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AC/21/TN6

10000/148/3413

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SHIPMENTS
JAN. 1945 - FEB. 1946

PORTS AND
WATER

5

OPENED : 4 JAN. 1945
{ CLOSED : 16 FEB. 1946

{ OPENED
{ CLOSED

16 FEB. 1946

10000 / 148 / 3413

THIS FOLDER	
CONTAINS PAPERS	
FROM	JAN - 1945
TO	Feb - 1946
CATALOGUE.	

785021

Ref

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION AND SHIPPING SUB-COMMISSION

SAR/mfg

Tel. 290
Ref. AC/24/1/Tn6

16 February 1946

SUBJECT: 1946 Phosphate Program North Africa to Italy.

TO : Col. C.W. Walton, Chief
Sub-Bureau of Supply Operations, UNRRA;

1. Present plans call for up to 500,000 tons of rock phosphate for Italy from North Africa in 1946. This should be delivered at the rate of 45,000 to 50,000 tons a month throughout 1946.

2. The present program may possibly be held up due to lack of necessary shipping which has already been bid for U.M.A., zone 3 in this area and U.M.A., London. At present two vessels, the Sfinge and the Cherca are in this trade and Mr. Williams of U.M.A., zone 3, Naples in a recent conversation with Major Iarman of Transportation Sub-Commission did not feel that the question of additional shipping should cause great concern but that such shipping could be provided. They feel additional shipping can be furnished to handle the full 50,000 tons commitments and it is understood that negotiations for the necessary ships are now under way.

STEPHEN A. REGAN
Chief, Shipping Branch

7594

AC/24

C O P Y

/gs

HEADQUARTERS ALLIED COMMISSION
INDUSTRY AND UTILITIES SUB-COMMISSION
FUELS DEPARTMENT
COAL DIVISION
APO 394

Tel :- 303

RBS/eg

Ref :- AC/CD/111/I.2.U.

22 November 1945

Subject :- Coal Discharge

To :- Acting Vice President
Economic Section

1. At the 2nd Meeting of the Import Programming and Port Reception Committee held on Tuesday the 20th November, the Chairman Mr. L.R. Smith announced the receipt of information from Washington that the December Import programme scheduled for Italy consisted of:-

72 Ships	618,000 Tons	Coal ex U.S.A.
5 "	45,000 "	" " South Africa
<u>43 "</u>	<u>365,000 "</u>	<u>Wheat ex U.S.A.</u>
Total	120 Ships 1,028,000 Tons	Coal and Wheat.

In addition there would be General Cargo vessels while negotiations were proceeding for further cargoes of wheat from the Argentine. It was not certain as to whether any of this Argentine wheat was envisaged for December Arrival.

2. Earlier this month when considering the reception of the above 77 Imported Coal ships, before committing Allied Commission it was decided to invite the interested parties to a meeting in this office for a review of Italian Port facilities. The minutes of the meeting are enclosed but at that time it was not now known to coal division that so great a number as 40 with cargoes were contemplated in addition to the above coal programme and the usual normal number of general cargo ships.

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3. So large a volume of imports arriving in any 30 day period during the winter months would certainly impose a considerable strain in normal times. During existing conditions of restricted port capacity and limited rolling stock facilities for the clearance of cargo, it would appear inevitable that congestion will occur and a number of ships are certain to sustain delays beyond the normal charter party lay-time.

4. We are not aware of the terms of affreightment for Grain and general cargo but we do know that coal laden ships have recently arrived

AC/21

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under Charter Parties, the terms of which demand 1,000 Tons per day daily discharge with demurrage at 1,700 Dollars per day and pro-rata for excess time, Sundays and Holidays excluded, as once on demurrage, charter exceptions are inoperative. Our experience is that with two exceptions Central and Southern Italian Ports cannot maintain 1,000 Tons per day offtake. The same applies to Sicily and Sardinia Ports.

5. It is envisaged that when congestion occurs, the available discharging and rail clearance facilities will be mainly centred upon those more valuable types of cargo, i.e. wheat (perishable) and Generals. The lack of, and at many ports, the total absence of secure and covered storage space will impose so severe a strain upon rolling stock facilities that in turn, coal discharging will probably be slowed down.

6. Should Charter Party terms as set out above be applicable such circumstances would be extremely onerous. A delay to 25% of Liberty size coal ships for one week would involve a liability of over 200,000 Dollars.

7. War Shipping Administration and Ministry of War Transport representatives have in the past contended that the responsibility for quick discharge and the cost of the operation is a responsibility entirely for the Italian Authorities under the terms of the Armistice.

8. Should this be the case and such Armistice terms cancelled in the very near future it would appear to leave in some doubt as to where the responsibility for demurrage rests, and from whom it should be collected for immediate reimbursement to Shipowners choosing to enforce their rights. It is inconceivable that W.S.A. or M.O.W.T. would ever take precipitous action by enforcing a lien on cargo for exceeding the Charter Party laydays, but with vessels of independent ownership, there may be the enforcement of the full legal rights to avoid prejudicing the claim later submitted for demurrage.

9. With a view to later receiving the fullest cooperation for the maximum coal discharge, yesterday Dr. Mastrocchio of the Italian Central Coal office was requested to see us. His long experience of coal loading and discharge at the principal U.S.A. and European Ports enabled him to readily appreciate the necessity for what might be formulated in advance to

slowed down.

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9. With a view to later receiving the fullest cooperation for the maximum coal discharge, yesterday Dr. Mastrocchio of the Italian Central Coal office was requested to see us. His long experience of coal loading and discharge at the principal U.S.A. and European Ports enabled him to readily appreciate the necessity for an immediate review of what might be formulated in advance to accelerate discharging. He recognised that the utmost effort should be instituted and it has been stressed to him that all lighterage craft and storage facilities should be used to relieve the strain imposed upon locomotives and rolling stock.

10. Dr. Mastrocchio states he has summoned his colleagues and principals from the various departments concerned for an early meeting so that preparations can be made well in advance and in the hope that be careful planning, severe disorganisation later can be avoided or substantially minimised.

./.

11. During these discussions with him the possibility of demurrage claims arising was not mentioned, as it was felt that this is a subject for later consideration, when the policy to be followed would be in accordance with your directive.

H.M. WALKER
Colonel
Coal Division

Copy to 1- Transportation Sub-Commission

1 Incl :-
as per para 2 above.

HEADQUARTERS ALLIED COMMISSION

APO 394

INDUSTRY DEPARTMENT

MGP/ala

Tel. 489081 - Ext. 391

16 November 1945

Ref. AC/5461/IND

SUBJECT : Distribution of Manganese Ore.

TO : Ministry of Industry and Commerce
Dir. Gen. Industrie e Miniere (III Div.)
(Attn.: Dr. Padellaro)

1. In response to a request for a distribution plan for manganese ore, we received on 4 October 45 from the Allied Commission, Industry Sub-Commission, Milan, a plan that has been obtained from the "Comitato Siderurgico" (Ing. Lambertini).
2. This plan provided that if part of this ore should be allotted to Southern Italy, Ilva Ragnoli, the quantities scheduled for North Italy should be reduced in proportion.
3. U.S.C.O. submitted a distribution plan for manganese ore for Southern Italy scheduling 700 tons for Ilva Ragnoli.
4. These two plans were combined into a recommended distribution plan for total Italy which was sent to you on 10 October 1945.
5. In response to this you submitted your letter of 6 November 45 with the plan originated in NUSI and carrying your approval. On Friday in a conference in your office, it was pointed out by Conte Manna, Head of the U.S.C.O. and Dr. M. Signora that 700 tons of manganese ore should be allotted to Ilva Ragnoli. It was also pointed out that 300 tons were unjustifiably allotted to Soc. Cerretti-Villadossola who are not in a position to convert this material into ferro-manganese, as they have no electric power available.
6. We are writing this letter to confirm the results of this meeting to the effect that the following distribution be made :

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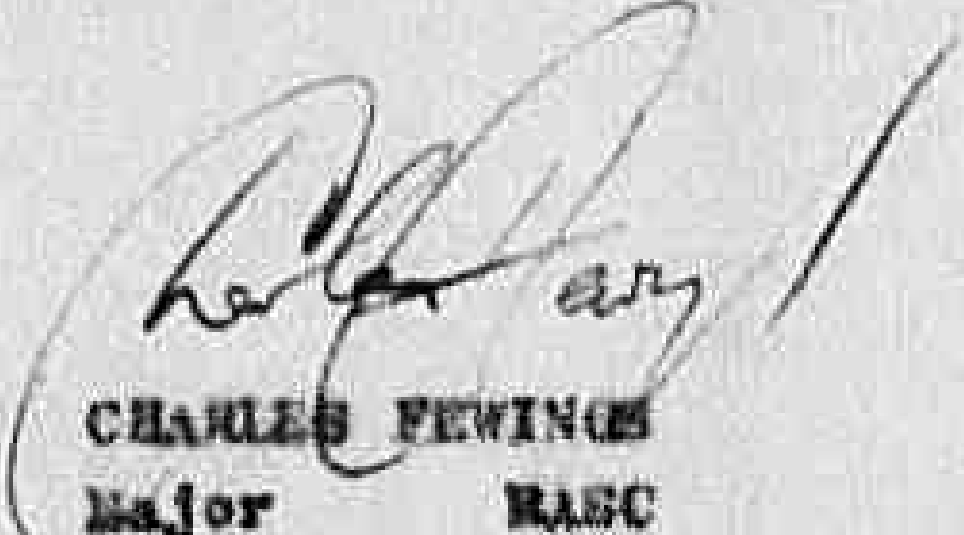
1st Ship	1,300	tons to S.A. Ilva Barfo
	1,200	" " Soc. Fratelli Galtarossa - Milan
	820	" " S.A. Acciaierie e Ferriere Falck Sesto S. Giovanni
2nd Ship	700	tons to Soc. Ilva Bagnoli
	1,350	" " Acciaierie Falck - Sesto S. Giovanni
	800	" " Soc. Carlo Tassara - Breno
	245	" " Cogné - Aosta
	300	" " Fratelli Galtarossa - Domodossola

The actual weight on shipboard to be adjusted proportionally to the above.

7. We further confirm that the Ministry will write a letter to I.C.E. authorizing the above distribution after receipt of a letter, signal or phone call from C.A.I. in North Italy confirming the above.

Copy to :

Transportation S/C
(Attn.: Port & Wharves
Div. - Mr. Crooks)
~~Northern Reg. - Industry S/C~~
(Attn.: Dr. Signara)


CHARLES FEWINGS
Major RASC
Chief,
Industry Department.

7569

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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/21/3/Tn6

CCC/mvm
10 November 1945

SUBJECT: Shipments to Vienna from Italy
TO : Communications Sub Commission

1. Reference your letter G.251.47.CB of 8 November, on the above subject.

2. Sorveglianza Societa, Via Regina Elena #36, Rome, represented by Sgr. Bruno Aonzo, advises us that they are in a position to forward shipments of food from Trieste to Vienna.

3. This is a world-wide Swiss organization with offices in New York, known as Superintendents Ltd., and they would probably be in a position to handle the shipments straight through from the United States.

CHARLES C. CHOOKS, Chief
Ports & Warehouse Division

Copy to:
Major Larazan, Shipping Branch

Sorveglianza Societa
Via Regina Elena #36
Rome

7568

HEADQUARTERS ALLIED COMMISSION
APO 394
Communications Sub-Commission

HHS/cg

G.251.47.CS

8th November 1945

Subject : Shipments to Vienna from Italy
To : Transportation Sub-Commission

1. A firm in the U.S.A. is desirous of shipping to their American employees now resident in Italy and Vienna certain foodstuffs.

2. Authority to make such shipments has been obtained from F.E.A. and, as far as handling shipments to Italy, no difficulty is foreseen. However, with respect to shipments to Vienna, the situation is not all clear and it has been suggested that shipment be made from U.S.A. to an Italian port if onward shipment to Vienna can be arranged.

3. The quantity involved would not exceed 1000 lbs in any one shipment and not more than one shipment a month is expected. It would be appreciated if information could be supplied as to availability of means for handling such shipments and estimate transit time Italy - Vienna.

H.H. Scudder
H.H. SCUDDER
Colonel, Sigs.C.,
Director

Lowell
Longo
481122

7567

Tel. 534

HEADQUARTERS ALLIED COMMISSION

MPL/lr

APO 394

Transportation Sub-Commission

AQ/655/126/Tn.3

26 October 1945

SUBJECT : Anticipated arrivals of Nitrogen fertilizers
from Chile.

TO : War Shipping Administration - ROME

1. Reference attached copy of COM 243.
2. This signal notifies the shipment from Chile of
8000 tons of ammonium nitrate
54000 tons of nitrate of soda
Total 62000 tons

Shipping is proposed as follows : -

- 1 ship in October
 - 2 ships in December
 - 1 ship in January
 - 1 ship in February
 - balance in April
3. It is presumed Agriculture Sub-Commission will make the necessary bids for port capacities. The next meeting of Import Programming and Port Reception Committee will be held in Rome on 1 Nov. to consider December acceptances.
 4. Movements Div. (Rail Br.) will have to ensure ample supplies of wagons to clear cargo as 1000 tons of nitrates were lost in Naples this year, due to a fire when cargo was backpiled in the port.
 5. As it is essential for easy handling in the ports to know if cargoes are bulk or bagged, it is suggested WSA should signal Washington asking them to include this information in sailing advices. It is especially important to have this information in advance.

For the Director :

M.P. LARAMAN
M.P. LARAMAN
Major, R.E.

Copy to : Port & Wharves D.

Agriculture S/C - Mov. Div. (Rail Br.)

AC/21

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COPY

INCOMING MESSAGE

Originator's Reference : 13356 Message Centre No. : G/1156
Date/Time of Origin : OCT 160158Z Date Time Rec'd : OCT 161500
Precedence : ROUTINE

FROM : WAR FROM CCS CITE CCAC
TO : ALLIED COMMISSION FOR ACTION FOR CLAC RPTD INFORMATION
AFHQ FOR FHGE3 AND UK BASE SECTION FOR CABINET SECRETARIAT
UNCLASSIFIED.

This is COM 243. Refer MOCs 301,321,264.

Ammonium nitrate.

1. Subject to expected approval by fertilizer committee of CFB of allocation 8000 tons of N (ammonium nitrate), shipments ex UNITED STATES expected to start in November and entire amount moved by end of February.

2. 54,000S/T nitrate of soda (8,700 tons of N) in procurement ex CHILE for delivery one ship October, 2 December, 1 January, 1 February and 1 ship April against CLAC I-217.

3. Refer paragraph 1 MOC 321, please answer COM 221.

DIST

ACTION : REQ BR 5
INFO : CHIEF COMMISSIONER
EX COMMISSIONER 2
CC TO BR EMB
CA TO US EMB
ECON SEC
FINANCE
FILE 2
FLOAT

RBDistribution
Info - Industry S/C
Action - Agriculture S/C
Info - I.C.E. (Liaison)
C.I.R. (Liaison)
File - CLAC-217

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HEADQUARTERS ALLIED COMMISSY
APO 364
INDUSTRY SUB-COMMISSION

Tel: Ext. 543
Ref. AG/5616/IND

VD/CP/hob
29 June 1945

SUBJECT: Phosphate Rock Shipments

TO : AC Port Liaison Officer, Pionbino

1. Further to our letter AG/5616/IND, dated 7 June 1945, and reference letter AG/558/78/IN 3, dated 26 June 1945 from Transportation S/C, copy to you.

2. It is noted that the SS "PORJUS" has been substituted for the "EMPIRE DON" on her second trip.

3. The total amount of phosphate rock delivered to Pionbino after this last shipment has taken place will be as follows:

per Empire Don	3,250 tons
" Alryesford	3,400 "
" Porjus	2,550 "
	<u>9,150</u> "

(*Plus 1,700 to be discharged at Civitavecchia.)

This is an increase of 1,850 tons over the 8,200 as per para 3 of our a/c letter.

4. The final distribution to be given to this material should be the following:

Tonnage	Consignee	Destination
2,500	a) Montecatini	Orbetello (Grosseto)
1,850	b) Parri & Montipagani	Napoli (Florence)
1,550	c) Etruria Co.	Compiobbi (Florence)
1,550	d) Ausonia Co.	San Donnino (Florence)
1,730	e) Puccioni	Prato (Florence)
<u>9,180</u>		

5. Supplementary railroad transportation bids have been placed according to this final distribution.

6. We greatly appreciate your assistance in this connection.

By Command of Rear Admiral STONE:

Copy to: Economic Section
Transportation S/C (Attn: Capt. Hoyle)
" " (Rail Branch)
" " (Ports & Hse. Div.)
Commodore S/C
Agriculture S/C
AFMO, C-4 (Rev. & Tr); AFMO, C-5
File 5507

V. DORNOVICH, Chemical Engineer
E. J. HARKNEY, Lt. Col.
Acting Director
Industry Sub-Commission

7564

ac/29/Tab

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

RH/mdp

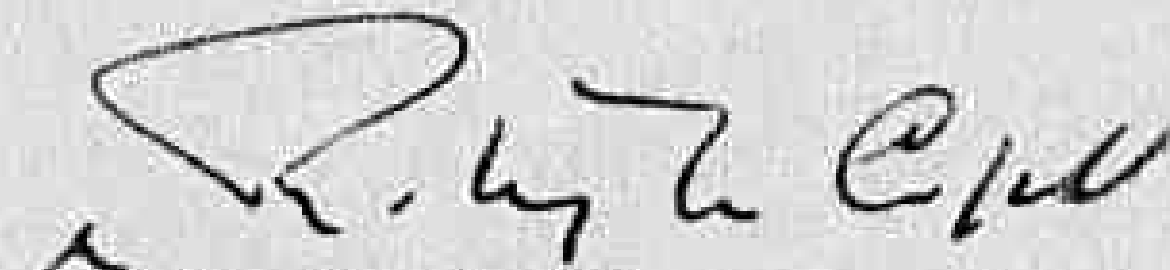
Ref. : AC/655/78/Tn 3 26 June 1945

SUBJECT : Importation of Phosphate Rock.

TO : Industry Sub-Commission.

1. Reference our letter AC/655/247/Tn 3 dated 5 June '45.
2. It is confirmed that the s.s. "PORJUS" is substituted for the "EMPIRE DON" on her second trip.
3. The "PORJUS" is due Sfax about the 28th June, and will lift about 4,500 tons of phosphate for discharge Civitavecchia and Piombino.
4. The nomination of this vessel will now make the required tonnage of 24,000 tons of phosphate lifted.

For the Director :


G.B. GODFREY,
Major I.E.

Copy to : Port & Warehouse Division ✓
A.C. Port Liaison Officer Piombino.
Commerce Sub-Commission
Mr. Gabriel Attaché Commercial auprès
de l'Ambassade de France. Piazza
Farnese, 57 Rome.

7563

ac/78/Tn 6

785021

Tel. 489081, Ext. 543

VD/TP/hh

Ref. AC/5616/IND

20 June 1945

SUBJECT : Sea Movement of Phosphate Rock.

TO : Transportation Sub-Commission
(Attention: Capt. Hoyle)

FROM : Industry Sub-Commission

1. Ref. your letter AC/655/247/Tn 3 dated 5th instant and conversation Capt. Hoyle - Mr. Piscicelli.

2. We appreciate your assistance in the diversion of the SS "CANTAREIT" from Licata (as scheduled in your a/q letter) to Milazzo. As the Milazzo Factory is running short of stock the earliest possible discharge is required.

3. Should the "OMEGA" not be substituted for the "EMPIRE DON" on its second voyage and should the "CANTAREIT" consequently be nominated for a second trip, we would agree on its discharging at Piombino.

J. T. Wright

J. T. WRIGHT, Capt.

Copy to : -

Economic Section
(Attn.: Production Div. -
Brig. D. L. Anderson)

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

Economic Section
(Attn.: Supply Div. -
Col. C. W. Walton)

Economic Section (Attn.: Requisition Branch
Col. E. C. Quartier)

Transportation S/C (Attn.: Rail Branch)

Transportation S/C (Attn.: Mr. Bazzanella)

Commerce S/C (Attn.: Foreign Trade Sec - Maj. F. R. Green)

Agriculture S/C (Attn.: Mr. F. V. Burcalow)

File 5557

7562

Transp. etc. - P. + when dis.

HEADQUARTERS ALLIED COMMISSION

AFS 394

INDUSTRY SUB-COMMISSION

VD/CF/ag

Tel. 343

7 June 1945

Ref. AC/5816/INN.

SUBJECT : Phosphate Rock Shipments.

TO : A.C. Port Liaison Officer, Pionbino.

1. Reference letter AC/585/247/Tn.3 dated 5 June 1945 from Transportation Sub-Commission, copy to you.

2. The quantity of Phosphate Rock originally bid for by this Office for discharge at Leghorn (now substituted by Pionbino as per para 3 of a/q letter), was 8,500 tons, to which add 2,800 tons originally requested for discharge at Pionbino. This was to be distributed as follows :

TONNAGE	CONSIGNEE	DESTINATION
2,800	a) Montecatini	Orbetello
1,500	b) Farri & Montepagani	Empoli (Florence)
1,500	c) Etruria Company	Compiobbi (Florence)
1,500	d) Ausonia Company	San Donato (Florence)
2,000	e) Puccioni	Castellina in Chianti (Florence)
8,500		

3. If Transportation Sub-Commission's figures as per above letter remain firm, the amount delivered at Pionbino will be 8,500 tons (2,800 + 2,400 + 1,550), which should be distributed as follows :

TONNAGE	CONSIGNEE	DESTINATION
2,800	a) Montecatini	Orbetello
1,545	b) Farri & Montepagani	Empoli (Florence)
1,545	c) Etruria Company	Compiobbi (Florence)
1,545	d) Ausonia Company	San Donato (Florence)
1,610	e) Puccioni	Castellina in Chianti (Florence)
8,500		

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4. Should instead changes be effected as per para 5 of Transportation Sub-Commission's letter, any tonnage delivered over those stated in our para 3 above should be distributed proportionally between consignees b) to c), in accordance with para 2 above.

5. All transportation bids have been placed according to para 3 above. Your assistance in supervising the distribution will be appreciated.

6. Kindly notify to this Office all action taken re this matter.

For the Chief Commissioner :

W. J. MACKREY

Copy to :

Economic Section.

Transportation S/C (Attn.: Capt. Hoyle)

" " (" : Rail Branch)

" " (" : Ports & Wharves Div) ✓

File 3457.

Commerce S/C.

Agriculture S/C.

R.C. Toscana Region (Attn.: E. & S. Div)

AFHQ G-4 Section (Attn.: Mov. & Tr.)

AFHQ G-5 Section.

W. J. MACKREY

Lt. Colonel,

Acting Director,

Industry Sub-Commission.

Tele : 543

HEADQUARTERS ALLIED COMMISSION

RH/PD

APO 394

Transportation Sub-Commission

Our ref.: AC/635/247/Tn 3

5 June 1945

SUBJECT : Immediate Importation of
Phosphate Rock

TO : Industry Sub-Comm. (2)

1. Ref your letter AC/3616/IND dated 30 May.

2. Shipping to meet your requirements has been set up
as follows

<u>Port of Discharge</u>	<u>Ship</u>	<u>Approx Tonnage</u>	<u>Estimated time of arrival at Sfax</u>
Piombino	Empire Don	3250	7 June
Piombino	Alyresford	3400	13 "
Piombino	Empire Don (1)	1500	25 "
Civitavecchia	Empire Don	1700	25 "
Ancona	Edera	6800	15 "
Brindisi	Katinjo		
	Hadjipatiras	5000	12 "
Licata	Cantakeit	1450	?
		<u>23150</u>	

3. Owing to Military Re-deployment programme no ships can
be accepted at Leghorn and your Leghorn tonnage is being put
through Piombino.

4. Consignees agents at the various ports should be given
disposal instructions and rail bids placed accordingly.

5. To lift the required tonnage of 24,100 tons the
1359

1. Ref your letter AC/3616/IND dated 30 May.
2. Shipping to meet your requirements has been set up as follows

<u>Port of Discharge</u>	<u>Ship</u>	<u>Approx Tonnage</u>	<u>Estimated time of arrival at Sfax</u>
Piombino	Empire Don	3250	7 June
Piombino	Alyresford	3400	13 "
Piombino	Empire Don (1)	1500	25 "
Civitavecchia	Empire Don	1700	25 "
Ancona	Edera	6800	13 "
Brindisi	Katinjo		
	Hadjipatiras	5000	12 "
Licata	Cantakeit	1450	?
		<u>23150</u>	

3. Owing to Military Re-deployment programme no ships can be accepted at Leghorn and your Leghorn tonnage is being put through Piombino.

4. Consignees agents at the various ports should be given disposal instructions and rail bids placed accordingly.

5. To lift the required tonnage of 24,100 tons the Omega may be substituted for the Empire Don on its second voyage or the Cantakeit might be nominated for a second voyage for Licata if it completes its first voyage sufficiently early.

For the Director:

[Signature]
 G. B. GODFREY,
 Major, I.E.

(1) May be substituted by Omega - 5800 tons

(over)

2870 - acf/1/pub

Copy to : Economic Section
 Ports & Whse Div
 Movements Rail
 " Road
 Commerce Sub-Comm.
 Agriculture Sub-Comm.
 M. Gabriel,
 Attaché Commercial auprès
 de l'Ambassade de France
 Piazza Farnese 57 Roma
 Ministry of Marine, Rome
 ANS Toscana Region
 A.C. Port Liaison Officer Piombino
 " " " Ancona
 " " " Brindisi
 G-4 Mov & Tn AFHQ (2)
 G-5 Section AFHQ (2)
 Medbo Schooner Control Naples
 M.W.T. Rome
 W.S.A. Rome

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Transp. St.
HEADQUARTERS ALLIED COMMISSION
APO 304
INDUSTRY SUB-COMMISSION

Mr. Baygall
VD/CP/eg

Tel. 540

30 May 1945

Ref. AC/5618/IND.

SUBJECT : Immediate Importation of Phosphate Rock.

TO : Transportation Sub-Commission.
(Attn.: Colonel Sieff)

1. Further to our letter AC/5618/IND. dated 18 inst.

2. A final agreement has been reached between the various interested Italian parties, the outcome being the following distribution schedule which is to be considered as the present and most up-to-date working plan:

DISCHARGE PORT	TONNAGE (M. TONS)	CONSIGNEE	LOCATION OF PLANT
Laghorn	1,500	Parri e Montepagani	Empoli (Florence)
"	1,500	"Struria" Coy.	Compiobbi (Florence)
"	1,500	"Ausonia" Coy.	San Donnino (Florence)
"	2,000 (1)	Puccioni	Castellina in Chianti (Florence)
Porto S. Stefano or Piombino	2,800	Montecatini	Orbetello (Grosseto)
Civitavecchia	1,700	B.P.D. Coy.	Colloferro (Frosinone)
Licata	2,100	Montecatini	Licata (Sicily)
Brindisi	5,000	"	Brindisi
Ancona	3,000 (2)	"	Porto Recanati (Ancona)
"	3,000 (2)	Federazione Italiana Consorzi Agrari	Porto Sant'Elpidio (Macerata)
	<u>21,100</u>		

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cc/29/726

NOTES:

(1) As RR connections with Castellina in Chianti are not yet reactivated, this amount should be moved by rail from Leghorn to Prato, where another factory belonging to Puccini exists. At the latter place the Phosphate Rock would be stocked, pending availability of road transport to Castellina in Chianti.

(2) As RR connections between Arezzo and the two factories listed are temporarily interrupted, it is suggested that these two movements be effected toward the end of June, when the railway is likely to have been repaired.

3. It is stressed that the above amounts of Phosphate Rock are to be lifted from the North African stocks before the 30 June next, after which date any outstanding balance may perhaps be cancelled.

4. This schedule supersedes all previous ones.

[19] W. J. MASKREY

Copy to :

Economic Section

(Attn.: Production Division -
Brig. D.L. Andersen)

Economic Section

(Attn.: Supply Division - Brig.
Gen. E.B. McKinley)

Economic Section

(Attn.: Requisitions Branch -
Col. E.C. Guartier)

Transportation S/C (Attn.: Capt. Hoyle) (2)

" " (Attn.: Rail Branch)

" " (Attn.: Mr. Barnasella)

Commerce S/C (Attn.: Foreign Trade Sect. -
Maj. E.B. Green)

Agriculture S/C (Attn.: Mr. F.W. Burselow)
File 5557.

W. J. MASKREY

Lt. Colonel,

Acting Director,

Industry Sub-Commission.

Tele : 454

HEADQUARTERS ALLIED COMMISSION

AMMOC/rd

APC 394

Transportation Sub-Commission

Our ref.: AC/504/37/In 3

26 May 1945

SUBJECT : Shipments from Sicily and Sardinia

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

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

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

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

enclosed is acknowledged of your letter No 414 dated

1. 27 April '45.
Recd

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

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For the Director:

W. S. 17656

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

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

act, Feb

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

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

RMB:mvv
19 May 1945

SUBJECT: Shipments from Sicily and Sardinia
TO : Col. M. J. Sieff, Chief
Movements Division

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

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Attachment as stated above.

7555

ASSOCIAZIONE NAZIONALE SPEDIZIONIERI
Via del Bufalo 133
Rome

1)

Ref: 414

Rome, 27/4/1945

To: M.S/C. Ports & Whse Div.-Rome
Subject: Shipments from Sicily and Sardinia.

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

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

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

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

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

It is also an economic loss to let sail a ship with available space which is not used and therefore also for this service, it would be necessary that the Sub-Commission should...

785021

Sicily and Sardinia to Civitavecchia and wants to call your attention to the fact that, in nearly all cases, steamers which are available to ship citrus fruits and wines from Sicily and cattle from Sardinia, are sailing with still sufficient space on board, which could be easily used in loading various commodities and products which are not frozen.

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

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

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It is also an economic loss to let sail a ship with available space which is not used and therefore also for this service, it would be necessary that the Sub-Commission should authorize shipments of goods on the ship operating the local service from Cagliari 334

Civitavecchia.

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

Best regards
The President
(sga. Doct. B.D'Amore)

785021

300/000

INTER OFFICE MEMO

Our Ref. : AC/897/216/TM3

16 May 1949

SUBJECT : Salt for North Italy

TO : Food Sub-Commission

1. Receipt is acknowledged of your letter 70-19/24/TM3 and 70-19/25/TM3 dated 8 May.

2. Providing you submit firm bids there should be no difficulty in carrying out your salt programme starting in the latter part of June, in so far as movement by sea to the ports is concerned. The rail picture is not yet clear, but full information will be available during the next few days when you will be informed when the salt can be distributed throughout the provinces.

3. The following is a list of ports and the provinces they will serve.

Port

Venice or Trieste

Provinces served

- Venezia Tridentina - Bolzano
- Trento
- Belluno
- Tadova
- Novigo
- Cremona
- Udine
- Venezia
- Verona
- Vicenza

Trieste

Venezia Giulia - Fiume
Gorizia

1. Receipt is acknowledged of your letter dated 10/12/44 and 70-10/23/44 dated 0 Day.

2. Providing you submit firm bids there should be no difficulty in carrying out your salt programme starting in the latter part of June, in so far as movement by sea to the ports is concerned. The rail picture is not yet clear, but full information will be available during the next few days when you will be informed when the salt can be distributed throughout the provinces.

3. The following is a list of ports and the provinces they will serve.

Port	Provinces served
Venice or Trieste	Venezia Tridentina - Bolzano Trento Verona Belluno Padova Treviso Vicenza Verona Venezia
Trieste	Venezia Trieste - Gorizia Gorizia Pola Trieste
Genoa	Liguria - Alessandria Asti Asti Cuneo Novara Verona Verona

9/15/46

Liguria Region - Genoa
Imperia
La Spezia
Novara

Lombardy Region - Top 10 cities

Torino	1
Milano	2
Monza	3
Como	4
Brescia	5
Lecco	6
Verona	7
Padova	8
Cremona	9
Varese	10

4. Ball bats are banned in all these leagues.

For the Master:

W. I. Rogers
March 11, 1870
Prof. A. S.

copy to : Rail Branch
 HQ. A.M.C. 5th Army H & S
 Regional Commission, Liguria Region H & S
 " " " " " " H & S
 " " " " " " H & S
 HQ. 17th Army Group
 Two District
 Ports & Warehouse Division.

ADMCOO/mdp

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Ref. : AG/657/202/Tn 3

23 April 1945

SUBJECT : Salt.

TO : Food Sub-Commission.

1. Receipt of your 70-13/115/Food dated 11 April is acknowledged.

2. The matter has been taken up with Dr. Sarcella of the Tirrenia Navigation Coy. who has agreed that they will accept ~~loaded~~ one quintal sacks of Salt on the s.s. "ABBZIA".

For the Director :

Arthur Chace
A.E. McCLURE *Major RA*
Major R.A.

Copy to : Port & Warehouse Division. ✓
Medbo Schooner Control Board.
Senior Transportation Officer, Naples.

7551

Filed ref 29/4/45

INTER OFFICE MEMO

KJC/a.

Tel : 466

13 April 1945

Ref : 92-1/54/FOOD

SUBJECT : Wine

TO : HQ. A.C. Commerce Sub-Commission

1. We quote below from a report supplied by Ports and Warehouse Div. Transportation S/C.

" There is plenty of wine for export (from Sicily) and there are sufficient barrels, but there is no wax for caulking, and for lining the barrels, as is the custom in Sicily. "

2. Above is for your information.

for *W.J. Legg*
W.J. LEGG
Colonel
Director, Food Sub-Commission

Copy for Info to:
Hq.AC Transportation S/C

7550

see 24-726

785021

The Books

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HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRY SUB-COMMISSION

EERZ/hh

Tel. 478313

13 April 1945

Ref. AO/5616/IND.

SUBJECT : Textile Machinery -
Shipment to Naples.

TO : Regional Commissioner,
Naples Commune, C.M.F.

1. Please note that 14 cases of Textile Machinery marked No. 1 to 14 inclusive have been shipped by rail from Livorno to Gruppo Lanario Sardo c/o Regional Commissioner Naples, by ANG Toscana Region.

2. AC Traffic Label 28102.

3. A representative of the a/n firm will make arrangements for its transshipment to Sardinia up to its arrival in Naples.

By command of Rear Admiral STONE:
(signed)

W. J. MASKREY, LT. COL.

for W. S. VAUGHAN

Director,

Industry Sub-Commission

Copy to : -

Sig. Tartaglia, Gruppo Lanario Sardo

Via XX Settembre, Roma (for action
under para 3 please)

File 5690.

7549

1689

HH/ndp

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Our ref. : AC/610/137/Tn 3

9 April 1945

SUBJECT : Shipments on the ABBAZIA
Torre Annunziata to Cagliari.

TO : Tirrenia Shipping Coy.
S. Maria in Portico, 58. Naples.

1. You are authorized to receive applications and effect shipments of goods on the "Abbazia" between Torre Annunziata and Cagliari without any applications being screened by Allied Commission or Redbo Schooner Control.
2. If at any time applications for tonnage should exceed tonnage lift available, the matter will be referred to this HQ. when priorities will be issued.
3. It is understood that small parcels for shipment up to 20 tons can be consigned to you at Torre Annunziata. Please advise us your correct address at Torre Annunziata for consigning parcels by both road and rail.

For the Chief Commissioner :

J. B. Thomas
J. B. THOMAS, Colonel
Deputy Director.

Copy to : Redbo Schooner Control, Naples. (Attn. Mr. Crooke)
O.4 (Mov. & Tn) A.F.H.C.
Ports and Warehouse Division.
Movements Division (Road)
" " (Rail)

C
O
F
Y

INTER OFFICE MEMO

KJC/al

SECRET

2 April 1945

Tel: 466

Ref: 92-2/157/FOOD

SUBJECT: Salt

FROM : Food Sub-Commission

TO : Transportation Sub-Commission, HQ. AC

1. We have been asked by SHAEF whether it would be possible to export about 10,000 tons salt per month to the Allied Armies in France. With our other potential and actual commitments for Italy and elsewhere a movement of about 33,000 tons of salt per month might be required.

2. We have asked the Monopoli del Stato to prepare a plan for the movement of the above quantity per month. Enclosed is a translation of their preliminary report. The Monopoly will not be able to make a definite commitment until the Director of their Cagliari works arrives in Rome.

3. We have enclosed the Monopoly's report to enable you to study it. When the Cagliari Director of the Monopoly is in Rome we will ask you to assist us in exploring the practicality of assuming obligations involving the movement of 33,000 tons of Italian salt per month.

/s/ W. J. Legg

W. J. LEGG
Colonel
Director, Food Sub-Commission

Copy to:

File 70-19/FOOD

SECRET

1347

NOTE TO THE GENERAL DIRECTOR OF MONOPOLI DI STATO

Subject: Loading of ships with 33,000 tons of sea salt per month.

The only salt mines capable of producing the salt required for the a.m. loading are those of Margherita di Savoia and Cagliari. In reference to the question asked by you, i.e. how and where can we load 33,000 tons of salt per month, we inform you:

In the first place the loading of salt via sea at saltmine Margherita di Savoia is effected in the bay, with the plant's fittings. There is one drawback, when the sea gets rough, the ship must take refuge in Barletta port, and the loading is delayed until the sea grows calm again.

Some years ago, to reduce delays, the system of transporting salt by land to Barletta quay was adopted, and stocks were built up there, with which ships were loaded. This system is more expensive, and requires a more powerful organization, with the cooperation of State railways, which it is not always possible to obtain in full, as would be necessary to obtain a good result.

It would be convenient to adopt a mixed solution to obtain the greatest economy without slowing down loading operations, and for a continuous and regular work.

Precisely, it could be advisable to transport salt by rail to Barletta quay, so as to always have a stock there.

The ship would be normally loaded in the bay, and when a rough sea would prevent operation, it would take refuge in Barletta port where the operation could continue until it would be possible to work in the bay, by using the stocks.

Saltmine Margherita di Savoia can load about 15,000 T. a month, but, with the first system it can be obliged to reduce this figure, on account of rough sea, with the second system it may be handicapped by necessities of railway services at the moment of loading, with the third system instead, it is probable that the loading can be effected exclusively in the bay, and if this were prevented by rough sea, Barletta stocks can be used, which are made by using railway, but beforehand, and with elasticity when necessary.

The complete informations, one must keep in mind that ship crews, having the choice between loading in the bay or in port, prefer loading in port, and often create difficulties, not to work in the bay. There would be an advantage in giving out prizes to crews operating in the bay, as they would work better, and this service would be facilitated, which is more convenient for Monopoli's Administration.

To come up to the load of 33,000 T. salt from Cagliari saltmine, 18,000 T. per month should be loaded as well as Margherita di Savoia saltmine's salt.

Cagliari saltmines when working to full capacity, could load up to 1000 T. per day. Actually, we don't know if it can manage this figure with the means at its disposal.

The Director of the saltmine, invited to come to Rome, can ~~inform~~ inform if that plant can load the 15,000 T. per month, but if it were impossible, the load could be completed with salt from Conti-Vecchi saltmine, which is near that port.

For CAPOSERVIZIO III

Translated by D. Del Turco 31/3/45

CONFIDENTIAL

HEADQUARTERS ALLIED COMMISSION
A.P.O. 394
FOOD SUB-COMMISSION

KTC/s1

Tel: 466

24 March 45

Ref: 51-7196 /FOOD

SUBJECT: Water Shipments non-rationed foods

TO : High Commissioner for Food
(Attn: Sig. MURETTO)

1. Refer to our letter of 17 March advising you of the S/S BONZO.
2. We have now been advised that the BONZO will not be able to load. Other ships will be put in to Brindisi for the wine as quickly as possible.
3. Above confirms conversation of 24 March with Sig. Muretto.

W. J. LEO

W. J. LEO
Colonel
Director, Food Sub-Commission

Copy to:

Hq. AD Transportation Sub-Commission

CONFIDENTIAL

7545

cc/rt/kab

CONFIDENTIAL

HEADQUARTERS ALLIED COMMISSION
A.P.O. 394
FOOD SUB-COMMISSION

KTC/al

Tel: 466

24 March 1945

Ref: 51-4/98 /FOOD

SUBJECT: Water Shipments of non-rationed foods

TO : High Commissioner for food
(Attn: Sig. Muretto)

1. Confirming conversation of 24 March with Sig. Muretto, the following ship has been made available to you,

Name of Ship..... MOTIA

Loading Port..... Brindisi

Estimated date ready
to load..... Shortly (2 April)

Cargo to be loaded..... Wine

Approximate capacity..... 1500 tons

Port of destination..... Civitavecchia

2. Please advise at once those who will load the ship.

W. J. L...
W. J. L...

Colonel

Director, Food Sub-Commission

Copy to:

Hq. AC TA S/O

7544

CONFIDENTIAL

785021

CONFIDENTIAL

HEADQUARTERS ALLIED COMMISSION
A.P.O. 394
FOOD SUB-COMMISSION

KJC/s1

Tel: 466

24 March 45

Ref: 51-7/89 /FOOD

SUBJECT: Water Shipments of non-rationed foods

TO : High Commissioner for Food
(Attn: Sig. MURETTO)

1. Confirming conversation 23/3/45 with Sig. Murette
the following ship has been made available to you;

Name of Ship	: OMEGA
Loading Port	: Gallipoli
Estimated Date Ready For Loading:	28 31 March 45
Cargo to Be Loaded	: Wine
Approximate Capacity	: 4,000 tons
Port of Destination	: Civitavecchia

2. Please see that those who will load the ship are
notified at once.

3. Please confirm to this office that you will be
able to load this ship.

W. J. LEO
W. J. LEO
Colonel

Director, Food Sub-Commission

COPY to:

Hq. AC TO S/C

7543

CONFIDENTIAL

785021

HEADQUARTERS ALLIED COMMISSION

APO 394

COMMERCE SUB-COMMISSION

Foreign Trade Division

Tels : 478900
478467
489081 Ext. 611

AHB/mdv

Ref. AC/5065/2/Commerce

6 March 1945

SUBJECT : Bauxite

TO : Istituto Nazionale per il Commercio Estero
Via Torino 107, Roma

1. We refer to your letter No. 3944 of 6 Feb. 45.
2. Please let us know the analysis of the Bauxite offered and the price for 40,000 tons.
3. The question of providing transport to the port of shipment will be considered if the price is acceptable.

For the Chief Commissioner:

Major H. A. GENT

for W. P. EVANS

Colonel,

Director

Commerce Sub-Commission

Copy to : Industry S/C
Transportation S/C

7542

785021

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

R.H./um

5 March '40

AC/600/172/TR 3

SUBJECT: Phosphates

TO : Industry Sub-Commission.

1. With the bids accepted at the P.O.M. held 3 March the following tonnages are now outstanding for shipment to the end of April. Those already set up are not included in these tonnages.

Grotone	2,000 tons
Licata	2,000 "
Cagliari	800 "
Milazzo	1,700 "
Palermo	2,300 "
Piombino	2,800 "
Portici or Salerno	1,000 "
Porto Sperdole	1,800 "
Civitavecchia	800 "
	18,000 "

2. In order to bring the above figures in line with your latest schedule it is proposed bidding at the next P.O.M. for Catania 1,500 tons and Cagliari 1,000 tons for April deliveries.

3. If you require additional quantities please advise this Sub-Commission by 7th March.

H. Merritt H. Taylor
HERRITT H. TAYLOR
Director

Copy to: (Rev & Tm) AFHQ
Montecatini Co. Via Calandra 13, Rome

1. With the bids accepted at the P.O.M. held 3 March the following tonnages are now outstanding for shipment to the end of April. Shins already set up are not included in these tonnages.

Grotone	2,000 tons
Licata	5,000 "
Cagliari	500 "
Alghero	1,700 "
Palermo	2,300 "
Piombino	2,800 "
Portici or Salerno	1,000 "
Porto Cenedole	1,800 "
Civitavecchia	800 "
	18,020 "

2. In order to bring the above figures in line with your latest schedule it is proposed bidding at the next P.O.M. for Catania 1,800 tons and Cagliari 1,000 tons for April delivery.

3. If you require additional quantities please advise this sub-commission by 7th March.

Amber christ
 MERRITT H. TAYLOR
 Director

Copy to: (Nov & Trtn) AFHQ
 Montecastini Co. Via Salandra 13, Rome
 Alcom Sicily (Attn: Trtn. Officer)
 Alcom Catania " "
 Alcom Southern Region " "
 Alcom Bari " "
 Movements East Italy
 Movements West Italy
 Nov 1.0 004 Sub Area
 Ports & Warehouse Liv.
 Economic Section.

Mail

SECRET

HEADQUARTERS ALLIED COMMISSION

APO 194

Transportation Sub-Commission

Tele:

Our ref: AC/655/148/Tn.3.

22 February 1945

SUBJECT: Shipments of Phosphates for Fertilizer.

TO : Regional Commissioner Southern Region
(att. Tn. Officer)

Transportation S/C Hq. AC (Movements Division - Mail)
Industry S/C.

1. F.L.M. 13 sailed Sfax 20 Feb. for Torre
Annunziata with 5000 tons phosphates.

2. Will Southern Region please make the necessary
arrangements for prompt clearance of the cargo by rail.

By Command of Rear Admiral STONE:

[Signature]
HERRITT A. TAYLOR
Director.

Copy to:

Movements West Italy
Tn. S/C (Ports & Warehouse Div.) ✓

01-CL
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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 394
Ref. AC/21/1/Tn6

GWEN/lml
30 January 1945

SUBJECT : Shipment on S. S. Mount Everest
TO : Transportation Officer at Cagliari

1. According to the manifest the above steamer called at your port and loaded 77 head of cattle for Civitavecchia.

2. Two head of cattle are in dispute and it is requested that you check as to whether or not 77 head of cattle were actually loaded on the above steamer.

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

(21)

Naples, Italy
January 18, 1946

CO.GE.NA.
Piazza Carita 32
Naples

Attention: Dr. E. Sarnella

Dear Sirs,

S.P. MOUNT EVEREST

This steamer called at Cagliari and loaded there
seventyseven (77) head of cattle for Civitavecchia. She
sailed from Cagliari on January 7th and arrived at Civitavecchia
on the 9th.

No provision was made for the collection of freight,
and I request you to ascertain if it is now possible to make
arrangements for the collection of same.

Yours very truly,

Robert Nicol

Robert Nicol

Deputy Regional Director, Med.

Copy to Mr. W. F. Schaefer, Rome

1/1 RECEIVER

ALBERIGO AMATI

VIA C. BALBO 3

ROMA - T.I. 42760

7000

Dice che ha avuto
75 vacche - 1/1
e stanco all'allegria
no ha
ragione lui -

Note convenute + 10%

CROOKS

ALTO COMMISSARIATO PER LA SARDEGNA
CAGLIARI

CAGLIARI 4 gennaio 1945

al Sig. ALBERIGO AMATI
via Cesare Balbo n°3=ROMA
e p.c.al Sig. ANTONIO NIEDDA - OZIERI
ALLA COMMISSIONE ALLEATA REGIONALE=CAGLIARI
ALLA CAMERA DI COMMERCIO INDUSTRIA E AGRICOLTURA
ALLA DIREZIONE REGIA DOGANA=CAGLIARI
AL CO.GE.NA.=CAGLIARI

ESPORTAZIONE BESTIAME BOVINO

Il Sig. Alberigo Amati e Antonio Niedda sono autorizzati ad esportare il sottoelencato materiale bestiame bovino destinato alla ricostituzione del patrimonio zootecnico nella provincia del Lazio danneggiate dalla guerra:

Manze	n°19
Vitelloni	" 4
vacche	" 25
vitelli da	
latte	" 7
buoi	" 20

I bovini giovani non hanno più di 4 denti da adulto; i buoi e le vacche oltre 8 anni. Tutti sono di razza bruno sarda.

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

PROPOSED SCHEDULE OF COASTWISE LINER SAILING

	Carrying about.....d.w. tons	Itinerary	Expected duration of round voyage
(a)	2,200 Salt/Pyrites	Cagliari/Civitavecchia/Portiglione	30
(b)	750 General	Cagliari Cagliari/Leghorn or Piombino/ Portiglione/Cagliari	30
(c)	5,400 Wine & Citrus Pyrites	Catania and/or Syracuse/C. Vecchia/Portiglione/Sicily	50
(d)	2,660 Wine & Citrus Pyrites	Catania and/or Syracuse/C. Vecchia/Portiglione/Sicily	50
(e)	2,200 Gen. Cargo	Gallipoli/Messina or Reggio/ Naples or Civitavecchia/ Portiglione/Crotone.	20
(f)	1,000 Gen. Cargo	Ancona one Heel port/ Manfredonia one Heel port.	20
(g)	3,800 Wine & Pyrites	Brindisi/Civitavecchia/ Portiglione/Barietta.	50
(h)	1,400 Wine and Pyrites	Riposto and Catania/Naples/ Leghorn or Piombino/ Portiglione/Sicily	40
(j)	1,080 Wine/Stores/General	Marsala/Trapani/C.Vecchia Portiglione/Sicily	30
(k)	7,740 (2 vessels)	Regular Service Palermo/ T. Annunziata/Cagliari and viceversa	
(l)	1,800	Transport cattle Sardinia/C.Vecchia 4 voyages monthly.	

9000

/bm.

PROPOSED SCHEDULE OF COASTWISE LINER SAILING

G.W. tons	Itinerary	Expected duration of round voyage	Estimated cargo lift available per month.
	Cagliari/Civitavecchia/Portiglione Cagliari	30	
	Cagliari/Leghorn or Piombino/ Portiglione/Cagliari	30	
	Catania and/or Syracuse/C. Vecchia/Portiglione/Sicily	55	
	Catania and/or Syracuse/C. Vecchia/Portiglione/Sicily	51	
	Gallipoli/Messina or Reggio/ Naples or Civitavecchia/ Portiglione/Crotone.	24	
	Ancona one Heel port/ Manfredonia one Heel port.	24	
	Brindisi/Civitavecchia/ Portiglione/Barietta.	54	
	Riposto and Catania/Naples/ Leghorn or Piombino/ Portiglione/Sicily	43	
	Marsala/Trapani/C.Vecchia Portiglione/Sicily	30	
	Regular Service Palermo/ T. Annunziata/Cagliari and viceversa	-	
	Transport cattle Sardinia/C.Vecchia 4 voyages monthly.		

