/44	A.C.
2	Nuovo Impero	48	32	Palermo	Fish & tunny	45	24/11/44	Private
3	Nuovo Felice	48	24	Castellammare di Stabia	Flour	34	24/11/44	A.C.
4	S. Maria del Principio	26	21	Castellammare di Stabia	Corn	20	24/11/44	A.C.
5	Maria Lena	47	37	Milazzo	Lemons & oranges	52	28/11/44	Private
6	Leda	43	24	Jonia	Wine, liquors, alcohol	50	10/12/44	Private
7	S. Antonio	53	43	Civitavecchia			2/12/44	A.C. - Em
8	Domenico	70	56	Civitavecchia			2/12/44	A.C. - Em
9	Amedeo di Savoia	23	19	Palermo	Medicinals, alcohol	28	11/12/44	Private
10	Veri Amici	29	16	Castellammare di Stabia	Flour	24	11/12/44	A.C.
11	Vergine di Lourdes	38	24	Castellammare di Stabia	Corn	26	10/12/44	A.C.
12	Collettina madre	25	13	Portici	Foodstuffs	15,8	10/12/44	A.C.
13	S. Anna di Bacoli	28	17	Civitavecchia			3/12/44	A.C. - E
14	Nuovo S. Ciro	35	23	Civitavecchia			2/12/44	A.C. - E
15	Immacolata Concezione	53	33	Messina	Lemons, oranges, marmalade	60	2/12/44	Private
16	Maria della Salvazione	33	92	Trapani	Salt	38	2/12/44	A.C. - T
17	Maria Assunta	74	22	Milazzo	Lemons, oranges	72	2/12/44	Private
18	Papà Giuseppe A.	42	21	Palermo	Condensed milk	50	5/12/44	A.C.
19	Roberto	42,5	22	Castellammare di Stabia	Flour	36	3/12/44	A.C.
20	Nuova Amalia	37	18	Civitavecchia				A.C. -

ING THE PORT OF ANZIO (from 24 Nov. to 15 Dec. 1944)

AGE NET S	PORT OF DE PARTURE	CARGO		DATE OF ARRIVAL	SURNAME AND NAME OF CONS.
		TYPE	QUAN- TITY IN TONS		
24	Portici	Legumes	18	24/11/44	A.C.
32	Palermo	Fish & turny	45	24/11/44	Private
24	Castellammare di Stabia	Flour	34	24/11/44	A.C.
21	Castellammare di Stabia	Corn	20	24/11/44	A.C.
37	Milazzo	Lemons & oranges	52	28/11/44	Private
24	Jonia	Wine, liqueurs, alcohol	50	10/12/44	Private
43	Civitavecchia			2/12/44	A.C. - Empty to Portici
56	Civitavecchia			2/12/44	A.C. - Empty to Portici
19	Palermo	Medicinals, al- cohol	28	11/12/44	Private
16	Castellammare di Stabia	Flour	24	11/12/44	A.C.
24	Castellammare di Stabia	Corn	26	10/12/44	A.C.
1380	Portici	Foodstuffs	15,8	10/12/44	A.C.
17	Civi tavecchia			3/12/44	A.C. - Empty to Portici
23	Civitavecchia			2/12/44	A.C. - Empty to Portici
33	Messina	Lemons, oranges marsala	60	2/12/44	Private
92	Trapani	Salt	38	2/12/44	A.C. - To Civitavecchia
22	Milazzo	Lemons, oranges	72	2/12/44	Private
21	Palermo	Condensed milk	50	5/12/44	A.C.
5 22	Castellammare di Stabia	Flour	36	3/12/44	A.C.
18	Civitavecchia				A.C. - Empty to Portici

4433

- 2 -

Nº	SHIP	TONNAGE		PORT OF DE- PARTURE	CARGO		DATE OF ARRIVAL	SURNAME
		GROSS	NET		TYPE	QUAN- TITY IN TNS		
		TONS						
21	Rosario Padre	53	38	Catania	Lemons, oranges	68	11/12/44	Privat
22	Nuova Giuseppina	42,72	24,84	Catania	Lemons, oranges	63	11/12/44	Privat
23	Maria della Salvazione	33	92	Trapani	Salt	38	2/12/44	A.C. -
24	S. Andrea	41	17	Torre del Greco				Empty
25	S. Antonio di Padova	71	23	Gallipoli	Wine, dried fruits	40	01/12/44	Privat
26	Maria Giuseppina	25	18	Baia	Foodstuffs	16	11/12/44	A.C.
27	Gennaro Padre	44	20	Civitavecchia				Empty
28	Anna	35	26	Castellammare di Stabia	Flour	30	11/12/44	A.C.
29	Maria Maggiore	27	8	Castellammare di Stabia	Corn	15	13/12/44	A.C.
30	Assunta Maria	42,5	23	Castellammare di Stabia	Flour	24	15/12/44	A.C.
31	Divina Provvidenza	29	13,8	Palermo	Seeds	23,5	15/12/44	A.C.
32	Vella Venazia	54	41	Palermo	Flour	59	15/12/44	A.C.
33	Samia II	60	41	Castellammare di Stabia	Flour	50	15/12/44	A.C.

- 2 -

VESSEL NAME NET TONS	PORT OF DEPARTURE	CARGO		DATE OF ARRIVAL	SURNAME AND NAME OF COMMANDER
		TYPE	QUANTITY IN TONS		
38	Catania	Lemons, oranges	68	11/12/44	Private
2124,84	Catania	Lemons, oranges	63	11/12/44	Private
92	Trapani	Salt	38	2/12/44	A.C. - Empty to Portici
17	Torre del Greco				Empty to Portici
23	Gallipoli	Wine, dried fruits	40	01/12/44	Private
18	Baia	Foodstuffs	16	11/12/44	A.C.
20	Civitavecchia				Empty to Portici
26	Castellammare di Stabia	Flour	30	11/12/44	A.C.
8	Castellammare di Stabia	Corn	15	13/12/44	A.C.
523	Castellammare di Stabia	Flour	24	15/12/44	A.C.
13,8	Palermo	Seeds	23,5	15/12/44	A.C.
41	Palermo	Flour	59	15/12/44	A.C.
41	Castellammare di Stabia	Flour	50	15/12/44	A.C.

APPENDIX No. 1

. circumstances and not essential

Report on the visit to Piumicino on 29/12/1944

The port of Piumicino is not used for the unloading of goods transported by m/schooners. Only some m/schooners of a small tonnage stop there, but subsequently proceed to Anzio or Portici.

On 29 Dec. 44 the m/schooner "MONO" - Bill of lading N° 1121, tonnage 16.32 tons, carrying capacity 24.48 tons - was mooring at the quay of the river canal of Piumicino.

The "MONO" had arrived from Cagliari with a cargo of 2.5 tons of leather to be carried to Naples on behalf of the firm Jorio Brothers. The owner of the m/schooner appeared to be Capt. Felice FENILL under whose name the chartering contract had been stipulated by the COGEMA.

The COGEMA pays a daily freight charge of 1750 lire to the ship owner, increased by the 15% and the cost of fuel supplies. The Captain and the Engineer of the m/schooners receive a salary of approximately 12,000 lire per month; two sailors receive 5,000 lire each per month. Therefore only the expenses for the wages of the crew amount to approximately 34,000 lire per month while the ship owner receives 60,375 lire by the COGEMA.

The m/schooner had left Cagliari on 29 November 1944 and had arrived at Piumicino touching Porto S. Paolo, Maddalena, Portovecchio, Bastia, Porto Longone, S. Stefano, Civitavecchia.

The time required for the voyage is rather long, but, according to the statement of the Capt. Fen of the MONO, Angelo RIVANO, other m/schooners of a larger tonnage, take generally 10, 15 and even 20 days more to effect the same course.

The slowness of these trips depends on the fact that, since the

On 29 Dec. 44 the m/schooner "MOMO" - built at Legnano, Italy, tonnage 16,32 tons, carrying capacity 74.48 tons - was mooring at the quay of the river canal of Fiumicino.

The "MOMO" had arrived from Cagliari with a cargo of 2,5 tons of leather to be carried to Naples on behalf of the firm Jorio Brothers. The owner of the m/schooner appeared to be Capt. Felice FERRI under whose name the chartering contract had been stipulated by the COCENA.

The COCENA pays a daily freight charge of 1750 lire to the ship owner, increased by the 15% and the cost of fuel supplies. The Captain and the Engineer of the m/schooner receive a salary of approximately 12,000 lire per month; two sailors receive 5,000 lire each per month. Therefore only the expenses for the wages of the crew amount to approximately 34,000 lire per month while the ship owner receives 60,375 lire by the COCENA.

The m/schooner had left Cagliari on 29 November 1944 and had arrived at Fiumicino touching Porto S. Paolo, Madonna, Portovechio, Bastia, Porto Longone, S. Stefano, Livorno.

The time required for the voyage is rather long, but, according to the statement of the Capt. of the MOMO, Angelo RINALDI, other m/schooners of a larger tonnage, take generally 10, 15 and even 20 days more to effect the same course.

The slowness of these trips depends on the fact that, since the freight charges are paid by the day, the crew has no interest in effecting trips in the shortest time possible.

From the interview of the Captain and the Engineer of the "MOMO" it appeared that the maritime circles are much annoyed by the dictatorship of the COCENA in the sector of sea transportation, which results in an economical damage for the ship owners and in a price

APPENDIX No. 4

Steamer "Costante C." - Venezia Company No 321

Tonnage: 1100 tons

Ship-owner: Shipping Company "V. I. U. N. A. R."
Rome, Via della Mercede 42

The a/a steamer is requisitioned by the Navy Ministry and receives a compensation, which, including the last increases, amounts to 5840 lire per day.

An extract from the log-book - first part from 1 Nov. to 28 Dec.

1944- reveals that:

a) the ship required 58 days for a voyage which could normally be done in 29 days, i.e. it took 29 days too much; it spent 13 days in waiting for instructions and for the cargo, 10 days in loading and unloading, 6 days too much in navigation.

In short, if the ship had been managed by the Shipping Company, she would have taken only 29 days for carrying and unloading stakes at the S. Antiooco mines and wine at Civitavecchia, besides transporting approx. 400 tons more.

b) The rate of 1100 lire per ton fixed by COSMA is much lower than the actual freight charges which are now being paid. Wine, moreover, is listed among the encumbrances in the general classification of cargoes, and therefore the freight charges are considerably raised.

c) The steamer should have been loaded with coal at S. Antiooco for the Mainland; on the contrary she was instructed to go to Gallipoli empty and to be loaded there with wine. Only because the Captain was interested in obtaining a quantity of ballast for the better stowage of the ship, the steamer was loaded at Gallipoli with 769 tons of manure to be carried to Gallipoli on

An extract from the log-book - first part

1944- reveals that:

a) the ship required 53 days for a voyage which could normally be done in 29 days, i.e. it took 29 days too much; it spent 13 days in waiting for instructions and for the cargo, 10 days in loading and unloading, 6 days too much in navigation. In short, if the ship had been managed by the Shipping Company, she would have taken only 29 days for carrying and unloading stakes at the S. Antioeo mines and wine at Civitavecchia, besides transporting approx. 400 tons more.

b) The rate of 1100 lire per ton fixed by OGGINA is much lower than the actual freight charges which are now being paid. Wine, moreover, is listed among the encumbrances in the general classification of cargoes, and therefore the freight charges are considerably raised.

c) The steamer should have been loaded with coal at S. Antioeo for the Mainland; on the contrary she was instructed to go to Gallipoli empty and to be loaded there with wine. Only because the Captain was interested in obtaining a quantity of ballast for the better stowage of the ship, the steamer was loaded at Cagliari with 769 tons of measure to be carried to Gallipoli on behalf of Sig. Luigi Centivecchi, at a freight price of 1100 lire per ton, i.e. a total of 845,900 lire.

The ship could have been loaded with 300 ⁴³⁰ tons more of sundry

- 2 -

goods or foodstuffs. At Gallipoli, after having unloaded the manure, it was loaded with 695,592 tons of wine to be transported to Civitavecchia, at the same price, 1,000 lire per ton, i.e. a total of 755,151.20.

The ship could have been loaded with 100 tons more of wine.

Both freight charges, totalling 1,611,050.20 lire, were collected by SIG. DE LUCA, COGNATA agent at Gallipoli.

The firms selling the wine were:

Leading Bill No 1	Firma Pietro CONETTI	Tons	203.854
" " 2	" Leonardo PANICO	"	43.158
" " 3	" MAGRIFICCO & CANOVERO	"	15.644
" " 4	" " "	"	59.386
" " 5	" Agostino VALUTRONA	"	76.021
" " 6	" MICELLI & FERRARI	"	75.360
" " 7	" GRUPPO ROMANO COMMERCIO VINO	"	109.649
" " 8	" CONSORZIO AGRARIO PROVINC.	"	112.540
Total		Tons	695.592

The consignee of the first seven bills was SIG. Giuseppe VALERI-TINO - Roma, Piazza Giunone Regina 1- and of the bill No 8 the CONSORZIO AGRARIO PROVINCIALE.

It would be advisable to enquire who received the 1,611,051.20 lire collected by COGNATA for the charter. They cannot have been given to the Navy Ministry, since it is not possible that the latter be dealing and taking profits with a requisitioned ship.

If the Ministry had assigned the ship for one or more transports of goods on behalf of private dealers, the ship should have been temporarily derequisitioned, as usual, and requisitioned again only after these voyages had been terminated.

These facts lead to the following situation:

a) The Navy Ministry paid the requisition compensation and all the expenses for 58 days.

ed by Sig. DE LUCA, CORONA agent at Gallipoli.

The firms selling the wine were:

Leading Bill No.	Firm	Tons	Total
1	Pietro CORNELI	203.854	
2	Leonardo PARISI	42.153	
3	MACHIELLO & CANOVIERO	15.644	
4	"	59.386	
5	Agustino VALTERONA	76.021	
6	MICHELE A. FERRARI	73.360	
7	GRUPPO ROMANO COMMERC. VINO	109.619	
8	CONSORZIO AGRARIO PROVINC.	112.540	
	Total	695.592	

The consignees of the first seven bills was Sig. Giuseppe VALINOTTO - Rome, Piazza Giunone Regina I- and of the bill No. 8 the CONSORZIO AGRARIO PROVINCIALE.

It would be advisable to enquire who received the 1,611,051.20 lire collected by CORONA for the charter. They cannot have been given to the Navy Ministry, since it is not possible that the latter be dealing and taking profits with a requisitioned ship.

If the Ministry had assigned the ship for one or more transports of goods on behalf of private dealers, the ship should have been temporarily derequisitioned, as usual, and requisitioned again only after these voyages had been terminated.

These facts lead to the following situation:

- The Navy Ministry paid the requisition compensation and all the expenses for 58 days.
- The Shipping Company received, on the basis of ^{4,429} requisition, a compensation amounting to 136,720 lire for the same period, which were not sufficient to face, under the present circumstances, the estimate of general expenses, sinking, materials for deck and engines, ordinary and extraordinary maintenance and repairs, interest and

- 3 -

profits, whereas they could have collected 4,620,000 lire, still charging the price fixed by COCOMA of 1100 lire per ton for the charter.

c) The COCOMA collected the additional black market freight prices.

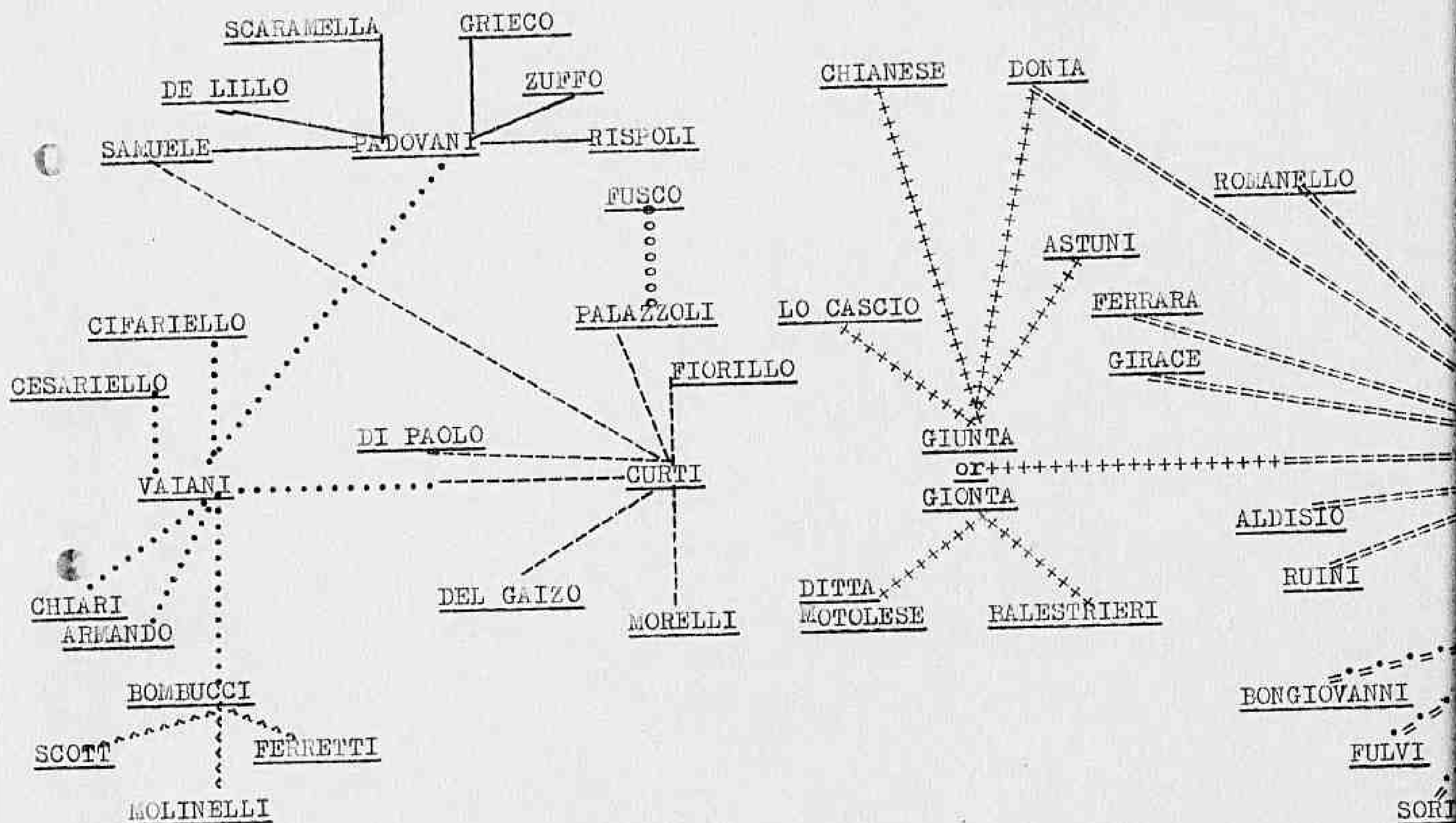
d) As for the general interest, the lack of control and the improper use of the ship caused the transport of only 1454 tons of not essential goods, while it might have transported approx. 4200 tons of foodstuffs and sundry goods, taking the same time, i.e. 58 days.

0899

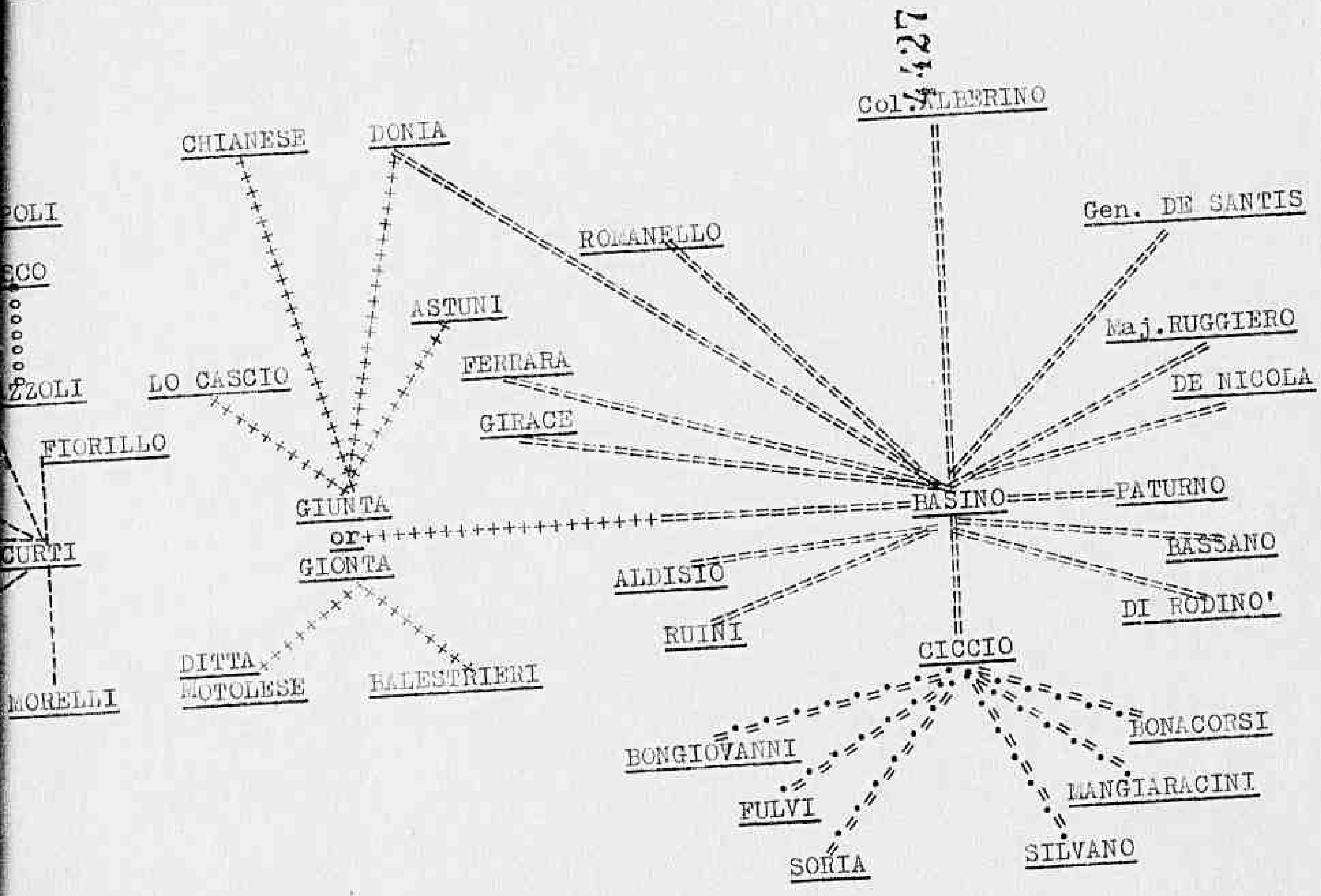
Declassified E.O. 12356 Section 3.3/NND No. 785021

essential goods, i.e. 53 days.
foodstuffs and sundry goods, taking the same time, i.e. 53 days.

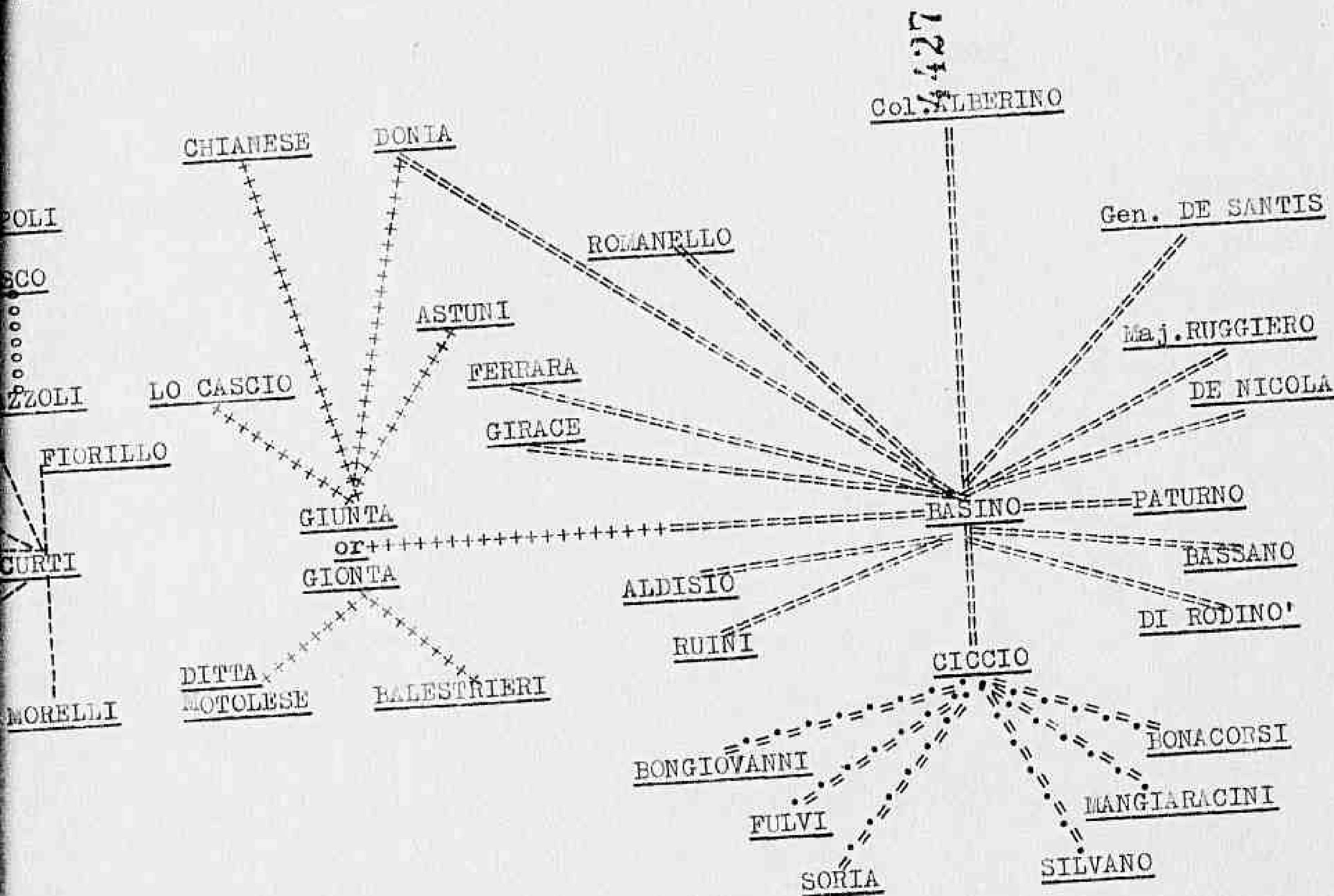
4428

Appendix No 5COGENA=TRANSPORT OF FOODSTUFFS=GIONTA CASE

TRANSPORT OF FOODSTUFFS-GIONTA CASE



TRANSPORT OF FOODSTUFFS-GIONTA CASE



CONNECT. IS-COMINA-TRANSPORT OF FOODSTUFFSGIUNTA CASE

- 1)-GIUNTA Antonino - Barcellona - Messina
- 2)-PASINO avv. Roberto - Via dei Mille 59 - Napoli - Tel. 16493
- 3)-LOMIA avv. Letterio - Via Ghibellino 64 - Messina
- 4)-CHIANESE - Napoli - Shipping Agent
- 5)-ASTUNI
- 6)-LO CASCIO Cav.
- 7)-MOTOLESE Ditta
- 8)-PALINESTRIERI
- 9)-GIROCE Flavio - Napoli
- 10)-MENARÀ
- 11)-ROMANELLO
- 12)-PALE RINO Col. - Roma - Navy?
- 13)-DE CARLIS Gen. - Roma - Navy?
- 14)-ROMANINO Maj. - Food supply Office - Commissariato - Messina
- 15)-DE NICOLA On. - Named by PASINO as a possible help
- 16)-DI RODINO S.E. - Named by PASINO as a possible help
- 17)-RUINI S.E. - Named by PASINO as a possible help
- 18)-PATURNO Prof. - RACI - Messina
- 19)-ALESSIO S.E. - Named by PASINO as an acknowledge of his.
- 20)-CICCUIO2 - Via Regina Giovanna di Bulgaria 97 - Roma - Tel. 40864
- 21)-BONGIOVANNI
- 22)-FULVI - Viterbo
- 23)-SORCA - Dealer
- 24)-SILVANO - R. Prefettura - Roma
- 25)-MARCIANASINI - Dealer
- 26)-DE MACORRI - Napoli
- 27)-BASIMANO S.E. Carlo - Undersecretary for Navy

- 9) - GIRACE FLAVIO - Napoli
 - 10) - PERREAZA
 - 11) - ROMANINELLO
 - 12) - SALE RINO Col. - Roma - Navy?
 - 13) - DE CARPIS Gen. - Rome - Navy?
 - 14) - RUCCIONEINO Maj. - Food Supply Office - Commissariato - Messina
 - 15) - DE NICOLA On. - Named by BASINO as a possible help
 - 16) - DI RODINO S.E. - Named by BASINO as a possible help
 - 17) - RUINI S.E. - Named by BASINO as a possible help
 - 18) - PATERNO Prof. - RACI - Messina
 - 19) - ALIBESIO S.E. - Named by BASINO as an acknowledge of his.
 - 20) - CICCIULO2- Via Regina Giovanna di Bulgaria 97 - Roma - Tel. 40364
 - 21) - BONGIOVANNI
 - 22) - FULVI - Viterbo
 - 23) - SORCA - Dealer
 - 24) - SILVANO - R. Prefettura - Roma
 - 25) - MANTUABACINI - Dealer
 - 26) - DI MACORNI - Napoli
 - 27) - BASANO M.M. Carlo - Undersecretary for Navy
- 000-----
- 1) - VALIANO (or VALANI) Gianni - Via Carducci 15 - Napoli, ^{Tel. 16346} 4426
 - 2) - CURTI - Foggionarino
 - 3) - CHIARI - Messina - Vermont dealer
 - 4) - ARMANDO?
 - 5) - ROMEUCCI dr. - Istituto Ricostruzione Industriale - Via Sicilia 2 - ^{RC=} _{MS}
 - 6) - SCOTT Arturo
 - 7) - FERRENTI Ing.
 - 8) - MOLINELLI S.E. - Undersecretary for Industry
 - 9) - CIFANIELLO - Dealer
 - 10) - CASARIELLO Soc. - Industria Conserve Alimentari - Corso Cavour 95 - _{Messina}

11) - PADOVANI Vincenzo - Hotel Belvedere - Messina - Via S. Martino -
Tel. 10026

12) - DE LILLO

13) - SAMPLE C. SAMUELE

14) - SCATAMIELLO

15) - TRINCO

16) - ZUFFO - Messina

17) - MONELLI Mario

18) - DEI GIUSE

19) - PIRILLO

20) - DI PASQUO Vittorio - Soc. CASSARILLO (V.M. 19)

21) - PALAZZOLI

22) - PIRRO Salvatore

23) - PIRRO - Has authorization for alcohol exportation

4425

- 21) - VALADAROLI
22) - RUSSO SALVATORE
23) - RIEDEL - has authorization for alcohol exportation

PRONTUARIO DISTANZE IN MIGLIA FRA PORTI DELL'ITALIA CENTRO MERIDIONALE E DELLA SAR

n° 1

	ANCONA	GENOVA	LA SPEZIA	AUGUSTA	BARI	BRESCIA	BRESCIA	BRINDISI	CAPRI	C. ST. GOLFO	C. ST. STABIA	C. TIRRE	CATANZARO	C. VECCHIA
ANCONA	=	683	96	221	97	485	513	417	18	177	30	206	270	153
ANCONA	683	=	767	549	702	215	183	270	683	675	696	542	445	824
ANCONA	96	767	=	307	81	570	598	502	90	197	103	291	345	57
AUGUSTA	221	549	307	=	240	344	376	284	221	210	234	23	127	363
BARI	97	702	81	240	=	504	532	436	19	184	19	225	289	138
BARI	485	215	570	344	504	=	32	61	485	474	498	338	234	627
BRESCIA	513	183	598	376	532	32	=	93	513	502	526	370	266	655
BRINDISI	417	270	502	284	436	61	93	=	417	410	430	277	174	559
CAPRI	18	683	90	221	19	485	513	417	=	165	13	206	270	147
C. ST. GOLFO	177	675	197	210	184	474	502	410	165	=	178	195	259	254
C. ST. STABIA	30	696	103	234	19	498	526	430	13	178	=	219	283	160
C. TIRRE	206	542	291	23	225	338	370	277	206	195	219	=	116	318
CATANZARO	270	445	345	127	289	234	266	174	270	259	283	116	=	402
C. VECCHIA	153	824	57	363	138	627	655	559	147	254	160	318	402	=
CROTONE	300	411	395	157	319	200	232	140	300	289	313	146	40	442
GENOVA	82	747	51	285	40	549	577	481	64	229	63	270	334	108
G. LIPOLI	350	362	435	217	369	161	193	97	350	336	363	210	107	192
G. LIPOLI	350	604	314	107	357	400	432	337	338	155	351	121	202	371
G. LIPOLI	141	533	230	77	168	336	364	273	149	159	162	62	126	287
GIULIANOVA	623	57	708	497	642	163	131	217	623	620	536	490	394	765
ISCHIA	52	717	73	255	12	519	517	451	34	182	30	240	304	130
IONIA	186	532	271	43	205	328	360	267	186	175	199	20	106	328
LICIA	340	619	304	122	347	415	447	352	328	142	341	136	217	361
LIVORNO	278	937	175	476	254	745	773	671	262	360	275	461	520	118
MARSALEONE	538	175	623	402	557	53	21	119	538	527	551	396	292	680
MARSALEONE	205	702	204	202	212	495	527	432	193	14	206	216	297	261
MEZARANO	211	687	217	187	228	180	512	417	209	60	222	201	282	274

C. Crooks

IN MIGLIA FRA PORTI DELL'ITALIA CENTRO MERIDIONALE E DELLA SARDEGNA

ANCONA	ANZIO	AUGUSTA	BALA	BARI	B. PELLEA	BRINDISI	CAPRI	CIST. GOLFO	CIST. SARDEGNA	C. TAVIA	C. TAVIAZARO	C. VECCHIA	CROTONE
683	95	221	97	485	513	417	18	177	30	206	270	153	300
=	767	549	702	215	183	270	683	575	696	542	445	824	411
767	=	307	81	570	505	502	90	197	103	291	345	57	395
549	307	=	240	344	376	284	221	210	234	23	127	363	157
702	81	240	=	504	532	436	19	184	19	225	289	138	319
215	570	344	504	=	32	61	485	474	498	338	234	627	200
183	598	376	532	32	=	93	513	502	526	370	266	655	232
270	502	284	436	61	93	=	417	410	430	277	174	559	140
683	90	221	19	485	513	417	=	165	13	206	270	147	300
575	197	210	184	471	502	10	165	=	178	195	259	254	289
696	103	231	19	498	526	430	13	178	=	219	283	160	313
512	291	23	225	338	370	277	206	195	219	=	116	348	146
415	345	127	289	234	266	174	270	259	283	116	=	402	40
824	57	363	138	627	655	559	147	254	160	348	402	=	442
411	395	157	319	200	232	140	300	289	313	146	40	442	=
747	51	285	40	549	577	481	64	229	63	270	334	108	361
362	435	217	369	161	193	97	350	336	363	210	107	492	73
604	311	107	357	400	432	337	338	155	351	121	202	371	232
533	230	77	168	336	364	273	149	159	162	52	126	287	157
57	708	497	642	163	131	217	623	620	636	190	394	765	360
717	73	255	12	519	517	451	34	182	30	240	301	130	331
532	271	43	205	328	360	267	186	175	199	20	106	328	136
619	304	122	347	415	447	352	328	142	341	136	217	361	247
937	175	176	254	745	773	671	262	360	275	461	520	118	560
175	623	402	557	53	21	119	538	527	551	396	292	680	258
702	204	202	212	195	527	432	193	44	206	216	297	261	327
687	217	187	228	180	512	417	209	60	222	201	282	274	312

4424

no 2

	GABTA	GALLIPOLI	GELA	GIOL. TURO	GIULINOV.	ISCHIA	IONI.	LICATA	LIVORNO	MENTREDONTA	MARSALA	MAZARA	MESSINA	MILAZZO
AMALFI	82	350	350	141	623	52	186	340	278	538	205	211	158	15
ANCONA	717	362	604	538	57	717	532	619	937	175	702	687	524	56
ANEO	51	435	314	230	708	73	271	304	175	623	204	217	243	24
AUGUSTA	285	217	107	77	497	255	43	122	476	402	202	187	63	9
BIA	40	369	357	168	642	12	205	347	254	557	212	228	177	17
BIRI	519	161	400	336	163	519	328	415	715	53	495	480	322	35
BARLETTA	577	193	432	361	131	517	350	447	773	21	527	512	350	38
BRINDISI	481	97	337	273	217	451	267	352	671	119	432	117	259	29
CAPRI	64	350	338	119	623	31	186	328	262	538	193	209	156	15
CIST. COLTO	229	336	155	159	520	182	175	142	360	27	41	60	152	12
CIST. STABIA	63	363	354	152	636	30	199	341	275	551	206	222	171	16
C. TUNIA	270	210	121	62	190	240	20	136	161	396	216	201	18	78
C. TUNIZARO	334	107	202	126	394	304	106	217	520	292	297	282	112	142
C/vecchia	108	192	371	287	745	130	328	361	118	680	251	271	300	300
CROTONE	364	73	232	157	360	334	136	247	560	258	327	312	143	173
GABTA	=	414	102	213	687	38	250	392	224	602	257	273	222	217
GALLIPOLI	114	=	282	206	310	384	200	297	605	219	377	362	192	222
GELA	102	282	=	165	557	350	141	15	169	458	100	85	151	181
GIOL. TURO	213	206	165	=	487	183	42	175	105	389	184	200	16	32
GIULINOVA	687	310	557	487	=	557	480	572	883	123	652	637	473	509
ISCHIA	38	384	350	183	657	=	220	340	215	572	205	221	182	187
IONI.	250	200	141	42	180	220	=	156	141	386	236	221	28	58
LICATA	392	297	15	175	572	340	156	=	453	473	90	75	161	191
LIVORNO	224	605	169	105	823	245	441	453	=	798	366	379	413	413
MENTREDONTA	602	219	558	389	123	572	386	473	798	=	553	538	375	411
MARSALA	257	377	100	184	652	205	236	90	366	553	=	16	177	147
MAZARA	273	362	85	200	637	221	221	75	379	538	16	=	193	165

	GENOVA	GIULIA TAURO	GIULIANOVA	ISCHIA	ICOMIA	LICATA	LIVORNO	MONTECATINI	MARSALA	MILANO	MESSINA	MILAZZO	NOLLA
50	350	141	623	52	186	340	278	538	205	211	150	153	197
62	601	538	57	717	532	619	537	175	702	687	521	566	199
35	314	230	708	73	271	304	175	623	204	217	213	213	582
17	107	77	197	255	13	122	176	402	202	167	63	93	360
39	357	168	612	12	205	317	251	557	212	228	177	172	516
51	100	336	163	519	328	115	715	53	195	180	322	358	16
63	132	361	131	517	360	147	773	21	527	512	350	386	16
77	337	273	217	151	267	352	671	119	132	117	259	295	77
90	332	119	623	31	186	328	252	538	193	209	158	153	197
5	155	159	620	182	175	142	360	27	11	60	152	123	186
13	351	162	636	30	199	311	275	251	206	222	171	166	510
0	121	62	190	210	20	136	161	396	216	201	48	78	354
7	202	126	301	301	106	217	520	292	297	282	112	142	250
2	371	287	755	130	328	361	118	680	261	271	300	300	639
3	232	157	360	331	136	217	560	258	327	312	143	173	216
4	102	213	687	38	250	392	224	602	257	273	222	217	561
282	206	310	381	200	297	605	219	377	362	192	222	177	
=	165	557	350	111	15	169	158	100	85	151	181	116	
165	=	487	183	12	175	105	389	184	200	16	32	318	
557	187	=	557	490	572	883	123	652	637	173	509	147	
350	183	657	=	220	310	215	572	205	221	182	187	531	
141	12	180	220	=	156	141	386	236	221	28	58	344	
15	175	572	340	156	=	153	473	90	75	161	191	131	
169	105	883	215	141	153	=	798	366	379	113	113	757	
158	389	123	572	386	173	798	=	553	538	375	111	37	
100	181	652	205	236	90	366	553	=	16	177	117	511	
85	200	637	221	221	75	379	538	16	=	193	165	496	

4423

n° 3	MONOPOLI	NAPOLI	ORTONA	PALERMO	PINTELLERIA	PESCARA	PICOTING	PORTICI	P. PUDICOLE	P. S. SESTANO	POZZALLO	P. CALABRILE	SALERNO	CAPRI
ANCONA	161	35	600	161	258	610	215	32	272	195	101	166	7	66
ANCONA	227	700	80	511	706	69	881	697	634	854	556	518	685	639
ANZIO	552	90	685	192	258	695	132	93	271	92	365	249	115	161
AUGUSTA	323	238	475	180	209	485	443	235	137	393	69	57	223	176
B. JA	480	7	619	171	265	629	211	9	279	171	408	185	44	93
BARI	12	502	111	111	502	151	702	199	130	652	362	316	187	140
BARLETTA	44	530	109	172	531	119	730	527	162	690	394	344	515	168
BRINDISI	39	131	195	376	139	205	628	481	367	588	299	253	119	372
CAPRI	161	17	600	152	216	610	239	11	260	179	389	166	25	74
CAS. COLTO	440	182	597	32	101	607	317	179	111	277	206	158	181	173
CAS. ST. BIL	474	13	613	165	259	623	232	10	273	192	402	179	38	87
CATANIA	316	223	168	165	223	178	418	220	151	378	83	42	200	161
CATANZARO	213	287	372	229	304	382	177	281	232	137	164	106	272	225
C/vecchia	600	117	712	248	315	752	75	150	328	35	122	306	172	218
GROTONI	179	317	338	259	333	318	517	314	262	177	193	137	302	255
G. ETI	521	50	664	216	310	671	181	53	321	141	453	230	89	138
GALLIPOLI	136	367	288	309	381	298	562	361	312	522	211	186	352	305
GELA	376	355	535	185	110	515	426	352	15	386	50	145	354	357
GIOL. TAUR	317	166	161	124	252	471	362	163	202	322	138	23	143	101
GIULIANOVA	172	640	23	590	659	12	810	637	587	800	519	467	625	578
ISCHIA	195	17	631	169	258	611	202	20	272	162	101	200	59	108
IONI	306	203	458	115	213	168	398	200	171	358	103	22	188	111
LICIA	391	345	550	172	95	560	110	312	27	376	65	155	311	317
LIVORNO	721	262	860	355	408	870	13	265	126	83	520	419	290	336
L. ANTONI	77	555	101	197	560	111	753	552	488	715	420	369	540	494
MARSA	171	210	630	71	62	640	323	207	63	283	145	183	209	212
MAZARA	156	226	615	90	52	625	336	223	48	296	130	199	215	228

	PADERNO	MANTEGHERA	VERGARA	PICCHINCO	PORTICI	PIEDIMONTE	P. S. STELLANO	POZZUOLO	P. CALABRITTO	SALENTO	S. VITO	SCILICATA
0	161	258	610	215	32	272	195	101	166	7	66	83
0	611	706	69	881	697	634	854	566	518	685	639	623
5	192	258	695	132	93	271	92	365	249	115	161	178
5	180	209	485	143	235	137	393	69	57	223	176	160
9	171	265	629	211	9	279	171	408	185	44	93	110
1	171	502	151	702	199	130	662	362	316	487	140	124
9	172	534	119	730	527	162	690	394	344	515	168	452
5	376	139	205	628	181	367	588	299	253	419	372	356
0	152	216	610	239	11	260	179	389	166	25	74	91
7	32	101	607	317	179	115	277	206	158	181	173	166
3	165	259	623	232	10	273	192	402	179	38	87	104
8	165	223	478	418	220	151	378	83	42	200	161	145
2	229	304	382	177	284	232	137	164	106	272	225	209
2	248	315	752	75	150	328	35	422	306	172	218	235
8	259	333	318	517	314	262	177	193	137	302	255	239
4	216	310	674	161	53	324	144	453	230	89	138	155
8	309	384	298	562	361	312	522	244	186	352	305	289
5	185	110	545	426	352	45	386	50	145	354	357	340
4	124	252	474	362	163	202	322	138	23	143	101	85
3	590	659	12	840	637	587	600	519	167	625	578	562
4	169	258	611	202	20	272	162	401	200	59	108	125
8	145	213	468	398	200	171	358	103	22	188	141	125
0	172	95	560	410	312	27	376	65	155	344	317	330
0	355	408	870	13	265	126	83	520	419	290	336	353
1	497	560	111	753	552	488	715	420	369	540	494	478
0	74	62	640	323	207	63	283	145	183	209	212	195
5	90	52	625	335	223	48	296	130	199	215	228	211

4422

nc 4

	SCIRIO	SCIACCA	SIRACUSA	COVERATO	TURRANTO	TERMINI IMER.	TRATTI	TRAPANI	T. del GRECO	VIBO VALENT.	VIGESTE
AMALFI	62	248	228	265	368	170	507	183	30	130	551
ANCONA	638	659	552	450	405	631	189	706	695	574	155
ANZIO	157	244	313	340	153	213	592	189	95	225	626
AUGUSTA	175	162	14	122	235	160	370	217	233	113	419
BARI	89	255	247	281	387	177	526	190	12	157	560
BARI	439	455	347	239	201	437	26	495	497	372	60
BARLETTA	457	487	379	271	236	465	5	527	525	406	28
BRINDISI	371	392	287	179	140	370	87	135	129	309	136
CAPRI	70	236	228	265	368	158	507	171	12	138	551
CAST. GOLFO	171	87	217	254	355	52	496	28	117	177	530
CAST. STABIA	83	249	241	278	381	171	520	184	7	151	554
CATANIA	160	176	29	111	227	145	364	221	218	98	113
CATANZARO	224	257	126	6	120	209	260	280	282	162	309
C/vecchia	214	301	370	397	510	270	649	246	152	252	683
CROTONE	254	287	156	45	86	239	226	310	312	193	275
GAETA	134	300	292	329	432	222	571	235	56	202	605
GALLIPOLI	304	337	221	112	47	289	187	370	362	242	236
GELA	355	60	95	197	292	205	426	116	350	201	475
GIOLA TRURO	100	227	84	121	224	107	358	178	161	32	392
GIULIANOVA	577	612	500	399	353	530	137	655	635	523	103
ISCHIA	104	248	262	293	402	192	541	188	23	172	575
IONIA	140	196	49	101	217	125	354	241	198	78	403
LICATA	345	50	110	212	307	192	441	106	340	211	490
LIVORNO	332	406	483	510	623	370	767	349	267	400	801
MANFREDONIA	193	513	405	297	262	490	27	553	550	425	20
MARSALA	210	43	190	292	387	94	521	16	205	202	570
MATERA	226	27	175	277	372	110	506	32	221	218	555

	SOVERATO	TARANTO	TERMINI IMER.	TRANI	TRAPANI	T. del GRECO	VIBO VALENT.	VIGESTE
8	265	368	170	507	183	30	130	551
2	150	105	631	189	706	695	574	155
3	310	153	213	592	189	95	225	626
4	122	235	150	370	217	233	113	119
7	284	387	177	526	190	12	157	560
7	239	204	437	26	495	197	372	60
9	271	236	465	6	527	525	400	28
7	179	140	370	87	135	129	309	136
8	265	368	158	507	171	12	138	551
7	254	355	52	496	28	157	177	530
1	278	381	171	520	184	7	151	554
9	111	227	145	364	221	218	98	113
6	6	120	209	260	280	282	162	309
0	397	510	270	619	246	152	252	683
6	15	86	239	226	310	312	193	275
2	329	132	222	571	235	56	202	605
1	112	47	289	187	370	362	242	236
5	197	292	205	426	116	350	201	475
4	121	224	107	358	178	161	32	392
0	399	353	580	137	655	635	523	103
2	299	402	192	541	188	23	172	575
9	101	217	125	354	241	198	78	403
0	212	307	192	441	106	340	211	190
3	510	623	370	767	349	267	400	801
5	297	262	190	27	553	550	425	20
0	292	387	94	521	16	205	202	570
5	277	372	110	506	32	221	218	555

4421

<u>no 5</u>	ALBANI	AVIGLIANO	AVIZIO	AUGUSTA	BALLA	BARI	BARLETTA	BRINDISI	CAPRI	CASERTA	CASERTA ST. B.	CATANZARO	C/vecchia	CATANZARO
MESSINA	158	524	243	63	177	322	350	259	158	152	171	48	112	300
MILAZZO	153	566	243	93	172	358	386	295	153	123	166	78	142	300
MOLFETTA	497	199	582	360	516	16	16	77	497	486	510	354	250	639
MONOPOLI	461	227	552	323	480	12	44	39	461	440	174	316	213	609
NAPOLI	35	700	90	238	7	502	530	434	17	182	13	223	287	147
ORTONA	606	80	685	475	619	141	109	195	600	597	613	468	372	712
PALERMO	164	641	192	180	171	444	472	376	152	32	165	165	229	218
PANTERIERIA	258	706	258	209	265	502	534	139	216	101	259	223	301	315
PESCARA	610	69	695	485	629	151	119	205	610	607	623	478	382	752
PIO BINO	245	884	132	443	211	702	730	628	239	317	232	418	477	75
PORFICI	32	697	93	235	9	499	527	481	14	179	10	220	284	150
P. E. PEDOCLE	272	534	271	137	279	430	462	367	260	115	273	151	232	328
P. S. S. S. S. S.	195	854	92	393	171	662	690	588	179	277	192	378	437	35
POZZALLO	401	566	365	69	408	362	394	299	389	206	402	83	164	422
R. CALABRIA	166	518	249	57	185	316	344	253	166	158	179	42	106	306
SALERNO	7	685	115	223	44	487	515	419	25	181	38	208	272	172
SAPRI	66	639	161	176	93	440	468	372	74	173	87	161	225	218
SCALEA	83	623	178	160	110	424	452	356	91	166	104	145	209	235
SCARIO	62	638	157	175	89	439	467	371	70	171	83	160	224	214
SCIACCA	248	559	244	162	255	455	487	392	236	87	249	176	257	301
SIRACUSA	228	552	313	14	247	347	379	287	228	217	241	29	126	370
SOVERATO	265	450	340	122	284	239	271	179	265	254	278	111	6	397
TARANTO	368	405	453	235	387	204	236	140	268	355	381	227	120	510
TERMINI IER.	170	631	213	160	177	437	465	370	158	52	171	145	209	270
TRANI	507	189	592	370	526	26	6	87	507	196	520	364	260	649
TRAPANI	183	706	189	217	190	495	527	435	171	28	184	221	280	246
T. del GRECO	30	695	95	233	12	197	525	429	12	177	7	218	282	152
VIBO VALENTIA	130	574	225	113	157	372	400	309	138	177	151	98	162	282
VIESTE	551	155	626	419	560	60	28	136	551	530	554	413	309	683

AUGUST	BIA	BARI	BARLETTA	BRINDISI	CAPRI	CAS. GOLFO	CAS. STABIA	CATANIA	CATANZARO	C/vecchia	CROTONE
63	177	322	350	259	158	152	171	48	112	300	113
93	172	358	386	295	153	123	166	78	142	300	173
360	516	16	16	77	497	486	510	354	250	639	216
323	480	12	44	39	151	440	474	316	213	609	179
238	7	502	530	434	17	182	13	223	287	147	317
475	619	141	109	195	600	597	613	458	372	712	338
180	171	444	472	376	152	32	165	165	229	218	259
209	265	502	534	439	216	101	259	223	304	315	333
485	629	151	119	205	610	607	623	478	382	752	348
143	211	702	730	628	239	317	232	418	477	75	517
235	9	499	527	481	11	179	10	220	284	150	314
137	279	430	462	367	250	115	273	151	232	328	262
393	171	662	690	585	179	277	192	378	437	35	477
69	108	352	394	299	389	206	402	83	164	122	193
57	185	316	344	253	166	158	179	42	106	306	137
223	44	487	515	419	25	181	38	208	272	172	302
176	93	440	468	372	74	173	87	161	225	218	255
160	110	424	452	356	91	166	104	145	209	235	239
175	89	439	467	371	70	171	83	160	224	214	254
162	255	455	487	392	236	87	249	176	257	301	287
14	247	347	379	287	228	217	241	29	126	370	156
122	284	239	271	179	265	254	278	111	6	397	45
235	387	204	236	140	268	355	381	227	120	510	86
160	177	437	465	370	158	52	171	145	209	270	239
370	526	26	6	87	507	496	520	364	260	649	226
217	190	495	527	435	171	28	184	221	280	246	310
233	12	197	525	429	12	177	7	218	282	152	312
113	157	372	400	309	138	177	151	98	152	282	193
119	560	60	28	136	551	530	554	413	309	683	275

4420

<u>n° 6</u>	G. A. E. T. A.	G. A. L. I. P. O. L. I.	G. E. L. I.	G. I. O. L. I. T. A. T. O.	G. I. U. L. I. A. N. O. V. A.	I. S. C. H. I. A.	J. O. N. I. A.	L. I. C. A. T. A.	L. I. V. O. R. N. O.	M. A. N. F. R. E. D. D. O. N. I. A.	M. A. R. S. I. L. I.	M. A. Z. A. P. A.	M. E. S. S. I. N. A.	M. I. L. A. Z. Z. O.
MESSINA	222	192	151	16	473	162	28	161	413	375	177	193	=	30
MILAZZO	217	222	181	32	509	187	58	191	413	411	147	165	30	=
MOLINETTA	561	177	416	348	147	531	344	431	757	37	511	496	334	370
MONOPOLI	521	135	376	317	172	495	306	391	721	77	471	456	303	339
NAPOLI	50	367	355	166	610	17	203	345	262	555	210	226	175	170
ORTOMI	664	288	535	464	23	634	458	550	860	101	630	615	450	185
PALERMO	216	309	185	124	590	169	145	172	355	497	74	90	117	93
PANTELLERIA	310	384	140	252	559	258	243	95	408	560	62	52	245	215
PESCARA	674	298	545	474	12	544	468	560	870	111	640	625	460	496
PIOMBINO	181	562	426	352	840	202	398	410	43	753	323	336	370	370
PORTICI	53	364	352	163	637	20	200	342	265	552	207	223	172	167
P. S. STEFANO	324	312	45	202	587	272	1	27	426	488	63	48	188	158
P. S. STEFANO	141	522	386	322	800	162	358	376	83	715	283	296	330	330
POZZUOLO	453	244	50	138	519	401	103	65	520	420	145	130	124	154
P. C. CALABRIA	200	186	145	23	467	200	22	155	419	369	183	199	6	31
SALERNO	89	352	354	143	625	59	188	344	290	540	209	215	190	155
SAPRI	138	305	357	101	578	106	141	347	336	494	212	228	115	113
SCILE	155	289	340	85	562	125	125	330	353	478	195	211	99	97
SCIRIO	134	304	355	100	577	104	140	345	332	493	210	226	116	112
SCIACCA	300	337	60	227	612	246	196	50	407	513	43	27	220	190
SIRACUSA	292	221	95	64	500	262	49	410	484	405	190	175	70	100
SOVERATO	329	112	197	121	399	299	101	212	540	247	294	277	107	137
TARANTO	132	47	292	224	353	402	217	307	423	262	367	372	240	241
TERMINI IMER.	222	265	205	107	580	192	125	192	370	490	94	110	190	70
TRANI	571	187	426	356	137	541	354	447	947	27	524	506	340	380
TRIPOLI	235	370	116	178	535	109	241	106	345	553	16	32	171	141
T. del GRECO	56	362	350	161	635	23	198	340	267	550	205	221	170	165
VIBO VALENTIA	202	242	201	32	523	172	78	211	420	425	202	218	49	50
VIESTE	505	236	475	392	103	575	403	490	801	20	570	555	378	414

	GIULIANOVA	ISCHIA	JONICA	LICIA	LIVORNO	MANTOVANA	MARSA	MILANO	PIEMONTE	ROMA	TESSIN	VALLE D'AOSTA	VALLE D'AOSTA
16	473	182	28	161	113	375	177	193	=	30	334	370	334
32	509	187	58	191	113	111	147	165	30	=	370	=	370
318	147	531	341	131	757	37	511	496	334	339	28	511	28
317	172	495	306	391	721	77	711	456	303	170	511	125	511
166	610	17	203	315	262	555	210	226	175	186	125	156	125
161	23	631	158	550	860	101	530	615	150	93	156	518	156
121	590	169	115	172	355	197	74	90	117	215	518	135	518
252	659	258	213	95	108	560	62	52	215	196	135	711	135
171	12	511	168	560	870	111	610	625	370	370	711	511	711
362	810	202	395	110	13	753	323	336	172	167	511	416	511
163	637	20	200	312	265	552	207	223	18	188	674	378	674
202	587	272	358	27	126	188	63	296	330	330	378	328	378
322	800	162	103	65	520	120	145	130	121	154	328	199	328
138	519	101	22	155	119	369	153	199	100	155	199	452	199
23	167	200	188	344	290	510	209	215	115	113	452	136	452
143	625	59	141	347	335	194	212	226	99	97	136	151	136
101	578	108	125	330	353	178	195	211	115	112	151	171	112
85	562	125	120	315	332	193	210	226	220	190	171	363	190
100	577	104	195	50	107	513	13	27	220	100	363	255	100
227	612	218	18	110	183	105	192	175	70	137	255	220	137
5	500	262	101	212	212	212	212	212	212	212	220	149	212
30	509	289	217	307	307	307	307	307	307	307	10	511	307
37	121	353	192	120	192	192	192	192	192	192	509	384	192
32	107	560	511	111	106	349	553	16	221	170	384	111	16
26	176	635	172	78	211	400	425	202	218	49	111	50	202
116	161	523	575	403	190	601	20	570	555	378	111	50	570
350	32	103											
201													
475													

6117

n° 7	MONOPOLI	NAPOLI	ORTONA	PALERMO	PANTELLERIA	PESCARA	PIOMBINO	PORTICI	P. ENED.	P. S. STEF.	POZZALLO	R. CALABR.	SALERNO	S. PIERI	SCALEA
MESSINA	303	175	150	117	215	160	370	172	188	330	124	6	160	115	9
MILAZZO	339	170	186	93	215	496	370	167	158	330	154	31	155	113	9
MOLETTA	28	514	125	456	518	135	714	511	446	671	378	328	499	452	13
MONOPOLI	=	478	148	410	478	159	678	475	406	638	338	297	463	416	40
NAPOLI	178	=	617	170	263	627	219	3	277	179	406	183	42	51	10
ORTONA	148	617	=	567	637	10	817	614	565	777	497	444	602	556	51
PALERMO	410	170	567	=	131	577	312	166	145	272	236	123	168	157	14
PANTELLERIA	478	263	637	131	=	617	365	260	81	325	136	251	262	265	25
PESCARA	159	627	10	577	617	=	827	621	575	787	507	454	612	566	55
PIOMBINO	678	219	817	312	365	827	=	222	363	40	177	376	247	293	31
PORTICI	475	3	614	166	260	621	222	=	274	182	403	180	39	88	10
P. DI PESDOCE	406	277	565	145	81	575	363	271	=	313	80	182	276	279	26
P. S. STEFANO	638	179	777	272	325	787	40	182	313	=	137	336	207	253	27
POZZALLO	338	406	497	236	136	507	477	403	80	437	=	119	405	408	39
R. CALABRIA	297	183	444	123	251	454	376	180	182	336	119	=	168	121	10
SALERNO	463	42	602	168	262	612	247	39	276	207	405	168	=	68	8
S. PIERI	416	91	556	157	265	566	293	88	279	253	408	121	68	=	2
SCALEA	400	108	540	140	254	550	310	165	262	270	391	105	85	27	=
SCIRIO	415	87	555	155	263	565	289	84	277	219	406	120	61	5	2
SCIACCA	431	253	590	117	67	600	363	250	30	323	105	226	252	255	23
SIRACUSA	226	245	478	107	197	488	440	242	125	400	57	61	230	183	16
SOVERATO	218	282	377	224	299	387	467	279	227	427	159	101	267	220	20
TIRANTO	179	385	331	328	395	341	580	382	322	510	254	204	370	323	30
TERMINI IMER.	404	175	560	20	151	570	327	172	165	297	256	106	174	155	13
TRANI	38	524	115	166	528	125	724	524	456	684	388	338	509	462	44
TRAPANI	471	183	633	58	76	643	306	185	79	266	159	177	187	190	17
T. del GRECO	473	6	612	164	258	622	224	3	272	184	401	176	37	86	10
VIBO VALENTIA	353	155	500	142	270	510	357	102	220	317	174	55	132	51	7
VIESTE	56	558	81	500	577	91	758	555	502	718	437	372	553	197	48

	PALERMO	PANTALEONE	PESCARA	PICERNO	PORTICI	P. ENTE.	P. S. STAT.	POZZILLO	P. C. LAR.	SALERNO	S. P. RI	SCALFA
117	215	160	370	172	188	330	124	6	180	115	99	
93	215	496	370	167	158	330	154	31	155	113	97	
156	518	135	714	511	446	671	378	328	199	452	436	
110	178	159	678	475	106	638	338	297	463	416	400	
170	253	627	219	3	277	179	406	183	42	91	108	
567	637	10	617	614	565	777	497	444	602	556	510	
=	131	577	312	166	115	272	236	123	168	157	110	
131	=	617	365	250	81	325	136	251	262	265	254	
577	617	=	627	621	575	787	507	454	612	566	550	
312	365	627	=	222	303	10	177	376	217	293	310	
166	260	621	222	=	274	162	403	180	39	88	105	
115	81	575	363	274	=	313	80	182	276	279	262	
272	325	787	10	182	313	=	137	336	207	253	270	
236	136	507	177	103	80	137	=	119	105	108	391	
123	251	154	376	180	182	336	119	=	168	121	105	
166	242	612	217	39	276	207	105	166	=	66	85	
157	265	566	293	83	279	253	108	121	68	=	27	
140	251	550	310	105	202	270	391	105	85	27	=	
155	263	565	289	84	277	219	106	120	61	5	26	
117	67	600	363	250	30	323	105	226	252	255	238	
107	197	188	110	212	125	100	57	61	230	183	167	
224	299	387	167	279	227	127	159	101	267	220	201	
328	395	311	580	382	322	510	254	201	370	323	307	
20	151	570	327	172	165	297	256	106	174	155	138	
166	528	125	724	521	156	684	388	338	509	462	446	
58	76	613	306	185	79	266	159	177	187	190	173	
164	258	622	224	3	272	184	101	176	37	86	103	
142	270	510	357	102	220	317	174	55	132	91	75	
500	577	91	758	555	502	718	437	372	553	197	480	

4418

n° 8	SCIRIO	SCIACCA	SIRACUSA	SOVERATO	T. P. NTO	TERMINI ILL.	TRANI	TRAPANI	T. del GRECO	VIBO VAL.	VIESTE
MESSINA	116	220	70	107	210	100	344	171	170	49	378
MILAZZO	112	190	100	137	211	70	380	141	165	50	111
MOLFETTA	451	471	363	255	220	149	10	511	509	384	44
MONOPOLI	415	431	226	218	179	404	38	471	473	353	96
NAPOLI	67	253	245	282	385	175	524	188	6	155	558
ORTONA	555	590	478	377	331	560	115	633	612	500	81
PALERMO	155	117	107	224	328	20	166	58	164	142	500
PANTELLERIA	263	67	197	299	395	151	528	76	258	270	577
PESCARA	565	600	188	387	341	570	125	643	622	510	91
PIOMBINO	289	363	140	167	580	327	724	305	224	357	758
PORTICI	84	250	212	279	382	172	521	185	3	102	555
P. EMPEDOCLE	277	30	125	227	322	165	456	79	272	220	505
P. S. STEFANO	219	323	100	127	510	297	684	266	184	317	718
POZZILLO	106	105	57	159	254	256	388	159	101	174	137
R. CALABRIA	120	226	64	101	204	106	338	177	178	55	372
SALERNO	64	252	230	267	370	174	509	187	37	132	553
SAPRI	5	255	183	220	323	155	462	190	86	91	497
SCALEA	26	236	167	204	307	138	446	173	103	75	180
SCIRIO	=	253	182	219	322	153	461	188	82	90	196
SCIACCA	253	=	150	252	347	137	481	59	248	245	530
SIRACUSA	182	150	=	121	238	167	373	205	240	120	122
SOVERATO	219	252	121	=	125	204	265	275	277	157	314
TARANTO	322	317	238	125	=	300	230	388	380	260	279
TERMINI ILL.	153	137	167	204	308	=	459	78	170	125	193
TRANI	461	481	373	265	230	159	=	521	519	394	34
TRAPANI	188	59	205	275	388	78	521	=	183	196	560
T. del GRECO	82	218	210	277	380	170	519	183	=	150	553
VIBO VALENTIA	90	245	120	157	260	125	394	196	150	=	128
VIESTE	456	530	122	314	279	453	34	560	553	128	=

SIRACUSA	SOVERATO	CLINTO	TERMINI I.	TERMINI	TERMINI	T. del GRUCC	VIBO VAL.	VIGGIA
70	107	210	100	344	171	170	49	378
100	137	241	70	380	141	165	50	411
363	255	220	149	10	511	509	384	44
226	218	179	404	38	471	473	353	96
245	282	385	175	524	186	6	155	558
478	377	331	560	115	633	612	500	81
107	224	328	20	166	58	164	142	500
197	299	395	151	528	76	258	270	577
180	387	341	570	125	643	622	510	91
440	167	580	327	724	306	224	357	758
242	279	382	172	521	185	3	102	555
125	227	322	165	450	79	272	220	505
400	427	510	297	684	266	184	317	718
57	159	254	256	388	159	101	174	437
64	101	204	105	338	177	178	55	372
230	267	370	171	509	187	37	132	553
183	220	323	155	462	190	86	91	497
167	204	307	138	446	173	103	75	480
182	219	322	153	461	188	82	90	496
150	252	347	137	481	59	243	245	530
=	121	258	187	373	205	240	120	422
121	=	125	204	265	275	277	157	314
238	125	=	308	230	388	380	260	279
167	204	308	=	459	78	170	125	493
373	265	230	159	=	521	519	394	34
205	275	368	78	521	=	183	196	560
240	277	380	170	519	183	=	150	553
120	157	260	125	394	196	150	=	428
122	314	279	493	34	560	553	428	=

4417

DISTANZE IN MIGLIA FRA PORTI E PORTO (Rotte dirette)

da	Cagliari	ad	Ancona	(e viceversa)	
"	"	"	Augusta	"	346
"	"	"	Bari	"	369
"	"	"	Brindisi	"	645
"	"	"	Catania	"	581
"	"	"	Civitavecchia	"	370
"	"	"	Crotone	"	230
"	"	"	Gasta	"	450
"	"	"	Gallipoli	"	240
"	"	"	Livorno	"	514
"	"	"	Massina	"	294
"	"	"	Napoli	"	322
"	"	"	Ortona	"	263
"	"	"	Palermo	"	772
"	"	"	P. Impeccole	"	216
"	"	"	Taranto	"	240
"	"	"		"	532
da Olbia	a	Civitavecchia	(e viceversa)		125

SARDEGNA - periplo -

da	Cagliari	a	Torrevecchia	(e viceversa)	
"	"	"	Muravera	"	23
"	"	"	Tortoli	"	22
"	"	"	Dorgali	"	34
"	"	"	Orsei	"	22
"	"	"	Siniscola	"	7
"	"	"	Olbia	"	20
"	"	"	Maddalena	"	30
"	"	"	S. Teresa Gallura	"	30
"	"	"	Castelsardo	"	12
"	"	"	Porto Torres	"	33
"	"	"	Alghero	"	16
"	"	"	Bosa	"	64
"	"	"	Cristano	"	20
"	"	"	Carloforte	"	34
"	"	"		"	54

da Olbia a Civitavecchia (e viceversa)

da	Cagliari	a	Torrevecchia	(e viceversa)	
"	P. vecchia	"	Muravera	"	23
"	Muravera	"	Tortoli	"	22
"	Tortoli	"	Dorgali	"	34
"	Dorgali	"	Orosei	"	22
"	Orosei	"	Siniscola	"	7
"	Siniscola	"	Olbia	"	20
"	Olbia	"	Maddalena	"	30
"	La Maddal.	"	S. Teresa Gallura	"	30
"	S. Ter. Gall.	"	Castelsardo	"	12
"	Castelsardo	"	Porto Torres	"	33
"	P. Torres	"	Alghero	"	16
"	Alghero	"	Bosa	"	64
"	Bosa	"	Cristano	"	20
"	Cristano	"	Carloforte	"	34
"	Carloforte	"	S. Antioco	"	54
"	S. Antioco	"	Teulada	"	22
"	Teulada	"	Cagliari	"	23

4416 33

4416

ARMATORIATO ITALIANO GESTIONE FAVI
(" C.O. G.E. F.A. ")

NOLI PER IL TRASPORTO DI MERCI E MOTOVILLERI NOLEGGIATI DAL MINISTERO DELLA MARINA (Dir.
Gen./le Marina Mercantile)

Distanza in miglia		M E R C I			
da	a	Prezzi per tonn. in lire			
		I.	II.	III.	IV.
108	109	3.959	3.173	2.417	1.512
109	119	4.127	3.279	2.478	1.542
110	129	4.281	3.384	2.538	1.573
110	140	4.444	3.400	2.599	1.602
141	151	4.604	3.596	2.658	1.634
152	162	4.761	3.702	2.718	1.663
163	173	4.867	3.753	2.757	1.690
174	183	4.973	3.827	2.795	1.715
184	199	5.079	3.859	2.833	1.742
190	194	5.079	3.959	2.833	1.742
199	205	5.134	3.952	2.871	1.767
206	216	5.290	3.955	2.907	1.794
217	227	5.317	3.932	2.934	1.821
228	237	5.342	4.017	2.961	1.845
238	243	5.369	4.134	2.996	1.872
244	248	5.359	4.044	2.996	1.872
248	259	5.294	4.068	3.013	1.897
250	270	5.424	4.095	3.038	1.921
271	281	5.418	4.122	3.065	1.951
282	292	5.472	4.147	3.092	1.976
292	302	5.499	4.174	3.117	2.003
303	313	5.524	4.199	3.144	2.028

0926

C. Crooks

PIANO GESTIONE FAVI

O. G. E. F. A. ")

ALIBRI NELLEGGIATI DAL MINISTERO DELLA MARINA (Dir.
e Marina Mercantile)

M E R C I

Prezzi per tonn. in lire

Prezzi per tonn. in lit.			
	II.	III.	IV.
			1.512
	3.173	2.417	1.542
	3.279	2.478	1.573
	3.384	2.538	1.602
	3.490	2.599	1.634
	3.596	2.658	1.663
	3.702	2.718	1.690
	3.753	2.757	1.715
	3.807	2.795	1.742
	3.859	2.833	1.742
	3.909	2.833	1.767
	3.959	2.871	1.794
	3.652	2.907	1.821
	3.969	2.934	1.845
	3.932	2.961	1.872
	4.017	2.996	1.872
	4.034	2.996	1.897
	4.044	3.013	1.921
	4.058	3.038	1.951
	4.095	3.055	1.976
	4.122	3.092	2.003
	4.147	3.117	2.028
	4.174	3.144	
	4.199		

4415

4415

Distanza in miglia		M E R C I			
da	a	Prezzi per tonn. in lire			
		I.	II.	III.	IV.
314	324	5.551	4.226	3.168	2.05
325	335	5.578	4.253	3.195	2.08
336	345	5.503	4.278	3.222	2.10
346	356	5.630	4.305	3.247	2.13
357	367	5.655	4.329	3.274	2.15
368	378	5.682	4.356	3.299	2.18
379	389	5.709	4.383	3.326	2.21
390	399	5.733	4.408	3.353	2.23
400	410	5.760	4.435	3.378	2.26
411	421	5.785	4.460	3.405	2.28
422	432	5.812	4.487	3.429	2.31
433	443	5.839	4.514	3.456	2.34
444	453	5.864	4.539	3.483	2.36
454	464	5.891	4.566	3.508	2.39
465	475	5.916	4.590	3.535	2.41
476	486	5.943	4.617	3.560	2.44
487	497	5.970	4.644	3.587	2.47
498	507	5.994	4.669	3.614	2.49
508	518	6.021	4.696	3.639	2.52
519	529	6.046	4.721	3.665	2.55
530	540	6.073	4.748	3.690	2.57
541	551	6.091	4.766	3.711	2.59
552	561	6.111	4.786	3.729	2.61
562	572	6.129	4.804	3.749	2.63
573	583	6.150	4.824	3.767	2.65
584	594	6.168	4.842	3.785	2.67
595	605	6.186	4.860	3.805	2.68

2*)

M E R C I

Prezzi per tonn. in lire

I.	II.	III.	IV.
5.551	4.226	3.168	2.055
5.578	4.253	3.195	2.082
5.603	4.278	3.222	2.106
5.630	4.305	3.247	2.133
5.655	4.329	3.274	2.158
5.682	4.356	3.299	2.185
5.709	4.383	3.326	2.212
5.733	4.408	3.353	2.237
5.760	4.435	3.378	2.264
5.785	4.460	3.405	2.289
5.812	4.487	3.429	2.316
5.839	4.514	3.456	2.343
5.864	4.539	3.483	2.367
5.891	4.566	3.508	2.394
5.916	4.590	3.535	2.419
5.943	4.617	3.560	2.446
5.970	4.644	3.587	2.473
5.994	4.669	3.614	2.498
6.021	4.696	3.639	2.525
6.046	4.721	3.665	2.550
6.073	4.748	3.690	2.577
6.091	4.766	3.711	2.593
6.111	4.786	3.729	2.615
6.129	4.804	3.749	2.633
6.150	4.824	3.767	2.653
6.168	4.842	3.785	2.671
6.186	4.860	3.805	2.689

4414

Distanza in miglia		I E R I			
Da	A	Prezzi per ton. in lire			
		I.	II.	III.	IV.
605	635	5.206	4.884	3.923	2.706
616	626	5.224	4.891	3.943	2.727
627	637	5.244	4.912	3.951	2.740
638	648	5.262	4.929	3.979	2.766
649	659	5.290	4.951	3.900	2.784
650	660	5.300	4.974	3.917	2.804
670	680	5.318	4.997	3.939	2.822
681	691	5.331	5.014	3.956	2.842
692	702	5.357	5.047	3.972	2.860
703	713	5.375	5.064	3.994	2.879
714	724	5.395	5.081	4.011	2.898
725	735	5.413	5.098	4.032	2.916
736	746	5.433	5.108	4.050	2.937
747	757	5.451	5.125	4.068	2.955
758	768	5.469	5.144	4.089	2.973
769	779	5.489	5.164	4.098	2.993
780	790	5.507	5.182	4.127	3.011
791	801	5.529	5.202	4.148	3.031
802	812	5.546	5.220	4.163	3.049
813	823	5.564	5.238	4.183	3.067
824	834	5.581	5.259	4.201	3.087
835	845	5.602	5.277	4.221	3.105
846	856	5.622	5.297	4.239	3.126
857	867	5.640	5.314	4.257	3.144
868	878	5.658	5.333	4.278	3.162
879	889	5.678	5.357	4.296	3.182
890	900	5.696	5.377	4.316	3.200

31)

M E A T I

lb and per ton, in live

I.	II.	III.	IV.
2.005	4.884	3.823	2.705
2.224	4.891	3.823	2.727
2.244	4.912	3.831	2.738
2.262	4.934	3.879	2.765
2.280	4.954	3.900	2.784
2.301	4.974	3.918	2.804
2.319	4.997	3.939	2.822
2.338	5.014	3.956	2.842
2.357	5.034	3.974	2.860
2.375	5.054	3.994	2.879
2.395	5.074	4.011	2.898
2.413	5.093	4.032	2.916
2.433	5.102	4.050	2.937
2.451	5.124	4.068	2.955
2.469	5.144	4.089	2.973
2.489	5.164	4.098	2.993
2.507	5.182	4.127	3.011
2.528	5.202	4.145	3.031
2.546	5.220	4.163	3.049
2.564	5.238	4.183	3.067
2.581	5.259	4.201	3.087
2.602	5.277	4.221	3.105
2.622	5.297	4.239	3.126
2.640	5.314	4.257	3.144
2.658	5.333	4.278	3.162
2.678	5.357	4.296	3.182
2.695	5.377	4.316	3.200

4413

Distanza in miglia		M E R C I			
Da	a	Prezzi per tonn. in lire			
		I.	II.	III.	IV.
897	907	6.717	5.391	4.334	3.22
908	918	6.735	5.409	4.352	3.2
919	928	6.753	5.427	4.372	3.2
929	939	6.773	5.448	4.390	3.2
940	950	6.791	5.466	4.410	3.2
951	961	6.811	5.486	4.428	3.3
962	972	6.829	5.504	4.446	3.3
973	983	6.847	5.522	4.467	3.3
984	993	6.867	5.542	4.485	3.3
994	1004	6.885	5.560	4.505	3.3
		6.904		4.52	3.3
		6.924			3.3
11					
Napoli, 16 Dicembre 1944.					

M E R C I

Prezzi per ton. in lire

I.	II.	III.	IV.
6.717	5.391	4.334	3.220
6.735	5.409	4.352	3.238
6.753	5.427	4.372	3.256
6.773	5.448	4.390	3.275
6.791	5.466	4.410	3.294
6.811	5.486	4.428	3.313
6.829	5.504	4.446	3.333
6.847	5.522	4.467	3.351
6.857	5.542	4.485	3.371
6.885	5.560	4.505	3.389
6.904			
6.954			

4412

0933

100