

ACC

AC/27/TN6

10000/148/3463

INFO
SEPT. 19

10000/148/3463

INFORMATION COPIES
SEPT. 1942 - NOV. 1945
PORTS AND WARE-
HOUSE DIVISION

0064

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

OPENED: 4 SEPT. 1949
CLOSED: 10 NOV. 1945

00651

10000 / 148 / 3463

THIS FOLDER

CONTAINS PAPERS

SEP. 42

NOV. 43

NOV. 43

25

GML/AV

INTER-OFFICE MEMO

File #. AC/371/Tn 4
AC/371/14/24/Tn 4

SUBJECT : I.S.R. Rehabilitation Program.

TO : Director Transportation Sub-Commission A.C.
Attn: Transport Adviser

1. Attached for your information and passing to UNRRA is copy of letter from the Director General I.S.R. setting out their plans for the handling of material coming from abroad.

2. As it is possible that the incoming supplies will be dealt with by UNRRA, who are anxious to receive this information, will you please send to the office concerned of that organization.

3. Also is attached copy of AC/371/Tn 4 of 19 October 45.

Quiring Maj 08
Chief
Rail Division

Incl: Letters referred to in para 1 and 3.

Copy to: To S/C Movements Div. (Shipping Branch)
" " Ports and Warehouse Div.

11.26

Transp. Sub-Commission (Rail Div.)
14 November 1945
Tel: 843191-11

AR/27

30

MINISTRY OF TRANSPORTS
I.S.R. Direction General
Stores Service

Rome, 10 November 45
A.13/325/100A.7125/9

SUBJECT : I.S.R. Rehabilitation programme.

TO : Tn. Sub-Commission A.C. (Rail Div.)
Attn: Mr. R.P. Moss

1. Reference your letter 371/Tn 4 dated October 19th 1945.

2. We thank you for the above communication and we assure you that we are able to take over - directly - materials coming from abroad and to distribute them whenever they are required to the firms manufacturing specific items.

3. In accordance with your request, we submit hereafter the relative programme, aiming to secure quick and free handlings by I.S.R.

a) As Naples, Civitavecchia, Genoa and Savona harbours are the nearest ones to those of our stores, still rather efficient, it would be suitable that the materials be unloaded at such harbours.

b) The I.S.R. "Agenzia Marittima" of Naples, Civitavecchia, Genoa or Savona might take over the materials at the ports, either when unloaded or stored; in this latter case, we should timely receive the shipping documents in order to clear the goods.

As regard, the "Agenzia Marittima" of Naples we point out that they will be able to secure the discharge, provided that the local Allied Authority give their consent.

c) The "Agenzia Marittima" will have to despatch the unloaded materials to the next stores, as shown below: From Naples to the store of Napoli Poggioreale and or to the store of Roma Tiburtina.

From Civitavecchia to the store of Roma Tiburtina - From Genoa to the store of Genova Rivarolo and or to the store of Milano Greco and or to the store of Voghera - From Savona to the store of Torino Salmassello and or to the store of Torino (Via Nizza).

d) The "Agenzia Marittima" may directly despatch the materials to the manufacturing firms, if necessary.

e) The materials will be distributed from the a/m stores to the various points of consumption, in the same way as for the

2. We thank you for the above communication and we assure you that we are able to take over - directly - materials coming from abroad and to distribute them whenever they are required to the firms manufacturing specified items.

3. In accordance with your request, we submit hereafter the relative programme, aiming to secure quick and free handlings by I.S.M.

a) As Naples, Civitavecchia, Genoa and Savona harbours are the nearest ones to those of our stores, still rather efficient, it would be suitable that the materials be unloaded at such harbours.

b) The I.S.M. "Agenzia Marittima" of Naples, Civitavecchia, Genoa or Savona might take over the materials at the ports, either when unloaded or abroad; in this latter case, we should timely receive the shipping documents in order to clear the goods.

As regard, the "Agenzia Marittima" of Naples we point out that they will be able to secure the discharge, provided that the local Allied Authority give their consent.

c) The "Agenzia Marittima" will have to accept the unloaded materials to the next stores, as shown below: From Naples to the Store of Napoli Poggioreale and or to the Store of Roma Tiburtina.

From Civitavecchia to the Store of Roma Tiburtina - From Genoa to the Store of Genoa Riverolo and or to the Store of Milano Greco and or to the Store of Voghera - From Savona to the Store of Torino (Mistamento and or to the Stores of Torino (Via Nizza)).

d) The "Agenzia Marittima" may directly dematch the materials to the manufacturing firms, if necessary.

e) The materials will be distributed from the s/m Stores to the various points of consumption, in the same way as for the other stocks.

4. It would be very useful to get a timely notice of the departures of each lot and of the port of arrival, while in order to allow us to advise, before hand, the outside Offices and to give them detailed instructions for the collection and the storage of the goods.

5. The Store Section has of this Direction will be at your disposal for any further agreement with you and with UNRRA.

Director General
Signed: M. Raimondo

ACP/1c

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

Tel: 843238
Ref: AC/371/Tn 4

19 October 1934

SUBJECT : I.S.R. Rehabilitation Programme.

TO : Director General I.S.R.

1. In connection with the programme prepared showing list of finished and raw materials required by I.S.R. and industries who would be contracted by I.S.R. to manufacture specific items, it is understood that incoming should be consigned to the Italian State Railways, who would act as distributing agents as needed.

2. It is possible that your incoming supplies will be dealt with by UNRRA, and it is therefore most desirable to have a detailed plan prepared in order that methods of distribution can be fully understood.

3. It is presumed that incoming traffic, consigned to I.S.R., will be taken over at the ports of arrival. Please say what arrangements I.S.R. have made for receiving the traffic, and for ensuring its distribution.

4. In fact, what is required is a short but definite plan to be arranged, whereby incoming traffic, as soon as notified, will be dealt with speedily by I.S.R. I have no doubt that this can be done efficiently by I.S.R. personnel, but you are asked to prepare, and advise this sub-Commission of the step by step arrangements you intend to make for reception, storing, and dispersal of the expected supplies.

5. In view of the fact that UNRRA are anxious to receive this information it is asked that special attention be given to the matter.

1124
for DIRECTOR
sgd. R.P. Moss

E N D I M E A

ENTE NAZIONALE DISTRIBUZIONE MEDICINALI DEGLI ALLEATI

SEDE CENTRALE VIA TOMACELLI 154 TEL. 681148

ROMA

AR/pp

N. di prot. 5895/42
OGGETTO: SCORTA CARRI FERROVIARI.

FILIALI E DEPOSITI

BARI UH Via Carotelli 114 Dep. Castello Svevo
CAGLIARI P. Regina Margherita 1 Via G. M. Angiolini 4
CATANIA P. Umberto 305 Tel. 16105 Corso d'Italia 7
FIRENZE P. d'Asburgo 41 Tel. 26008 Via C. Puccini 1
NAPOLI Via dei Cimbrini 23 Tel. 11705 Via Donna Regina
ROMA Via Tomacelli 154 Tel. 681148 Viale Angelico 21

INDIRIZZO TELEGRAFICO "ENDIMEA"

Roma, 6 Novembre 1945

ALL'ALLIED COMMISSION
Transportation Sub-commission
Ports & Warehouse Division

R O M A

e per conoscenza:

ALL'ALLIED COMMISSION
Public Health Sub-commission

R O M A

Dalla nostra Filiale di Firenze, che in via normale non riesce ad ottenere la scorta armata per i vagoni di medicinali, ci viene segnalato che tutti i treni passeggeri che partono da quella stazione sono scortati da dodici carabinieri.

Consiglia perciò di domandare l'autorizzazione affinché la stazione di Firenze sia autorizzata ad agganciare i nostri carri medicinali ai treni passeggeri, dimodoché i vagoni - già da noi imbulonati - verrebbero ad usufruire della vigilanza di detta scorta armata.

Dalla Sezione Movimento della Direzione FF.SS., alla quale ci eravamo rivolti per ottenere tale permesso, ci fu risposto che non é possibile fare accordare i carri merci ai treni viaggiatori, per espresso divieto delle competenti Autorità Alleate.

E' per questo che - dato che si tratta di medicinali che bisogna far giungere alle popolazioni nel più breve tempo possibile - ci permettiamo domandare l'intervento di codesta Subcommission affinché - in via d'eccezione - per i medicinali del nostro Ente, sia accordato detto permesso.

Ringraziando ossequiamo.

1123

ALL'ALLIED COMMISSION
 → Transportation Sub-commission
 Ports & Warehouse Division

R O M A

e per conoscenza:

ALL'ALLIED COMMISSION
 Public Health Sub-commission

R O M A

Dalla nostra Filiale di Firenze, che in via normale non riesce ad ottenere la scorta armata per i vagoni di medicinali, ci viene segnalato che tutti i treni passeggeri che partono da quella stazione sono scortati da dodici carabinieri.-

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Ringraziando ossequiamo.-

1123

Ente Nazionale Distribuzione
 Medicinali degli Alleati "Endimesa"
 (Il Direttore Generale)

*Copy of Translation
 Sent to Mr. Macos - 10 Nov
 for info and action
 AC/27*

7.11.1947

TRANSLATION

ENDIMEA
Rome

AR/en

No. 5895/47

SUBJECT: ESCORT RAILWAY CARS

6 November 1945

ALLIED COMMISSION
Transportation Subcommittee
Ports and Warehouse Division
R O M E

and for information:

ALLIED COMMISSION
Public Health Subcommittee
R O M E

Our Florence Branch informs us that, whereas they are usually unable to obtain an escort for their railway wagons carrying medical products, all passengers trains leaving Florence station are escorted by twelve carabinieri.

Therefore the said Branch requests that an authorization be obtained to allow the wagons loaded with medical products to be attached to the passengers trains, so that these cars, already sealed by us, would also be under the surveillance of the said escort.

The Sezione Movimento Direzione FF.SS. to whom we applied for a permit replied that the Allied Authorities would not allow under any circumstances that goods wagons should be attached to passengers trains.

Having regard to the necessity that these medical products should reach the distressed populations as soon as possible, we would ask you to intervene on our behalf in regard to this matter.

Yours truly,

(signature illegible)

ENDIMEA

1122

0073

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

ACB/A

File 26

25 September 45

Ref. 843238
Ref. AC/100/In 4

SUBJECT : Reconstruction of Rail Projects.

Doctor Ugo La Malfa,
Minister of Transport,
Rome

My dear Dr. La Malfa :

This Sub-Commission is in agreement that repairs and reconstruction may be carried out on the following lines at the costs stated :-

	<u>Line</u>
1. ROSSIGNANO-LEGNORNI	(Line 50)
2. XIENNA-CORTONA	(Line 244)
3. AREZZANO-PESCINA	(Line 88)
PESCINA-SULMONA	
SULMONA-PESCINA	
Locomotive sheds GROSSERO	(Line 277) (Balance)
4. TERNI-AQUILA	(Line 110)
5. SAVENA-SANTUANO S. GIUSEPPE	(Line 108)
6. FOSCARINO-CEVA	(Line 110)
CEVA-S. GIUSEPPE	
+ AMG territory	
Total	1,014,153,000

The expenditure should be charged against Cap. No. 48 "Spese per riparare danni di guerra dipendenti da azioni belliche" in the Ministero dei Trasporti (Ferrovie dello Stato).

With the exception of lines shown in paragraph 6, supervision of repair will not be maintained by Allied Commission, but advisory assistance will be given as requested.

Very truly yours,

signed 1121
FRANK ULMAN, Jr.
Director

My dear Dr. La Malfa :

This Sub-Commission is in agreement that repairs and reconstruction may be carried out on the following lines at the costs stated :-

		<u>Line</u>
1.	BOLOGNA-LEGHESI	(Line 50)
2.	ELIZERA-CORONA	(Line 244)
3.	AVELLANO-PESCINA	(Line 88)
	PESCINA-SULMONA	
	SULMONA-PESCINA	
4.	Locomotive Sheds GROSSETO	(Line 277) (Balance)
5.	TERRI-AQUILA	(Line 110)
6.	SAVONA-SANTUARIO S. GIUSEPPE	(Line 108)
	FOSSA-NO-COVA	(Line 110)
	NOVA-S. GIUSEPPE	
+ AMG territory		
Total		1,014,153,000

+ AMG territory

The expenditure should be charged against Cap. No. 42 "Spese per riparare danni di guerra dipendenti da azioni belliche" in the Ministero dei Trasporti (Ferrovie dello Stato).

With the exception of lines shown in paragraph 6, supervision of repair will not be maintained by Allied Commission, but advisory assistance will be given as requested.

Very truly yours,

signed 1121
FRANK UPMAN, Jr.
Director

Copy to: Milanese Sub-Commission
Chief, Rail Division
Rail Division, Civil Engineers,
Regional Commissioner, AMG, Liguria
D.M.R.S.
132 - General Direction.

AC/27

HAD/fm

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

REFERENCE: AC/51/1/Tn 5
15 September 1945

SUBJECT : Vehicle Requirements of the Italian Government

TO : see Distribution

1. It has come to the attention of the Chief Commissioner that various Sub-Commissions have written directly to G-5, AFHQ requesting vehicles.
2. This Sub-Commission has been directed to submit to G-5, AFHQ a consolidated request for any additional vehicles which may be necessary for the rehabilitation of the Italian economy and the proper functioning of the Italian Government.
3. It is requested that Sub-Commissions as noted below under distribution, contact their counterparts in the Italian Government and submit to the Transportation Sub-Commission, by 25 September 1945, estimates of their requirements as in paragraph 2 above.
4. Estimates will be rendered separately for Sub-Commissions and their Italian Government counterparts requirements.
5. In the future Sub-Commissions will submit requests for additional vehicles to the Transportation Sub-Commission and not directly to G-5, AFHQ.
6. This instruction does not apply to W.E./T.E. equipment, for which requests are placed with G-4 A - G-4 B.
7. Your cooperation in the early submission of reports as requested in paragraph three (3) will be appreciated.

For the Director

Gordon S. Franklin
GORDON S. FRANKLIN
Acting Director
Roads Division 120

Distribution

Copy to: Industry S/C
Commerce S/C
Public Works and Utilities S/C

1. It has come to the attention of the Chief Commissioner that various Sub-Commissions have written directly to G-5, AFHQ requesting vehicles.
2. This Sub-Commission has been directed to submit to G-5, AFHQ a consolidated request for any additional vehicles which may be necessary for the rehabilitation of the Italian economy and the proper functioning of the Italian Government.
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4. Estimates will be rendered separately for Sub-Commissions and their Italian Government counterparts requirements.
5. In the future Sub-Commissions will submit requests for additional vehicles to the Transportation Sub-Commission and not directly to G-5, AFHQ.
6. This instruction does not apply to M.E./T.E. equipment, for which requests are placed with G-4 A - G-4 B.
7. Your cooperation in the early submission of reports as requested in paragraph three (3) will be appreciated.

For the Director

Gordon S. Franklin

GORDON S. FRANKLIN

Acting Director

Roads Division 120

Distribution

Copy to: Industry S/C
Commerce S/C
Public Works and Utilities S/C
Displaced Persons S/C
Public Health S/C
Public Safety S/C
Transportation S/C:
Ports and Warehouses Div. ✓
Movements Div.
Rail Div.
Economic Section

FILE

FL0AT

AC/27

HEADQUARTERS ALLIED COMMISSION
APO 594
TRANSPORTATION SUB-COMMISSION
Ports and Warehouse Division

WUC/rt

Tel. 478700

7 September 1945

Ref. W/89/1496/Ta6

SUBJECT : Good Received ex S.S. JACOB PERKINS
Your ref. P.L.C./ 8-15, 3 September 1945

TO : Federazione Italiana dei Consorzi Agrari
Depot 676 - NAPLES

1. Out-Turn Report on the above named ship indicates shortage of 36 ploughs.

2. Explanation on the report from the Federazione states that these goods were discharged partially onto barges and that no access to the barges is available.

3. There is no reason why access to the barges cannot be had. In paragraph 3 of AFHQ letter O-4 (Mov. & Tr) 5/26/ACM, 21 February 45, subject: "Admission of Italian Officials to Military Ports," it states in part:

"The agent at the first port of arrival in ITALY will take delivery of the copy Manifest and will be responsible for controlling the checking from the end of ship's tackle, of all items of civil supplies listed on Manifest. In the event of a ship discharging at more than one berth or port, arrangements will be made by Allied Commission for their agents at the second or more ports of discharge to continue the check until its supplies are completely discharged."

4. Consequently, it is firmly established that the Italian agents have the right to board the ship and/or the barges. If the ship is not discharging at quayside.

5. Any specific difficulties should be taken up with Capt. Ramsey, the Port Liaison Officer, who should without difficulty be able to make necessary adjustment.

AC/27

6. If Capt. Ramsey is not able to make such an adjustment, it is requested that a report be rendered to this office by the Federazione of Naples, through Capt. Ramsey.

7. This matter is urgent and requires immediate action.

For the Director:

Copy to:

ALCOM Port Liaison Officer - NAPLES

Attention: Capt. T.E. Ramsey

Agriculture Sub-Commission

Transportation Sub-Commission

Attention: Mr. U.A. Chilardi

ROBERT H. KLEIN

Major Med. Adm. U.

Ports & Whse. Div.

1118

Tel. 263

HEADQUARTERS ALLIED COMMISSION
APO 374
AGRICULTURE SUB-COMMISSION

FD/100

Ref. AGS/712

3 August 1945

SUBJECT: Farm Tractors

TO : Ministry of Agriculture

1. 754 farm tractors have been called forward for delivery in Italy within the next six weeks. Of these 754 tractors, 64 are Minneapolisoline of approximately 35 horsepower or so-called one-plow tractor. 610 are Minneapolisoline, three-plow tractors of approximately 35 horsepower, and 80 are Case tractors, Model 14 of approximately 45 horsepower or four-plow tractors. It is also pointed out that these are all equipped with rubber tires which are to be filled with water for additional weight and traction, giving them each about 5 horsepower more effective draw-bar power.

2. It is understood that a factory representative will accompany the tractors to supervise their assembly and essential servicing. Therefore, it will be necessary to make arrangements for adequate space and facilities for the assembling of these tractors at some central point.

3. Will you also please prepare an allocation plan for these tractors, bearing in mind that the justification for importing these tractors was on the basis of needs in Central, Southern and Insular Italy. It has also been recently indicated that the need for tractors in North Italy is not as great as originally anticipated. At the meeting of Agricultural Officers and Comptroller General in Milan on July 3 and 3 it was mutually agreed that minimum essential needs for tractors in North Italy could be satisfied with those presently available for distribution or that could be manufactured in the next twelve months in Northern Italy.

Gen-Economic Section
Federation Generali Agrari
Transportation S/C -
Ports & Warehouse Division

J. M. Merritt
JAMES E. MERRITT
Director

1117

AC/27/TM6.

RAS/awm

ALLIED FORCE HEADQUARTERS
APO 512

AG 400.22/219 TPN-0

6 August 1945

SUBJECT: Control of United States Shipping (Other Than Tankers)

TO: All Concerned

1. Vessels arriving from outside the Mediterranean loaded with United States military cargo for MTOUSA account will be subject to control by the Chief of Transportation, this headquarters, until discharged. Such vessels, after discharge, revert to control of War Shipping Administration and the destinations of these vessels will be furnished by War Shipping Administration to the Shipping Diversion Room, this headquarters.

2. War Shipping Administration vessels carrying civil supplies, including coal, heretofore ordered to port by the Chief of Transportation, this headquarters, will hereafter be controlled by War Shipping Administration in coordination with the Shipping Diversion Room, this headquarters. When such vessels have been discharged, War Shipping Administration will provide the Shipping Diversion Room, this headquarters, with destinations.

3. War Shipping Administration vessels destined to Southern France, North Africa, the Balkans, Mideast or beyond, normally will be permitted to continue to their initial destinations provided they hold requisite routing instructions to destination. Ships without requisite routing instructions will be handled by War Shipping Administration in direct coordination with Shipping Diversion Room, this headquarters. Upon completion of discharge, such vessels will be furnished destinations by War Shipping Administration through channels of the area involved.

4. Vessels required by MTOUSA for redeployment will be provided by War Shipping Administration in agreement with the Chief of Transportation, this headquarters.

5. Vessels partly loaded for MTOUSA military account will be regarded as complete military ships and will be subject to control by the Chief of Transportation, this headquarters as indicated in paragraph 1, above.

6. Vessels to be loaded or discharged will not be routed to United States military ports without coordination with the Chief of Transportation, this headquarters.

BY COMMAND OF FIELD MARSHAL ALEXANDER:

DISTRIBUTION:

3 - TPN(A)	2 - Pot Sec
2 - QM	2 - G-5
3 - G-4	2 - AG Records
3 - WSA	

EDWARD R. STUGART
Colonel, AGD
Asst Adjutant General

1116

TN S/C DISTRIBUTION

TN 3-2

TN 6-2

TN 1-2

AC/27/TN 6

RAS/awm

ALLIED FORCE HEADQUARTERS
APO 512

6 August 1945

AG 400.22/219 TPN-O

SUBJECT: Control of United States Shipping (Other Than Tankers)

TO: All Concerned

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6. Vessels to be loaded or discharged will not be routed to United States military ports without coordination with the Chief of Transportation, this headquarters.

BY COMMAND OF FIELD MARSHAL ALEXANDER:

Edmund R. Stogart
EDMUND R. STOGART
Colonel, AGC
Asst Adjutant General
1115

DISTRIBUTION:

3 - TPN(A)	2 - Pet Sec
2 - OM	2 - G-5
3 - G-4	2 - AG Records
3 - WSA	

HEADQUARTERS ALLIED COMMISSION
Navy Sub Commission APO 394

HSC/3151.
6th August, 1945.

FIRST ENDORSEMENT on
Ministry of Marine's letter No. 13762/2
of the 28th July, 1945.

From : Navy Sub Commission, Hq., Allied Commission.
To : ~~Industry Sub Commission, Hq., Allied Commission.~~
(Copy to ~~Transportation Sub Commission, Hq.,~~
Allied Commission.)

Subject : Orlando-Castellano Shipyard, Costa.

Forwarded for any action that may be deemed appropriate.

2. It is requested that the Navy Sub Commission be informed of any action taken.

H. W. ZIROLLI,
COMMODORE, U. S. NAVY,
FOR REAR ADMIRAL,
CHIEF, NAVY SUB COMMISSION.

1114

AC/27/Tm.6

C O P Y

From : Ministry of Marine (Cabinet)
 Date : 28th July, 1945.
 To : M.S.G. - Rome.
 Ref. : 13762/2.

Subject : Orlando-Castellano Shipyard, Gaeta.

The shipyard in question has made observation to us that, being unable to use the railway line which is destroyed and without any connection to Gaeta, and not having available a lorry with a very long trailer, the Shipyard cannot arrange transport of the wooden beams and planks (length 12 to 16 metres) which are required.

In consequence it is submitted for your consideration that the Allies may release permanently, or even temporarily, a tractor with a trailer of special length to the Orlando-Castellano Shipyard.

It is considered that this request is justified since this method is the only one which would overcome the serious difficulties arising from the lack of rail transport and would permit this Yard to resume its normal activities, and to make its maximum contribution to the reconstruction of the Nation.

CHIEF OF CABINET.

1113

Woburn

1. The forwarding issued the request for the submission of civil protection together with the necessity to maintain military security, thereby calls for special attention to factors which affect the availability of weapons.

2. The document number is the one which has been issued - even for those weapons which are placed in the line of fire it is classified and released. The normal procedure covers the 12 days and 5 days - under present conditions it is 12 days - a reduction by 25% in the time period would yield a smaller increase in the availability.

3. Issues forwarded may be reduced by:

- (a) except loading or some of weapons are placed
- (b) immediate transport by military available route
- (c) specific offloading and release.

4. Availability can be further increased by:

- (a) increasing fuel loads
- (b) proper recording of supplies and adequate regular rotations
- (c) normal movement of elements and future "take" of weapons readily to avoid waiting for empty weapons in cases of replacement.

5. There are sufficient weapons available to cover all immediate requirements provided careful and immediate attention is given by all concerned to the above, and to ensure that all Dept. Departmental jobs are met and not continued without in this matter.

By Command of the Central Command:

Robert B. Brey
The Director

Very truly yours,

✓
Lieut. Col. James M. Brey
The Director
The Central Command

AC/27/Tm6

Transplantation

HEADQUARTERS ALLIED COMMISSION

APO 394

INDUSTRY SUB-COMMISSION

NRLM/mm

Tel. 237

11 June 1945

Ref. AC/5615/187/IND.

SUBJECT : De-requisitioning of Wheat
Silos - Tarquinia

TO : Commanding General
Peninsular Base Section,
A.P.O. 782

1. The above-named silos are the property of the Consorzio Agrario Provinciale and are located at Tarquinia.
2. The silos were requisitioned in December of 1944 and are at present rendered inactive owing to their occupation by 62 W.D. Troop carrier Group Zone P.B.S.7 APO 650, according to the information in possession of this Headquarters.
3. The silos have a capacity of 65,000 quintals of grain and are capable of storing grain immediately after minor repairs have been completed. The need of storage accommodation for imported grain is very urgent in this region and the location of alternative accommodation for the occupying unit would be a serious contribution towards the storage and distribution of grain in this area.
4. It would, therefore, be appreciated by this Headquarters if the situation with regard to the requisitioning and occupancy of these premises could be investigated without delay with a view towards their immediate release for this essential service.

For the Chief Commissioner /

Copy to :-

A.F.H.Q. G-5 Section
A.F.H.Q. G-4 American
A.F.H.Q. G-4 British
A.F.L.R.S., R.A.A.C.
Economic Section, A.G.

P.T.O. (Attn. : Brig. D.L. Anderson)

W. J. [Signature]
W. J. [Signature]
Lt. Colonel,
Acting Director,
Industry Sub/Commission

HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRY SUB-COMMISSION

NRLR/ag

Tel. 237

9 June 1945

Ref. AC/5615/SC/IND.

SUBJECT : Globus Rubber Works - Naples.

TO : Ministry of Industry, Commerce
and Labour.

1. This Headquarters has asked for reconsideration of the occupation of this plant by the Allied Forces, in view of the cessation of hostilities in Italy.

2. As a result, information is now forthcoming to the effect that it is now proposed to review the situation with a view to de-requisitioning. Your Ministry will no doubt wish to inform the owners accordingly.

W. J. MACKREY

Copy to :

AFHQ, G-5 Section.

AFHQ, G-4 American.

AFHQ, G-4 British.

AFHQ, NAAG.

Economic Section, AG.

(Attn: Brig. Gen. Anderson)

Transportation Sub-Commission, AG.

AG Commissioner, Naples.

W. J. MACKREY

Lt. Colonel,

Acting Director,

Industry Sub-Commission

1110

ac/pj/rb

Transportation

HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRY SUB-COMMISSION

FRM/at1

Tel. 237

26 May 1945

Ref. AC/5615/114/TID

SUBJECT : De-requisitioning of Machinery of Dalla Pria Bros., Rome
TO : Ministry of Industry, Commerce and Labour

Your Ministry's attention is drawn to the fact that no reply has yet been received to this Headquarter's letters of even reference, under date of 25 April and 10 May 1945. It is repeated that no action for the release of this requisitioned machinery can be taken until the information requested in basic letter of 25 April is supplied.

For the Chief Commissioner:

Copy to:-

A.P.H.Q., G-5 Section
A.P.H.Q., G-4 American
A.P.H.Q., G-4 British
A.P.L.R.S., R.A.A.C.
ECONOMIC SECTION, A.C.
TRANSPORTATION S/C A.C.
LABOUR S/C A.C.
MINISTRY OF IND. COMM. & LABOUR

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

1109

ac/59/114

HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRY SUB-COMMISSION

HQA/etl

23 May 1945

Tel. 237

Ref. AD/5625/MP/IND

SUBJECT : De-regulation of Naval Ordnance, Ammunition Workshops,
Via Reggia di Portici, Naples.

TO : Commanding General
Peninsula Base Section
APO 752

It would be appreciated if a reply could now be given to this
Headquarter's letter of even reference, dated 7 May 1945, applying for the
de-regulation of the subject plant.

For the Chief Commissioner:

/s/ W. J. MASKREY

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

Copy to:-

A.F.H.C., G-5 Section
A.F.H.C., G-4 American
A.F.H.C., G-4 British
A.F.H.C., H.A.A.C.
RESEARCH SECTION, A.C.
TRAINING SECTION A/C A.C.
COMBATS A/C A.C.
LANDS A/C A.C.
COMMUNICATIONS A/C A.C.
H.A.A.C., H.A.A. RULES COMMISSION
MINISTRY OF IND. COM. & LABOR

1108

HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRY SUB-COMMISSION

NRLM/rt

Tel. 237

16 May 1945

Ref. AC/5615/25/IND.

SUBJECT : De-requisitioning of Montecatini Superphosphates
and Chemical Works, POMERIGIANO
TO : General Officer Commanding, H.Q.
3 District, C.K.F.

1. Referring to the correspondence exchanged between this headquarters and your headquarters on the subject of a release of the Montecatini works, it would be appreciated if information could now be given as to whether any limit has been set for the occupation by 557 B.O.D. of these premises, in view of the cessation of hostilities in Italy.

For the Chief Commissioner:

Copy to:-
A.F.H.Q., G-5 Section
A.F.H.Q., G-4 American
A.F.H.Q., G-3 British
A.F.H.Q., R.A.A.C.
Economic Section, A.C.
(Attn: Brig. D. L. Anderson)
Transportation S/C A.C.
Ports and Warehouses Division
Commerce S/C, A.C.
Labour S/C, A.C.
Food S/C, A.C.
Agriculture S/C, A.C.
Ministry of Industry, Commerce
and Labour

W. J. Maskey
W. J. MASKEY,
Lt. Colonel,
Acting Director,
Industry Sub-Commission

1107

acp/rt

HEADQUARTERS UNITED STATES
ARMY
INDUSTRY SUB-COMMISSION

MEMO/IT

16 May 1945

Tel. 837

Ref. 10/251/23/113.

SUBJECT : Fertilizer and Chemical Works of
Giulio Montecatini, Italy.

TO : H. V. the Minister of Industry,
Commerce and Labour.

1. This Headquarters is receiving continued requests for information as to the possibility for de-regionalizing and reactivation of the subject works.

2. It is desired to draw your Excellency's attention to our 10/251/23/113 of 19 March 1945, in which it was stated that these works were regionalized and occupied by the Italian Land Forces. All arrangements for their release must be decided between your Ministry and the Italian Land Forces.

3. It would be appreciated if this Headquarters could be informed as to what action has been taken to secure this release and when it may be expected that the plant will be in a position to commence operations.

Copy to:-

~~A.F.H. - C-5 Section~~
~~A.F.H. - C-6 American~~
~~A.F.H. - C-7 British~~
~~A.F.H. - C-8 French~~
~~Department of Defense, A.C.~~
~~(Att: Mr. George W. Anderson)~~
Transportation 3/11 A.C.
Post Office
Legation 3/11 A.C.

Richard H. King
R. J. KING,
Lt. Colonel,
Acting Director,
Industry Sub-Commission.

1106

as/29/ffx6

HEADQUARTERS ALLIED COMMISSION

APC 394
ECONOMIC SECTION

LM/ag

Tel. 323

10 May 1945

Ref. AG/5582/IND.

SUBJECT : Sugar Production for
the 1945 Campaign.

TO : The Minister of Industry, Commerce and
Labour
(Attn.: Director General of Industry
and Mining - Division V/IND.)

1. Reference is made to Your Excellency's letter
Protocol No. 710-P-III dated 20 April 1945.

2. In paragraph 5 of Your Excellency's letter it
is stated that a production of 2,500 tons of sugar and 900
tons of molasses is foreseen at Cecina based upon a planted
1,000 hectares which would produce 20,000 tons of beets.
Information conveyed to the Allied Commission some time ago
by the Ministry of Agriculture in the study of the potent-
ial production facilities for 1945 states a figure of 600
hectares maximum. More recently in letter Protocol No. 5639
from Division II of the Ministry of Agriculture dated 19
April, it is stated that there is some doubt that the area
given to sugar-beet cultivation for the Cecina plant would
be sufficient to satisfy the requirements of the plant for
a campaign. Judging from the results of the actual plant-
ing that has taken place to supply the Jesi sugar mill with
beets, compared with the projected hectareage figure offer-
ed by the Ministry of Agriculture some time ago it would
appear that a pessimistic view of the Cecina planting would
be in order.

1105

ref/1105

3. It must be repeated that the orders given for the Cecina plant to remain intact were made at the behest of Your Excellency's Ministry. However, further action with respect to this plant depends on developments such as the number of hectares actually planted with sugar beets in the Cecina region and the ability of the management to cope with the situation since it has claimed to the Industry Sub-Commission that all reactivation and production problems have already been solved. At the time of the formulation of the program which includes the plants at Cesena, Capua, Rieti, Granaiolo, Jesi and Foligno the prospect did not appear good for the operation of the Cecina plant for this year's sugar campaign. However, if the situation has changed as radically as the new management states, and that all problems have been solved there is no reason why production during the coming campaign should not take place since it is hardly the policy of the Industry Sub-Commission to restrict the production of such important food-stuffs as sugar and molasses wherever feasible.

4. It is stated categorically in Your Excellency's letter that no other materials are required for the reactivation of the Avezzano sugar plant except coal and coke. It is therefore assumed that all the leather belting, five centrifugal pumps, beet cutting knives, filter cloths and many other items on file with the Industry Sub-Commission have been obtained. Considering this new situation, so categorically stated, the question of furnishing coal and coke to this plant will be re-opened but no guarantee at this time can be made that the plant will receive the fuel.

5. Before reconsideration can be given to the Battipaglia sugar plant's coal requirement information is requested by the Industry Sub-Commission as to whether replacements for the ten missing motors have been obtained and whether the necessary filter cloths have also been obtained. Furthermore, details on the actual planting that

has taken place are desired as well as the effect of the drought on the best-crop already planted in the Battipaglia area.

D. L. ANDERSON
Brigadier
Deputy Vice-President

Copy to:

Food Sub-Commission ~~XX~~
Agriculture Sub-Commission
Transportation Sub-Commission
Ministry of Agriculture.

1103

HEADQUARTERS ALLIED COMMISSION
APO 324
INDUSTRY SUB-COMMISSION

NRIM/ag

Tel. 237

8 May 1945

Ref. AC/5615/20/IND.

SUBJECT : De-requisitioning and Re-
activation of S.A. Ansaldo
Works, Taranto - (Rd. Ta-
ranto San Giorgio Jonico)

TO : General Officer Commanding
B.Q. 3 District, C.M.F.

1. This Headquarters is interested in the re-activation of the above-named works because of the possibilities they possess for repairing and overhauling marine motors for schooners and fishing boats, which are both urgent requirements for local coast-wise traffic and for the re-activation of the fishing industry. The plant is also equipped for the repair of motor vehicles, which, in view of its location, is of importance in the maintenance of road-transportation services in the Heel of Italy.

2. Until recently the plant was inactive owing to the presence of 21 Indian L. of C. Coy. which employed the facilities as a motor repair depot and vehicle park. It was agreed by D.A.D.M.E. 52 Area in September 1944, however, that the lathes, drilling machines, etc. were not all employed by the occupying unit (see copy letter ME/44/104 of 15th September 1944, attached).

3. It is reported that this unit has now evacuated the premises which, nevertheless, remain under requisition, while the undermentioned machinery has been requisitioned and removed under the authority of D.A.D.M.E. 52 Area :

1102

ac/89/126

- 1 Revolving Lathes
- 1 Punching Machine (No requisition form issued)
- 1 Automatic Sharpener
- 1 Metal Saw.

4. If the premises are no longer occupied, it would be appreciated if the necessary orders for de-requisition could be issued by your Headquarters to enable re-activation to proceed.

5. With regard to the machinery which has been requisitioned and removed, it would be appreciated if this Headquarters could be informed as to the purpose of the requisition, particularly in view of the current situation, and the fact that it is understood that some of this machinery has been removed to Naples.

6. It is suggested that the attention of the D.A. D.M.E. 32 Area be directed to A.F.H.Q. Administrative Memorandum No. 14 of 7th March 1945, copy of which is enclosed herewith.

For the Chief Commissioner :

[S] W. J. MASKREY

Copy to :

AFHQ G-5 Section.
AFHQ G-4 American.
AFHQ G-4 British.
AFHQ Director Mechanical Engineering

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

AFHQ, RAC.
Economic Section, AC.
(Attn.: Brig. D.L. Anderson)
Transportation Sub-Commission, AC.
Commerce Sub-Commission, AC.
Labour Sub-Commission, AC.
Agriculture Sub-Commission, AC.
Area Cmd., 32 Area.
Ministry of Industry, Commerce and Labour.

2 Incls. :

Copy ltr. as per para 2
AFHQ Administrative Memorandum No. 16

1101

C O P Y

Appendix N° 1

ME/44/104
15/9/1944

SUBJECT : Derequisition of premises

ANSALDO = Representative
TARANTO

For Ufficio Ital.Colleg.HQ 52 Area

With reference to yours SA/1082/IV of the 12/9/44 enclosed in 670/4 of September 15th of the Ufficio Ital. di Collegamenti, regarding the derequisition of your premises on the S.Giorgio road, occupied at present by the 21 Indian L of C Recy Coy.

As a large quantity of materials has been used and many works executed for making the premises suitable to those who now occupy them, we regret that these can be no longer derequisitioned.

As for the lathes, drilling-machines, etc. we acknowledge that they are not, all of them, used, and any proposal for derequisitioning or removing some of these machine-tools will be duly considered.

In camp
RJR/HJD

Major of DADME
HQ 52 Area

1100

Tel. 237

NRLM/hh

Ref.AC/5615/36/IND

2 May 1945

SUBJECT : Supplies of Tale to Tale Factory
Soc. An. Talco e Grafite,
Val Chisone, Leghorn.

TO : Transportation Sub-Commission ✓

FROM : Industry Sub-Commission

1. It would be appreciated if a reply could now be given to our AC/5615/36/IND. of 17th April 1945 on the above subject.

W. J. Maskrey

W. J. MASKREY
Lt. Colonel,
Deputy Director,
Industry Sub-Commission.

Copy to : -
Economic Section, A.C.

1099

ac/8/T-nc

Office of N.O.I.C.,
Navy House, Ancona.

26 April, 1945.

Ref. No. 26/552.

HEADQUARTERS ALLIED COMMISSION, APO. 394,
INDUSTRY SUB-COMMISSION.

(Copies to: G-5, A.F.H.Q.
G-4, A.F.H.Q. (A).
G-4, A.F.H.Q. (B).
A.P.L.R.S., R.A.A.C.
Economic Section, A.C.
Transportation Sub-Commission, A.C. ✓
Navy Sub-Commission, A.C.
R.C., Marche-Abruzzi Region.
(Attn.: Economics & Supply Div.)
Ministry for Industry, Commerce and Labour).

MATERIAL REQUISITIONED BY ROYAL NAVY.

With reference to your communication Ref. AC/5615/40/IND dated 7th April, the machinery enumerated in the list attached thereto was requisitioned in the proper manner through 61 Area Headquarters by Lieutenant-Commander (E) R.S. KAY, R.N.R., during the time he was Base Engineer Officer on my staff.

2. This machinery is now being used 24 hours per day in the repair and maintenance of His Majesty's Ships. Its removal would result in a serious reduction in the repair facilities of Ancona dockyard, and unless replacements are available from other sources, the release of these machines cannot be considered in the near future.

C.V. Jack
(C.V. Jack),
COMMANDER,
NAVAL OFFICER-IN-CHARGE.

1098

ac/29/7/46

CRW/elc

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation Sub-Commission
(Movements Division - Rail)

Tel : 478704

9 April 1945

260/24/Tn 3

SUBJECT : Cased M.T. Waples and/or Leghorn
to Rome for assembly.

TO : M.T. Transport Group (I.A.P.) AC (for Col. Carnes)

1. In order that flats may have a speedy turn-round and to avoid confusion that has existed so far, it is requested that the following instructions be issued to all concerned regarding future consignments :

- (a) All flats to be consigned to Prenestina for regulation to whichever siding can accept.
- (b) Major Bruce to arrange for a representative to be at Prenestina Station to re-label flats to correct siding and to inform Station Master of the movements required to those sidings.
As much notice as possible should be given for the movement from Prenestina to sidings.

2. Arrangements are in hand for details of wagons despatched to be telephoned to Major Bruce.

3. D.M.R.S. (Major London) and HQ Movements Sub-Area, Rome have been informed of the drill to be laid down and D.M.R.S. have instructed Station Master at Prenestina accordingly.

4. In view of the awkward position of the sidings at Portonaccio and to avoid too many of one section of each vehicle being put in at one time thus retarding assembly, it is suggested that a representative from Major Bruce is also sent to Tiburtina to liaise with British RTO and ISR.

5. D.M.R.S. have given assurance that every co-operation will be given to facilitate smooth working.

For the Chief Commissioner

1097

had been in

to avoid confusion that has existed so far, it is requested that the following instructions be issued to all concerned regarding future consignments:

- (a) All flats to be consigned to Prenestina for regulation to whichever siding can accept.
 - (b) Major Bruce to arrange for a representative to be at Prenestina Station to re-label flats to correct siding and to inform Station Master of the movements required to these sidings.
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5. D.M.R.S. have given assurance that every co-operation will be given to facilitate smooth working.

For the Chief Commissioner

W. L. Smith 1097

for M.B. THOMAS, Colonel
Deputy Director

Transportation Sub-Commission

Copies to : Roads Division

Ports & Warehouse Division ✓

AC Tptn. Officer, Rome

Movements Division, Shipping Branch

HQ Movements Sub-Area, Rome

D.M.R.S. (Major London)

Re/r-9/1097

EXTRACT FROM SPEECH MADE BY MINISTRE RUINI
on the 31st March 1945

The damage caused by the war to harbour buildings are of various kinds.

A) Damage to stone and brick-work

1° in the 36 provinces which have been returned to Italian Administration (ascertained) Lire 7,300,000,000

2° Italian provinces still under A.M.G.

(not complete information) " 2,200,000,000

3° in occupied Italy

(presumed) " 6,600,000,000

15,700,000,000

B) SIGALLING APPARATUS

The greater part of marine signalling apparatus (light-houses, lamps, luminous buoys etc) has been either destroyed or seriously damaged. This amounts to about 750 manufactured goods, many of which of extreme importance.

C)

PORTS CLUTTERED UP WITH WRECKED CRAFT

A particular kind of damage is caused by the ports being blocked with boats which were sunk to prevent or hinder shipping in the ports.

It is calculated that the cost of removing same would amount to about 1,000,000,000 Lire.

D) RAILWAY JUNCTIONS

These to have suffered serious damage. It is calculated that the cost of repairing these in the 36 provinces now under Italian Administration amounts to about 250,000,000 Lire; while the cost of repairing same in the whole of Italy will probably

1096

20/2/1946

- 2 -

amount to about 1,000,000,000 lire.

B) DREDGERS ETC

The Administration of Public Works has lost 115 floating dredgers in the provinces in Liberated Italy; there is no information available concerning same in occupied Italy.

The value of said dredgers etc, at present prices, amounts to about 750,000,000 lire. The cost of salvaging same would amount to about 150,000,000.

SUMMARY OF DAMAGES CAUSED

Damage to stone and brick-work	Lire 15,700,000,000
Salvaging of Ships	" 1,000,000,000
Railway Junctions	" <u>11,000,000,000</u>
	<u>17,700,000,000</u>
total	

If we were to add to the above the price of rebuilding signalling apparatus, which it is presumed would cost about lire 3,300,000,000 we should reach a figure of about 20,000,000,000 lire at present prices.

These figures are, of course, only approximate.

What has been done?

We have not been able to do a great deal; as the principal ports are under the control of the Allies for war purposes. At present the following harbours are in course of being repaired:

Civitavecchia	(70,000,000 lire)
Fiumicino	(40,000,000 ")
Terracina	
Badina	(3,000,000 ")
Reggio Calabria	(6,000,000 ")
Pescara	(4,500,000 ")
in the Puglia ports	(12,000,000 ")

1095

- 3 -

7

INTERMINISTERIAL HARBOUR COMMITTEE

This Committee, which has the task of co-ordinating the programmes of work in the various ports, has established a first lot of work to be carried out, which will amount to about 2,000,000,000 lire and which can be carried out this year and next: it will comprise repairing of stone and brick work, refashioning of railway junctions and salvaging of ships sunk in the ports, in the 36 provinces under Italian Administration.

CIVIL CENSORSHIP GROUP / ITALY

RISERVATA

LUOGO ROMA

UFFICIO DI CENSURA

N. di prot. 11.337

MITT.

UNIONE CANTIERI

Via Gregoriana 54

ROMA

DEST.

Un. Comitato

ESPERTI INDUSTRIALI

Via Vittorio Veneto 89

ROMA

Indicare il luogo del timbro postale quando manca l'indirizzo.

DATA DI COMUNICAZIONE O DEL
TIMBRO POSTALE SE LA LETTERA È
SENZA DATA

D.C. 20/3/45
T.F. 20/3/45

TIPO DI POSTA

ESPRESSO

NUMERO DELLA
RACCOMANDATA

=

LINGUA

ITAL.

PERVENUTA
CENSURATA DA

=

ALLEGATO

=

ANNOTAZIONI PRECEDENTI

5148

SEGNALAZIONI LOCALI

INFO.DIV.AC

SEGNALAZIONI DEL C. C. S.

PROVVEDIMENTO ADOTTATO:

TRATTENUTA
RECISA
FOTOGRAFATA
INVIATA CON
COMMENTI AL

INOLTATA I
TOLTA DAL
CORSO
AL MITTENTE

ORIGINE

CENSURA ITALIANA I
CENSURA ALLEATA

OSSERVAZIONI

I. SHIPPING

GOSTITUZIONE DELL'UNIONE CANTIERI PER LE
COSTRUZIONI NAVALI IN LEGNO

"L'Unione Cantieri per le costruzioni navali in legno è intesa a coo-
dinare l'attività dei cantieri che eseguono costruzioni in legno di
portata non inferiore a tonn. 1000. Hanno diritto all'Unione i più im-
portanti Cantieri dell'Italia liberata.

L'Unione dovrà curare: a) il programma delle nuove costruzioni sulla
base dell'efficienza dei cantieri, in accordo con le autorità italiane
ed Alleate, e l'assegnazione e la distribuzione dei materiali messi a
disposizione della Autorità preposta, per il completo svolgimento del
programma concordato - b) l'acquisto per conto dei Cantieri, sui mer-
cati nazionali ed esteri, dei materiali occorrenti per le costruzioni
programmate e da programarsi - c) l'intervento presso le Autorità
competenti per risolvere eventuali difficoltà di carattere generale
nel campo trasporti ecc. ecc. ..."

ROMA

ROMA

Indicare il luogo del timbro postale quando manca l'indirizzo.

DATA DI COMUNICAZIONE O DEL TIMBRO POSTALE SE LA LETTERA È SENZA DATA D.C. 20/3/45 T.P. 28/3/45	TIPO DI POSTA ESPRESSO	NUMERO DELLA RACCOMANDATA =	LINGUA ITAL.	PERVENUTA CENSURATA DA =	ALLEGATO =
ANNOTAZIONI PRECEDENTI 5148	SEGNALAZIONI LOCALI INFO. DIV. AC	SEGNALAZIONI DEL C. C. S.	PROVVEDIMENTO ADOTTATO, INOLTATA I TRATTENUTA RECISA FOTOGRAFATA INVIATA CON COMMENTI A:		
ORIGINE CENSURA ITALIANA I CENSURA ALLEATA					

OSSERVAZIONI

I. SHIPPING

COSTITUZIONE DELL'UNIONE CANTIERI PER LE
COSTRUZIONI NAVALI IN LEGNO

L'Unione Cantieri per le costruzioni navali in legno è intesa a coordinare l'attività dei cantieri che eseguono costruzioni in legno di portata non inferiore a tonn. 100-. Hanno diritto all'Unione i più importanti Cantieri dell'Italia liberata.

L'Unione dovrà curare: a) il programma delle nuove costruzioni sulla base dell'efficienza dei cantieri, in accordo con le autorità italiane ed Alleate, e l'assegnazione e la distribuzione dei materiali messi a disposizione della Autorità preposte, per il completo svolgimento del programma concordato - b) l'acquisto per conto dei Cantieri, sui mercati nazionali ed esteri, dei materiali occorrenti per le costruzioni programmate e da programarsi - c) l'intervento presso le Autorità competenti per risolvere eventuali difficoltà di carattere generale nel campo trasporti ecc. ecc. ..."

1092
1093

CENSORE 4034/4154 REVISORE ACCO ROME Data d'esame 28/3/45

Avviso speciale

RISERVATA

T

CIVIL CENSORSHIP GROUP / ITALY
 RISERVATA
 LUOGO ROMA
 N. di prot. 11.337
 UFFICIO DI CENSURA

MITT. UNIONE CANTIERI Via Gregoriana 54 ROMA		DEST. On. Comitato ESPERTI INDUSTRIALI Via Vittorio Veneto 89 ROMA	
Indicare il luogo del timbro postale quando manca l'indirizzo.		LINGUA	ALLEGATO
DATA DI COMUNICAZIONE O DEL TIMBRO POSTALE SE LA LETTERA E SENZA DATA D.C. 20/3/45 T.E. 28/3/45	TIPO DI POSTA ESPRESSO	PERVENUTA CENSURATA DA ITALIANA	=
NUMERO DELLA RACCOMANDATA =	SEGNALAZIONI LOCALI INFO. DIV. AC	PROVVEDIMENTO ADOTTATO: TRATTENUTA RECUSA FOTOGRAFATA INVIATA CON COMMENTI A:	INOLTATA I TOLTA DAL CORSO AL MITTENTE
ANNOTAZIONI PRECEDENTI 5148	SEGNALAZIONI DEL C. C. S.		
ORIGINE CENSURA ITALIANA I CENSURA ALLEATA			

OSSERVAZIONI

I. SHIPPING

CONSTITUTION OF THE SHIPYARDS UNION FOR
 WOODEN NAVAL CONSTRUCTIONS

The Shipyards Union for Wooden Naval Constructions agrees to co-ordinate the activity of shipyards, carrying out constructions in wood, weighing not less than 100 tons. The most important shipyards of liberated Italy are entitled to belong to the Union.

The Union will have show special attention to:

a) the programme of the new constructions based on the efficiency of the shipyards, in accordance with the State Authorities and the Allies, and the assignment and the distribution of material at the disposal of the directing Authorities, for the complete development of the programme agreed upon.

b) for the purchase from national and foreign markets, on behalf of the shipyards, of material for constructions, devised and to be devised.

c) The intervention of competent Authorities in order to resolve eventual difficulties of a general character in the transportation of material, etc., etc.

TIMBRO POSTALE SE LA LETTERA E SENZA DATA D.C. 20/3/45 T.P. 28/3/45	ESPRESSO	=	ITALIANA	=
ANNOTAZIONI PRECEDENTI	SEGNALAZIONI LOCALI	SEGNALAZIONI DEL C. C. S.	PROVVEDIMENTO ADOTTATO:	
5148	INFO.DIV.AC		TRATTENUTA	INOLTATA I
			RECISA	TOLTA DAL
			FOTOGRAFATA	CORSO
			INVIATA CON	AL MITTENTE
			COMMENTI AL	
ORIGINE				
CENSURA ITALIANA I				
CENSURA ALLEATA				

OSSERVAZIONI

I. SHIPPING

CONSTITUTION OF THE SHIPYARDS UNION FOR
WOODEN NAVAL CONSTRUCTIONS

"The Shipyards Union for Wooden Naval Constructions agrees to co-ordinate the activity of shipyards, carrying out constructions in wood, weighing not less than 100 tons. The most important shipyards of liberated Italy are entitled to belong to the Union.

The Union will have show special attention to:

- the programme of the new constructions based on the efficiency of the shipyards, in accordance with the State Authorities and the Allies, and the assignment and the distribution of material at the disposal of the directing Authorities, for the complete development of the programme agreed upon.
- for the purchase from national and foreign markets, on behalf of the shipyards, of material for constructions, devised and to be devised.
- The intervention of competent Authorities in order to resolve eventual difficulties of a general character in the transportation question, etc. etc. ..."

f 1092

CENSORE 4034/4154 REVISORE ACCO Rome Data d'esame 28/3/45

Avviso speciale

RISERVATA

HEADQUARTERS ALLIED COMMISSION

MJS/ml

APO 394

Transportation Sub Commission

(Movements Division)

Tel: Ext 318

23rd March 1945

655/191/TM.3

SUBJECT : Fertilizer Programme.

TO : Economic Section
(For Brig.General E.B. McKinnley)

1. There was an original request for 5,000 tons of ammonium sulphate for February/March delivery, mainly to increase hemp production. 3,000 tons were scheduled for March arrival, and 4,500 are actually arriving ex U.K. at Naples during March.

2. 2,080 tons of ammonium nitrate, ex U.S., are scheduled for May arrival for the Naples area.

3. There is an outstanding requisition for 9,000 tons of ammonium nitrate required for Campania, for delivery May/June. This requisition has not been fulfilled in the shape of ammonium nitrate, but G-5 have informed Agriculture Sub Commission that 18,000 tons of Chilean nitrate will be made available in May/June in place of the ammonium nitrate. All this is required in Campania. It is suggested that it be brought in through Naples and the satellite ports, providing G-4 (Nov & In) will agree port capacity.

4. Requisition for ammonium nitrate for delivery July, August, and September have been made as follows :-

Bari		6,500 tons	(spread over 3 months)
Naples		6,500 tons	" " "
Livorno		7,500 "	" " "

This requisition might be fulfilled in the shape of Chilean nitrate which would double the tonnage. Once supply is confirmed, it is suggested that, providing supply can be pushed forward, as much as possible is taken in June through these ports. In actual fact the programme can be accepted from an Agricultural standard August, September, and October, and will cover the autumn sowing.

Chilean nitrate is required for the October-November

1. There was an original request for 5,000 tons of ammonium sulphate for February/March delivery, mainly to increase hemp production. 3,000 tons were scheduled for March arrival, and 4,500 are actually arriving ex U.K. at Naples during March.

2. 2,080 tons of ammonium nitrate, ex U.S., are scheduled for May arrival for the Naples area.

3. There is an outstanding requisition for 9,000 tons of ammonium nitrate required for Campania, for delivery May/June. This requisition has not been fulfilled in the shape of ammonium nitrate, but G-5 have informed Agriculture Sub Commission that 18,000 tons of Chilean nitrate will be made available in May/June in place of the ammonium nitrate. All this is required in Campania. It is suggested that it be brought in through Naples and the satellite ports, providing G-4 (Mov & In) will agree port capacity.

4. Requisition for ammonium nitrate for delivery July, August; and September have been made as follows :-

Bari		6,500 tons	(spread over 3 months)
Naples		6,500 tons	" "
Livorno		7,500 "	" "

This requisition might be fulfilled in the shape of Chilean nitrate which would double the tonnage. Once supply is confirmed, it is suggested that, providing supply can be pushed forward, as much as possible is taken in June through these ports. In actual fact the programme can be accepted from an agricultural standard August, September, and October, and will cover the autumn sowing.

5. A similar programme is required for the October, November December quarter; this can be set back one month and still be utilised for the 1946 crop.

6. Finally, there is a requisition for 10,000 tons of fertiliser for delivery through Ancona. This fertiliser is for immediate use in the Bologna/Forli/Ferrara area, which is the most productive vegetable growing area of Italy. If this fertiliser is made available it will be possible not only to feed the local civilian population, but to provide large supplies for military personnel in the north, and a considerable quantity for consumption in the Rome area. To be of full value this fertiliser

20/11/46

is required at the latest by the end of July. If it cannot be accepted at Ancona the possibility of discharge of ships at Ravenna, and distribution from that port, should be immediately examined.

7. The attached appendix A shows the acceptance and shipping position of fertiliser requisitioned by Agriculture S/C. This is based on latest known possible supply position, all availabilities are not yet confirmed. A.F.H.Q. should be asked provisionally to provide port capacity and, subject final availability, include in shipping programme for this theatre. In the event that either port capacity or shipping tonnage cannot be obtained, it will be necessary for A.G. Priorities Board to decide fertiliser priorities in relation to tonnages already accepted and decide what cuts should be made in these tonnages if fertilisers are to be imported.

[Signature]
 M.B. THOMAS, Colonel
 Deputy Director

cc. Agriculture S/C.
 Port & Warehouse Div.
 Shipping Section, Mov. Div.

0 1 1 2

priorities in relation to tonnages already accepted and decide what cuts should be made in these tonnages if fertilisers are to be imported.

cc. Agriculture S/C.
Port & Warehouse Div.
Shipping Section, Nov. Div.

J. M. E. Thomas
J. M. E. THOMAS, Colonel
Deputy Director

FERTILIZER PROGRAMME

PORT	DATE	REQUISITIONED	AVAILABLE	ACCEPTED	NOT YET ACCEPTED
1 Naples	March	5,000 Ann. Sulph.	4,500	4,500	500
2 Naples	May/June	2,080 "	2,800	2,080	-
Arce		9,000 "	18,000 Chilean Nitr.	nil	18,000
3 Bari	July/Aug & Sept	6,500 "	believed available may be O.N.		
4 Naples	"	6,500 "	"		
5 Leghorn	"	7,500 "	"		
6 Ancona	July	10,000	10,000 (?)		
7 Bari	Oct/Nov & Dec.	6,500 "			
8 Naples	"	6,500 "			
9 Leghorn		7,500 "			

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FERTILIZER PROGRAMME

WED	AVAILABLE	ACCEPTED	NOT YET ACCEPTED	REMARKS
Sulph.	4,500	4,500	500	
"	2,800	2,080	-	
"	18,000 Chilean Nitr.	nil	18,000	acceptance present unknown Possibly thru Naples Satell.
"	believed available may be C.N.			<u>349</u> if Chilean nitrate would amount to 41,000 tons, July tonnage accepted on basis Sulph. but allocation not yet settled.
"	"			
"	"			
"	10,000 (?)			Believed available essential for vegetable programme.
"				
"				Part allocation after July not yet made.
"				
"				

CONFIDENTIALHEADQUARTERS ALLIED COMMISSION
450 394
INDUSTRY SUB-COMMISSION

Tel. : 237

ISLM/dje

Ref. AL/5615/IND/28

19 March 1945

SUBJECT : Fertiliser and Mineral Works of
Societa Montecatini, LivornoTO : H. E. Granchi
Ministry of Industry, Commerce and Labour.

1. An application has been received by this H.Q. from your Ministry for assistance in securing the release of these works from military occupation. In view of the fact that these works have been occupied by the Italian military forces for use as warehouse and depots, it is the considered opinion of this H.Q. that arrangements for de-requisitioning should be carried out between your Ministry and the Italian Land Forces. This decision has been taken particularly with regard to the new directive for the release of Italian liberated territory to the administration of the Italian Government.

(Signed)

W. J. MASKREY, LT. COL.
for W. J. MASKREY,
Director,
Industry Sub-Commission.

Copies to :

C-3, AFHQ
C-4, American
C-4, British, AFHQ
AFHQ, S.I.A.C.
Economic Section
E.M.I.A.
British Embassy
American Embassy
Public Relations Branch
Ports and Warehouses Division
Transportation S/C
Food S/C
Agriculture S/C

1088

CONFIDENTIAL

JWB/mab

CONFIDENTIALINTER-OFFICE MEMORANDUMURGENT

File : 478704

294/a/m.3.

15 March 1945

SUBJECT : Movement by rail of AC sponsored and authorized civilian traffic.

- TO : Industry Sub-Commission
Commerce Sub-Commission
Agriculture Sub-Commission
Road Sub-Commission
Ports & Warehouses Division, In. Sub-Commission
Movements Division, (Roads Branch), In. Sub-Commission
- (For special report as to tonnage now lifted by road which could be transferred from road to rail on opening of Leghorn - Florence line).

1. It is expected that the railway line Leghorn to Florence via Napoli (line 219 from Piss) will be opened by 1 April and the line Ortona to Ancona (line 86) by end of April 1945.
2. This Sub-Commission has been asked to submit an urgent report to AFHQ of expected future daily rail movements over the lines enumerated below, for consideration by G-4 (Mov. & Tra.) :
 Rome - Leghorn (line 50)
 Leghorn - Florence (line 50) to Piss thence line 219)
 Ortona - Ancona (line 86)
3. So far as concerns traffic on the line Rome - Leghorn the Pyrites programme, Solway Plant, Montignone, Port Clearance of Pisanino and Civitavecchia, need not be commented upon, as programmes have already been well defined, but report is required regarding distribution of lignite from Sibolla Mines as from the North of Bay and details of all other expected Northbound and Southbound traffic.
4. Full details of expected rail tonnages over the line Leghorn - Florence via Napoli should be stated, by commodities, if possible. The opening of this line will afford the opportunity of transferring to rail all or part of the tonnage now being lifted by road, with consequent release of M.T. for other duties.
5. The reopening of the line Ortona - Ancona will facilitate the removal of grain from the Macerata area to final destinations and Northbound traffic, now being cleared from Ortona will be able to be assigned to more suitable destinations.
6. Traffic in each direction should be shown separately.
7. The Transportation Sub-Commission report is to reach AFHQ with least possible delay, to assist in forward planning. Full addresses, therefore, are arranged to forward their reports by 21 March 1945.

1087

1. It is expected that the railway line Leghorn to Florence via Empoli (line 219 from Pisa) will be opened by 1 April and the line Ortona to Ancona (line 86) by end of April 1945.
2. This Sub-Commission has been asked to submit an urgent report to ANAC of expected future daily rail movements over the lines enumerated below, for consideration by G-4 (Int. & Tr.) :-
 Rome - Leghorn (line 50)
 Leghorn - Florence (line 50 to Pisa thence line 219)
 Ortona - Ancona (line 86)
3. So far as concerns traffic on the line Rome - Leghorn the by-rails programme, Solway Plant, Rosignano, Port Clearance of Pisanine and Civitavecchia, need not be commented upon, as programmes have already been well defined, but report is required regarding distribution of lighters from Nibolla lines as from the mouth of bay and details of all other expected northbound and southbound traffic.
4. Full details of expected rail tonnages over the line Leghorn - Florence via Empoli should be stated, by commodities, if possible. The opening of this line will afford the opportunity of transferring to rail all or part of the tonnage now being lifted by road, with consequent release of M.T. for other duties.
5. The reopening of the line Ortona - Ancona will facilitate the removal of grain from the Macerata area to final destinations and northbound traffic, now being cleared from Ortona will be able to be consigned to more suitable destinations.
6. Traffic in each direction should be shown separately.
7. The Transportation Sub-Commission report is to reach ANAC with least possible delay, to assist in forward planning. Will addresses, therefore, be arranged to forward their reports by 21 March 1945.

W. E. H. H.

WILLIAM E. HAYLOR
 Director, Transportation Sub-Commission

Copy to: Economic Section
 Planning Staff, Transportation Sub-Commission.

D To: OTC Spec

HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRY SUB-COMMISSION

HRLM/MP

Tel. 237

27 February 1945

Ref. AG/5615/33/IND

SUBJECT : De-requisitioning of Montecatini Fertilizer and
Chemical Works, Porto Recanati (Ancona Province)

TO : General Officer Commanding, So. District, G.M.F.

1. It has been reported to this Headquarters that 584 Tank Tp Wap, R.A.M.E., is occupying the warehouses, offices and dwellings of the above premises.
2. This is one of the largest works of the Montecatini Company in Italy, its normal production being 43,200 tons of superphosphate fertilizer and 25,000 tons sulphuric acid per year.
3. The whole of the agricultural production for the Marche Region is affected by the fertilizers supplied by the Porto Recanati works.
4. Owing to the continued military occupancy of five of the Montecatini fertilizer works, approximately 170,000 tons of fertilizer will not be available for the 1945 agricultural programme, unless the factories are released without delay.
5. Owing to the impoverished state of Italian soils, food produced is in direct ratio to fertilizers applied (approximately 4:1). Thus the continued inactivity of these plants represents a direct loss to production of hundreds of thousands of tons of food.
6. The significance of this lack of application of local resources to the Allied war effort, in its effects upon supplies to the Armed Forces, basic supplies to the civil population and the demands upon Allied sea-transport resources, in supplying the deficiencies has caused this Headquarters the gravest concern.

7. The necessary repairs to the Porto Recanatì plant made necessary by enemy action can be effected by the Montecatini Company and arrangements have been made to supply raw materials and power and to replace machinery.

8. It is therefore most strongly urged that a most valuable service towards the Allied war effort will be offered if this plant be released from military occupancy to enable reactivation with the minimum of delay.

For the Chief Commissioner:

(Signed) W. S. VAUGHAN

Copy to:-

~~A.F.H.Q., G-5 Section~~

~~A.F.H.Q., G-4 Section~~

~~A.F.L.N.S., A.F.W.C.~~

~~D.M.S., A.F.P.W.~~

~~Economic Section~~

~~Political Section~~

~~Land Forces S/C (M.S.I.A.)~~

~~Food Sub-Commission~~

~~Agriculture Sub-Commission~~

~~Public Health Sub-Commission~~

~~Transportation Sub-Commission~~

~~(Attn: Ports & Warehouses Division)~~

~~Regional Commissioner Marche-Abruzzi Region~~

~~(Attn: Economic & Supply Division)~~

A.S. VAUGHAN,

Director,

Industry Sub-Commission.

HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRY SUB-COMMISSION

TRANSPORTATION

2013/8g

Tel. 237

27 February 1945

Ref. AG/5615/15/IND

SUBJECT: Derequisitioning of Montecatini Superphosphate
Plant - Pontecagnano

TO : General Officer Commanding, 3/ District.

1. Your 132 of 14th February 1945 has been received by this Headquarters, together with the substance of the report from 94 Sub-Area, with reference to our request for the derequisitioning of the above named premises.

2. In reply to paragraph 1 of your letter:

- a) the plant is fully equipped and not at all damaged.
- b) Personnel and labour are available locally and ready to commence work as soon as the premises are evacuated.
- c) Raw materials (pyrites and rock phosphate) could be despatched to the plant within a few days of notice of de-requisition.
- d) It is estimated that, from date of de-requisitioning full production could be reached within a few weeks.

3. It would be quite impracticable to save the plant, which would necessitate building an entirely new factory, which, under the most favourable conditions would require 6 to 8 months, and could only be executed, at present, at prohibitive cost.

4. Furthermore, the need for fertilizer is urgent as it must be made available for the spring sowings if the vast tonnages of foods required are to be produced.

5. Should the Montecatini plants at Pontecagnano, Brindisi,

Barletta and Taranto (Base Supply Depot for the Italian Army) remain in military occupancy it will be impossible to achieve the 1945 programmes of food production in Southern Region. This eventuality will place a strain on Allied supply and sea transport resources both for the supply of the Armed Forces and for basic civil necessities.

6. Furthermore, it should be borne in mind that disease and unrest is not a static but a progressive condition, and unless the deficiencies in basic foods for the civil population, which have resulted in physical deterioration during 1944, are corrected by the availability of supplies from the 1945 harvest, the consequences may be grave in the extreme.

7. This Headquarters, therefore, considers the immediate re-activation of all the available fertiliser works to be of the highest priority, both from the viewpoint of partially supplying the Armed Forces from local resources (thus relieving the strain on Allied transportation facilities), and towards the fulfilment of the directives of the Combined Chiefs of Staff in the utilisation of all available resources for the prevention of disease and unrest.

8. With regard to labour requirements for carrying out the construction of new storage and handling facilities for the occupying units of the above works, every possible effort will be given towards the supply of civil and Italian military labour, as the question is one of national importance to liberated Italy.

For the Chief Commissioner:

Copy to:

AFHQ G-5.

AFHQ G-4.

AFHQ G-3.

Economic Section.

Political Section.

Land Forces S/C, M.E.L.S.

Food S/C.

Agriculture S/C

Labour S/C

Public Health S/C

Ports & Warehouses Division.

Transportation S/C

M.G. Southern Region (Attn.: E.S.S. Div.)

Ministry for Industry, Commerce & Labour.

Ministry for Agriculture.

V.B. VANDEMAN

Director,

Industry Sub-Commission

1083

8021

/28

HEADQUARTERS ALLIED COMMISSION
APO 394
AGRICULTURE SUB-COMMISSION
27 June 1945

		Room [*]	Telephone
Director	Mr. J.M. Merritt	39	262 - 478707
Deputy Director	Mr. J.A. Rudderham	70	248
Admin. Officer	Capt. H.M. Bergeron	41	262 - 478707
Crop Production	Mr. F.V. Darslow (Lt. R.F. Gorman)	43	263
Livestock Production	Mr. J.A. Rudderham (Major G. A. Fronsman)	70	248
Commodity Requir.	Capt. H.M. Bergeron (Mr. F.V. Darslow)	41	262 - 478707
Prices & Statistics	Miss L. Macfarlane	45	738 - 478209
Registration, Tenure Credits		74	215
Fisheries	Lt. Cmdr. B.G.P. Maliani	62	478208
Forestry	Mr. H.B. Dickman (Mr. J.A. Rudderham)	66	277

* End Floor Annex

Distribution:

Economic Section (5)
All Sub-Commissions (5)
Regional Headquarters (10)

Mr Brooks

122222

INTER OFFICE MEMO

RMK/or

27 Jan 45.

Ref: W/12/155/226

SUBJECT: Ancona/8th Army Stockpile Situation.

FROM: Lt. S/O., Port & Warehouse Division

TO: Director, Transportation Sub-Commission

1. Current warehouse situation is as follows:

<u>a. Capacity</u>		
<u>ANCONA</u> - Covered storage capacity	13,000 Tons	
" " Open	4,000 "	
		22,000 Tons
<u>FORLI</u> - Covered Storage Capacity		5,000 "
" " Open	3,000 "	
		8,000 "
<u>b. Stocks</u>		
<u>ANCONA</u> - Stocks on hand	7000 Tons	
Expected arrivals	26000 "	
		33,000 "
<u>FORLI</u> - Stocks on hand		4,000 "
		4,000 "
		37,000 "

c. Conclusion

An additional 10,000 tons of storage space is required (7000 tons short, per b., above, plus 3000 tons safety margin) either in Ancona, or Forli - preferably the latter.

2. In order to effectuate the program the following is necessary:

- 15th Army Group (or proper authority) must make available to AC the balance of the warehouse of the General Aerial in Forli, at present occupied only in part by AC. Two other occupants are RARLI, and a British Ordnance unit.
- 15th Army Group (or proper authority) must make available to AC an additional 10,000 tons of closed sto-

1. Current warehouse situation is as follows:

a. Capacity

<u>ANCONA</u> - Covered storage capacity	10,000 Tons
" " Open	4,000 "
	22,000 Tons
<u>FORLI</u> - Covered storage capacity	5,000 "
" " Open	3,000 "
	8,000 "
Total	30,000

b. Stocks

<u>ANCONA</u> - Stocks on hand	7000 Tons
Expected arrivals	25000 "
	33,000 "
<u>FORLI</u> - Stocks on hand	4000 "
	4,000 "
Total	37,000 "

c. Conclusion

An additional 10,000 tons of storage space is required (7000 tons short, per b., above, plus 3000 tons safety margin) either in ANCONA, or Forli - preferably the latter.

2. In order to effectuate the program the following is necessary:

- 15th Army Group (or proper authority) must make available to AG the balance of the warehouse of the Consorzi Agrari in Forli, at present occupied only in part by AG. Two other occupants are IAPPI, and a British Ordnance unit.
- 15th Army Group (or proper authority) must make available to AG an additional 10,000 tons of closed storage space in Forli, preferably rail served. A preliminary survey indicates large buildings exist, but are occupied by other units, including considerably use for billets, etc. For example, an excellent warehouse building (on track) that would accommodate perhaps 4000/5000 tons is at present used as a cinema. This building is part of the sugar refinery and was originally a store house.

- c. Proper authority must repair rail siding at Consor-
cio Agricolo Warehouse in Forli. Amount of repair
work is not great. It consists of replacing short
distance of broken tracks, and cleaning length of
track from main line into warehouse.
- d. Proper authority must authorize a rail lift of at
least 300 tons per day by rail from Ancona to Forli.
If rail not possible deficiency must be moved by road.
It is doubtful if AC has road transport available for
this purpose. (Movement would undoubtedly involve a
2 day turn around at best an average of 14 days).
e. If rail program mentioned above were authorized, AC
has sufficient road transport available to load rail-
head at Ancona.
- f. If rail siding at Forli (see C. above) is not repaired,
the 8th Army would need 25/30 trucks to clear Forli
railhead. If railhead at Forli can not be used, and
instead Cosens is used 50 trucks would be needed.
It is doubtful whether AC could supply these.
- g. 6th Army AMG and ALGOM Ancona depots would need
additional military personnel to effectuate this
program. Sufficient personnel could probably be
made available from ALGOM Leghorn depots.
3. If the above program cannot be carried out, AFMC (or
proper authority) must assist in securing an additional 10,000
tons of storage space in Ancona. Preliminary survey indicated
certain military units have space assigned to them which is not
being fully used.
4. At Rimini there is 4000 tons of space at present a-
vailable to AC., but this is not too good for storage of food-
stuffs. In addition, Rimini involves a troublesome movement
from Ancona, and yet is not located sufficiently northwest to
really constitute a "forward" warehouse.
5. This entire planning is based on the assumption that
the 26,000 tons expected to be moved into this general area
arrive, and pass thru Ancona. The breakdown of the 26,000
tons follows:

From Naples stockpile	5,000 tons
" Leghorn "	17,000 "
" Bari "	3,000 "
Misc. (rail & water)	1,000 "
Total	26,000 Tons
	1080

f. If rail siding at Terli (see C. above) is not repaired, AMO 8th Army would need 25/30 trucks to clear Terli railroad. If railroad at Terli can not be used, and instead Casema is used 90 trucks would be needed. It is doubtful whether 90 trucks could supply to use.

g. 8th Army AMO and ALCON Ancona depots would need additional military personnel to effectuate this program. Sufficient personnel could probably be made available from ALCON Leghorn depots.

3. If the above program cannot be carried out, AFMC (or proper authority) must assist in securing an additional 10,000 tons of storage space in Ancona. Preliminary survey indicated certain military units have space assigned to them which is not being fully used.

4. At Rimini there is 4000 tons of space at present available to AG., but this is not too good for storage of food-stuffs. In addition, Rimini involves a troublesome movement from Ancona, and yet is not located sufficiently northwest to really constitute a "forward" warehouse.

5. This entire planning is based on the assumption that the 26,000 tons expected to be moved into this general area arrive, and passess thru Ancona. The breakdown of the 26,000 tons follows:

From Naples stockpile	9,000 tons
" Leghorn	1,000 "
" Bari	3,000 "
Misc. (rail & water)	3,000 "
Total	26,000 Tons

1080

ROBERT M. KLEIN
Maj. Med. Adm. C.
Port & Hosp. Div.

01271

HEADQUARTERS ALLIED COMMISSION
APO 394
COMMERCE SUB-COMMISSION
Foreign Trade Section

HAC/ag

Tels : 478900
478457
459081 Ext. 611

5 January 1945

Ref. AC/3127/26/commerce

SUBJECT : Tomato processing and Export of Canned Tomatoes.

TO : Food Sub-Commission (Attn. Col. Legg)
Agriculture Sub-Commission (Attn. Mr. Albaugh)
Requisition Division (Attn. Lt. Col. Martino)
Industry Sub-Commission (Attn. Mr. Vaughan)

1. We attach copy of a survey made by Mr. Egan, Ministry of Food, London, on the potential tomato canning programme for 1945, together with report of meetings held by the canning interests in Sicily (appendix A) and Naples (appendix B).

2. Confirming telephone conversation, a meeting will be held in my office, 6th Floor Annex, Room N. 43, to-morrow morning 6th inst 0930 hrs, to establish what action, if any, should be taken in order to provide an exportable surplus of canned tomatoes during this year.

W. F. Evans

W. F. EVANS
Colonel
Director
Commerce Sub-Commission

Encls : 3 as per para 1.

Ref. AC/5127/26/Commerce

SUBJECT: Tomato processing and Export of Canned Tomatoes.

TO : Food Sub-Commission (Attn. Col. Legg)
 Agriculture Sub-Commission (Attn. Mr. Albaugh)
 Requisition Division (Attn. Lt. Col. Martino)
 Industry Sub-Commission (Attn. Mr. Vaughan)

1. We attach copy of a survey made by Mr. Egan, Ministry of Food, London, on the potential tomato canning programs for 1945, together with report of meetings held by this canning interests in Sicily (appendix A) and Naples (appendix B).
2. Confirming telephone conversation, a meeting will be held in my office, 6th floor annex, Room R. 13, to-morrow morning 6th inst 0930 hrs, to establish what action, if any, should be taken in order to provide an exportable surplus of canned tomatoes during this year.



E. F. WEISS
 Colonel
 Director
 Commerce Sub-Commission

Encs : 3 as per para 1.

1079

31 December 1944

SUMMARY OF POTENTIAL CANNING PROBLEMS.
CANNED PEELED TOMATOES AND PASTE
1945 SEASON.

RECEIVED - COMBUSTION ENGINEERING

The purpose of investigating the position of Tomato Owners in Italy and Sicily was to locate surplus that could be exported to U.S. in due course. Priority claims are understood via.

- A. Service requirements.
- B. Italian population requirements. (paste.)

Subject to Transport and materials being available the industry state their opinion in being able to produce.

<u>Naples & Salerno</u>	<u>Sicily</u>
Peel'd Tomatoes being the equivalent of 8,000,000 to 1,000,000 cases each containing 2 1/2 lbs. 5's cans (net per can approx 2 lbs 3 ozs).	7,500/12,500 Net tons 12,500 Net tons

In addition Naples area can produce 8/15,000 Tons 28/30 & concentration Tomato Paste and Sicily 100,000 cases each 10/5 kilo tins.

My own opinion is the Sicilian figures may not be reached, but Naples is a fair reflection of intention. Much depends on a time table throughout the season being adhered to, and the useful assistance of Mr. Harrison M.O.F. as Liaison officer in the interests of A.C. at specified times. This type of Liaison has been demonstrated in Sicily with lessons etc. to material advantage.

The following notes under the various sub headings are intended as helpful suggestions and for the purpose of creating a composite picture.

.....

The purpose of investigating the position of Tomato Canners in Italy and Sicily was to locate surplus that could be exported to U.S. in due course. Priority claims are understood via.

A. Service requirements.

B. Italian population requirements. (Paste.)

Subject to Transport and materials being available the industry state their opinion in being able to produce.

Naples & Palermo Sicily

Peeled Tomatoes 7,500/12,500 Net tons 12,500 Net tons
being the equivalent of 800,000 to 1,000,000 cases each containing
24/ can. 3's cans (net per can approx 2 lbs 3 oz).

In addition Naples area can produce 8/15,000 Tons 28/30 %
concentration Tomato Paste and Sicily 100,000 cases each 10/5 kilo
tins.

My own opinion is the Sicilian figures may not be reached, but
Naples is a fair reflection of intention. Much depends on a time
table throughout the season being adhered to, and the useful assistance
of Mr. Harrison H.O.P., as liaison officer in the interests of A.C. at
specified times. This type of liaison has been demonstrated in Sicily
with lemons etc. to material advantage.

The following notes under the various sub headings are intended
as helpful suggestions and for the purpose of creating a composite
picture.

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Food cases. Calabria is the productive source for walnuts, although there are local producers near Naples for a quantity. Whilst there is no wish to accept any alternative to seed cases it may be suggested that fibre cases be imported, rather than the programme be curtailed.

Agriculture. I do not know of any difficulty in the allocation of acreage. In Sicily a tonnage programme would be welcome, in view of the fact that seed potatoes were not forthcoming thereby releasing further acreage for cultivation. Capt. Pike (Agriculture Sicily) had already estimated a crop to yield some 14,000 tons tonnes which would be approx 40% in excess of pre-war figures. Fertilizer is required in both Sicily and Naples areas. The Naples area canners suggest that distribution of fertilizer be undertaken by the official trade body styled Unione Industriale, which I understand is a responsible pool of many interests.

Transport. Lack of transport is a difficulty and major important necessity. It would be unwise to say more than this, as it cannot be assumed the position will remain static. When transport is required for tonnes the situation may have improved alternatively it can deteriorate. In the South it is said that wagons are despatched northwards and few are returned etc. Some canners feel confident they will manage to get goods to nearly docks "somewhere".

Timplate. There are no supplies, therefore if this provisional programme is accepted immediate shipments should be made from U.S.A. The can sizes we have asked for, is with the view of making the most economical use of tinplate.

Nails and casewire. Should be made available to the selected canners.

Food cases. Calabria is the productive source for timber, although there are local producers near Naples for a quantity. Whilst there is no wish to accept any alternative to seed cases it may be suggested that fibre cases be imported, rather than the programme be curtailed.

Sealing Compound. Supplies should be sought from U.S.A.

Coal. Is obviously necessary. Some of the Naples canners could use oil, if this suggestion has any merit.

(agriculture itself) had already planted a crop to yield some 15,000 tons of cotton which would be approx 40% in excess of pre-war figures. Fertilizer is required in both Italy and Naples areas. The Naples area canners suggest that distribution of fertilizer be undertaken by the official trade body styled Unione Industriale, which I understand is a responsible pool of many interests.

Transport. Lack of transport is a difficulty and major important necessity. It would be unwise to say more than this, as it cannot be assumed the position will remain static. When transport is required for tomatoes the situation may have improved alternatively it can deteriorate. In the South it is said that waggons are despatched northwards and few are returned etc. Some canners feel confident they will manage to get goods to nearly docks "somewhere".

Timber. There are no supplies, therefore if this provisional programme is accepted immediate shipments should be made from U.K. The can canner we have asked for, is with the view of making the most economical use of timber.

Walls and casemates. Should be made available to the selected canners.

Food cases. Calabria is the productive source for timber, although there are local producers near Naples for a quantity. Whilst there is no wish to accept any alternative to wood cases it may be suggested that fibre cases be imported, rather than the programme be curtailed.

Sealing Compound. Supplies should be sought from U.S.A.

Coal. Is obviously necessary. Some of the Naples canners could use oil, if this suggestion has any merit.

Finance. Delay in settlement of accounts retards capacity production. As an example, one of the larger canners via St. Krazzo Preserving Co. is being operated by a manager, the company being an English concern normally controlled by the English directorate.

The manager does not desire to increase the loan account with the banks, nor is he empowered to free London. To obtain 100 effort it therefore can only be done, by reemployment of capital.

Requisitioning of canneries. There is a genuine thought that A.C. are desirous of withdrawing from manufacturing premises, if at all possible to do so. Full details of requisitioned premises is attached for consideration. Naturally the owners desire more equitable treatment with their competitors. If anything be contemplated it should be advised during the next 3 to 4 months.

General remarks. Attached are copies of correspondence and very detailed requirements to consider. Meetings have been held in Palermo and Naples with individuals and at later stages with the canners as a body. It is a genuine desire to commence operations and reopen in the first stages the export trade of the industry. The most important need is the timing and carrying out the programme in its varying phases. I am presenting a meeting will be held in Rome, prior to my departure to London, and I will enlarge on any subject covered in this report.

The price element has not been discussed nor is it possible to do so at this stage.

Policy will dictate this essential, but I should like to take with me a copy of any provisional contract that could be drawn up with I.O.S.

Mr. J.A. WOOD
Ministry of Food, London

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Mr. J.A. WOOD
Ministry of Food, London

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Appendix A.

TRANSMISSION

ISTITUTO NAZIONALE COMMERCIO ESTERO
SICILIA AND CALABRIA OFFICE
CATANIA.

Palermo, 23 December 1944

Dear Mr. Bordonì,

According to the request of Ministry of Food Mission, I had yesterday a meeting in A.O. Export Office, Palermo, with some representatives of preserved tomatoes producers, called by the Chamber of Commerce, to examine the possibility of exporting in the next harvest peeled and concentrated tomatoes.

In the first meeting, held on the 22 December, the following industrialists were present:

- 1) Dr. P.P. Dregotte of the homonym firm and Vice President of the Association of Preserves Industrialists of Sicily;
- 2) The proprietor of firm Benigno & Greco;
- 3) The proprietor of firm Raspante Bros.

Besides Dr. Rubino of Palermo Chamber of Commerce and Dr. Raimondi of Agriculture Office were present to the meeting.

At another meeting, held to-day in order to collect more exact data on the estimated need of material, there were present: Dr. Dregotte, Mag. Micelli of Raffante firm, Dr. Concilio Vincenzo of the homonym firm and the s/m Dr. Raimondi.

The result was the following:

1. Sicilian industrialists, by their technical equipment, which has remained almost safe from the damages of war, are able to produce up to 500,000 peeled tomatoes cases of 24/3, as well as 100,000 cases containing ten cans of 5 kilos each of double concentrated (30 %) for export.

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- 1) Dr. P.P. Dragotta of the homonym firm and Vice President of the Association of Preserves Industrialists of Sicily;
- 2) The proprietor of firm Benigno & Greco;
- 3) The proprietor of firm Mespena Bros.

Besides Dr. Rubino of Palermo Chamber of Commerce and Dr. Raimondi of Agriculture Office were present to the meeting.

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The result was the following:

1. Sicilian industrialists, by their technical equipment, which has remained almost safe from the damages of war, are able to produce up to 500.000 peeled tomatoes cases of 24/3, as well as 100.000 cases containing ten cans of 5 kilos each of double concentrated (30%) for export,

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without repercussions on their productive power for need of the national market.

2. The estimated need of product is about 36 kilos for every case of peeled tomatoes and 3 quintals (without considering the waste) for every case of concentrate.

The total need will be therefore :

about 110.000 qls to produce 300.000 cases peeled tomatoes	
" 180.000 " " 500.000 " "	
" 300.000 " " 100.000 cases double concentrated.	

3. On the basis of the average productive power of irriguone cultivation, which is 200 qls per hectare, it is calculated that to produce 500.000 qls of tomatoes, 2.500 hectares of ground must be used. This figure should be increased, taking into consideration that in some areas dry cultivation is used, with a consequent lower yield. It would be necessary, therefore, considering also the waste, to estimate a cultivation of about 3.000 hectares.

4. For these 3.000 hect. the following quantities of fertilizers and anti-cryptogamic products are requested :

Perphosphate 16/18 (4 qls per hect.)	-	qls. 12.000
Ammonia Sulphate (50 %)		
Ammonia nitrate (50 %)	(qls 1,50 per hect.)	" 4.500
Copper sulphate		" 80

5. In order to assure the success of such an export project it is necessary at the same time to guarantee an adequate supply for local consumption of the fresh as well as preserved product. Consequently, it is suggested that a supply of fertilizers and anti-cryptogamic products for not less than 6.000 hectares of cultivation be made, i.e. a quantity of perphosphate, ammonia salts and anti-cryptogamics twice as much as calculated above. However, Agriculture Office and Farmers Union of Palermo already observe that this quantity of fertilizers should

considering the waste) for every case of concentrate.
The total need will be therefore:

about 110.000 qls to produce 300.000 cases peeled tomatoes	
" 150.000 " " 500.000 "	"
" 300.000 " " 100.000 cases double concentrated.	"

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Perphosphate 16/16 (4 qls per hect.)	-	qls. 12.000
Ammonia Sulphate (50 %)		
Ammonia nitrate (50 %)	(qls 1.50 per hect)	" 4.500
Copper sulphate		" 60

5. In order to assure the success of such an export project it is necessary at the same time to guarantee an adequate supply for local consumption of the fresh as well as preserved product. Consequently, it is suggested that a supply of fertilizers and anti-cryptogamic products for not less than 6.000 hectares of cultivation be made, i.e. a quantity of perphosphate, ammonia salts and anti-cryptogamic twice as much as calculated above.

Moreover, Agriculture Office and Farmers Union of Palermo already observe that this quantity of fertilizers should

not be supplied from the scanties resources of Sicily, but it should be imported for this purpose by next January.

6. We indicate the estimated need of material for 1,000, 300,000 or 500,000 peeled tomatoes cases as follows:

	for 1,000	for 300,000	for 500,000
- Tinplate L.C. 20/28 cases of 112 sheets of 216 pounds	50 m.	15,000 m.	25,000 m.
- Raw tin	30 Ks.	9,000 Ks.	15,000 Ks.
- Lead	30 "	9,000 "	15,000 "
- Rubber rings, diameter 100 mm.	52,000 m.	15,500,000 m.	26,000,000 m.
	or	or	or
- National coal	30 Ks.	24,000 Ks.	40,000 Ks.
- Packing timber, to be transported from Calabria, if in pine-trunks (50%) and beech and alder-tree (50%)	15 T.	4,500 T.	7,500 T.
- Nails 14/32 (50%) - 15/40 (30%) 10/23 (20%) for packing and repair of transportation cases	100 Ks.	30,000 Ks.	50,000 Ks.
- Iron wire n. 14, for reinforcement of export packing	150 Ks.	45,000 Ks.	75,000 Ks.

N.B. - The rubber rings, if not available, could be substituted by other similar material, available from United Nations. If foreign coal "long flames" could be made available, half of quantity of this material should be sufficient.

7. The estimated need of materials for 1,000 and 100,000 cases of double concentrated (cases of 10 cans of 5 kilos each ~ 50 Ks. net) is the following:

	For 1,000	For 100,000
- Tinplate 1 x ~ 20/28 cases of 56 sheets of 136 pounds	(n. 100 (or (Ks. 6,160	n. 10,000 or Ks. 616,000
- Raw tin	" 40	" 4,000
- Lead	" 40	" 4,000
- Rubber rings, diameter 151 mm.	(n. 22,000 (or (Ks. 70	n. 2,200,000 or Ks. 7,000
- National coal	Tons 150	Tons 15,000
- Packing timber, to be transported from Calabria, if in pine-trunks (50%) and beech and alder-tree (50%)	Tons 22	Tons 2,200
- Nails 15/40	Ks. 100	Ks. 10,000
- Iron wire N. 15	" 300	" 30,000

Total of the estimated need to produce the
previous quantity of n. 500,000 cases 24/1 of peeled and
n. 100,000 of double concentrated:

- Tinplate (of two mentioned kinds)	Tons 3,116
- Raw tin	" 19
- Lead	" 19
- Rubber rings (of two dimensions)	" 47
- National coal in pieces	" 23,000
- Packing timber	" 9,700
- Nails (of the different mentioned kinds)	" 60
- Iron wire n. 14 & 15	" 105

Fertilizers and anti-cryptogamic products

Mineral perphosphate 16/18 (considering an extension of cultivation twice much as that necessary for export product)	Tons	2.400
Ammonia sulphate and nitrate	"	900
Copper sulphate	"	12

8. All the requested materials, particularly for the production of cane, i.e. tin plate, tin, lead and rubber rings, should be delivered to the factories by February 1945, at the latest by the first days of March.

9. To avoid other difficulties concerning the production and printing of labels (supply of paper, warpaints, dyes), the firms propose to not use them and to print only on the bottom of cans the usual inscription and the initials of the producer.

10. Having discussed the matter also with Prince Giardinelli, President of Farmers Union of Palermo, Union Jurisdictional on the region too, we are sure that, owing to the frequent changes on the prices of the different consumption commodities, wages, services cost (the trend of which is toward a continuous increase), it appears very difficult to induce the farmers to establish in considerable anticipation a price for the product to be delivered to the industrialists. The President of the s/m Union, not knowing what the industrialists had already declared, expressed a similar opinion, i.e. that price of the product is to be fixed at the latest possible and at least on the beginning of crop.

The industrialists, on their side, maintain that it is not possible to discuss at present the price for the product to be supplied for export to A.G., without knowing as accurately as possible the price of material to be supplied by the same buyers, the facilities which can be obtained as

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transportation, not only of this material but also of the product from production area to factory, and the price to be paid to the farmers.

It is clear, in such a situation, that it is difficult to foresee the results of the action which would be undertaken.

Accepting the proposal to establish a price for the farmers and industrialists on the beginning of crop, it is necessary in any case to receive some guarantees concerning the fertilizers to be delivered to the farmer and the materials to be supplied to the latter.

Fertilizers could be advantageously distributed through the industrialists who, by special agreements, could find some useful systems in order to be guaranteed toward the farmers. For fertilizers, a price (the normal one) could be fixed, to be paid at their delivery, with an over-price to be paid on the end of crop by those farmers who were not able to deliver a proportioned quantity of product, on the other hand, granting a considerable distribution of fertilizers - as we proposed calculating the need - a large extension of cultivation would be able to prevent the desertion of farmers from the producer's factories. Agriculture Offices and Farmers Unions will be able to be called to collaborate with such an arrangement.

At any rate, in agreement with Prince Giardinelli, a meeting of representatives of the Sicilian farmers will be held as soon as possible, in order to discuss the various points of the matter.

Agriculture Office of Palermo, according to the present costs and wages, calculates L. 400 per quintal for product of irriguous cultivation and about L. 500 per quintal for dry cultivation; to this the transportation must be added from the country to the factory, which can reach L. 200 per quintal. The same office confirms that in the last harvest the producers paid an average of L. 500 per quintal for the product delivered to the factory.

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In any case, before undertaking further steps with farmers and industrialists, it is necessary to be sure that fertilizers can be supplied by next January and other materials by February.

Very truly,

The Acting Chief of the Office
(signed) Dr. SURICO

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At a meeting of Governors of the Provinces of Naples & Salerno, where the canning programme of tomato products was discussed, it was agreed upon that the following quantities could be packed during the 1945 Season, providing the timely supply of fertilizers and the indispensable raw materials:

FRESH TOMATOES

A minimum pack of 300,000 cases is envisaged, which could be increased to 500,000 cases if the agricultural situation will be favorable.

The requirements for 100,000 cases 24 x 1's are:

Fresh tomatoes	4,000 metric tons
Hectares to be cultivated (average 22 m. tons per hect)	180 hectares
Fertilizers and anticyptog. need within March:	
Superphosphate	0,6 m. tons per hectare
Ammonium Sulphate	0,25 " "
Potassium Sulphate	0,25 " "
Ammonium Nitrate	0,1 " "
Copper Sulph.	0,01 " "
Tinplate (28 x 20 112's 246 lbs.)	500 "
Sealing compound (Dexex or Gold Seal)	5 "
Soldering (50% tin, 50% lead)	49,5 "
Coal (basis 7,000 calories)	500 "

TOMATO PASTE (28/52) dry residue, net including salt

A minimum pack of 8,000 metric tons is envisaged, which could be increased to 15,000 metric tons if the agricultural situation will be favorable.

The requirements for 8,000 m. tons of Tomato Paste are:

Fresh tomatoes	56,000 metric tons
Hectares to be cultivated (average 22 m. tons per hect)	2,500 hectares
Fertilizers and anticyptog. need within March:	
(in the above proportion)	
Superphosphate	1,500 metric tons
Ammonium sulphate	625 "
Potassium sulphate	625 "
Ammonium nitrate	250 "
Copper Sulphate	25 "
Coal (basis 7,000 calories)	6,000 "

where the spinning programme of Tomato products was envisaged, it was agreed upon that the following quantities could be packed during the 1945 Season, providing the timely supply of fertilizers and the indispensable raw materials :

PEEZED TOMATOES

A minimum pack of 300,000 cases is envisaged, which could be increased to 500,000 cases if the agricultural situation will be favorable.

The requirements for 100,000 cases 24 x 3's are :

Fresh tomatoes	4,000 metric tons
Hectars to be cultivated (average 22 m. tons per hect)	180 hectares
Fertilizers and anticyptog. need within March :	

Superphosphate	0,6 m. tons per hectar	108 metric tons
Ammonium Sulphate	0,25 " "	45 "
Potassium Sulphate	0,25 " "	45 "
Ammonium Nitrate	0,1 " "	18 "
Copper Sulph.	0,01 " "	1,8 "

Tinplate (25 x 20 112's 246 lbs.)	500 "
Sealing compound (Darex or Cold Seal)	5 "
Soldering (50 tin, 50 lead)	4,5 "
Coal (basis 7,000 calories)	500 "

POTATO PASTE (25/30 % dry residue, not including salt)

A minimum pack of 5,000 metric tons is envisaged, which could be increased to 15,000 metric tons if the agricultural situation will be favorable.

The requirements for 5,000 m. tons of Tomato Paste are :

Fresh tomatoes	56,000 metric tons
Hectars to be cultivated (average 22 m. tons per hect)	2,500 hectares
Fertilizers and anticyptog. need within March :	
(in the above proportion)	
Superphosphate	1,500 metric tons
Ammonium sulphate	625 "
Potassium sulphate	625 "
Ammonium Nitrate	250 "
Copper Sulphate	25 "
Coal (basis 7,000 calories)	6,000 "

(2)

For the quantities to be packed in tinplate containers, the requirements for 100 metric tons are:

	1 Ltr. Tins (Metric Tons)	2 Ltr. Tins (Metric Tons)
Tinplate:		
28 x 20 112's 245 lbs	17 1/2	
28 x 20		10.4
Soldering (50% tin 50% lead)	0.14	0.06
Sealing Compound (Parax or Cold Seal)	0.16	0.04

A list is hereby enclosed showing all factories which at the present time are requisitioned wholly or in part by Allied Units.

In order to make a fair distribution of the packing programs envisaged, it is imperative to obtain the derequisition of said factories, particularly those belonging to firms having only one production plant and those whose machinery is in efficient conditions.

If some factories cannot be totally derequisitioned, it should be obtained that the portion strictly necessary to the packing operation be relinquished.

With reference to price of the finished product (Peas and Tomatoes & Tomato Paste) it can only be dealt with when the cost of raw materials to be supplied will be known, and in accordance with the forecast of the cost of fresh tomatoes.

Template:

28 x 20 112's 216 lbs 17 1/2
28 x 20 10.4

Soldering (50 tin 50 lead) 0.14 0.06
Sealing Compound (Aerex or Solid Seal) 0.10 0.04

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1067

Further requirements for the coating of Tomatoes during the 1945 Season; with a view to cover same, it would be advisable for Italian and Allied Authorities to meet the carriers in the allocation and granting of transportation etc:

For every 100,000 cases 24 x 16 Peeled Tomatoes:

Calciumcarbid (C_2Ca)	tons 7 about
Nails	" 7,5 "
Iron hoops for packing cases	" 10 "
Transportation need to carry from Calabria timber for packing cases, for	1,000 tons about.

For every 100 tons Tomato paste in tin cans weighing 5 Kilos each:

Calciumcarbid (C_2Ca)	tons 0,3 about
Nails	" 0,25 "
Iron hoops for packing cases	" 0,3 "
Transportation need to carry from Calabria timber for packing cases, for	33 tons about.

Furthermore, it would be necessary for Allied and Italian Authorities to take steps in order to help the packers at the time of the Tomato Crop to obtain adequate transportation facilities, that is railroad wagons or, if not available, lorries.

LIST OF REQUISITIONED FACTORIES

DELT GALZO S.P.A.

- 2 Canning factories.
a) Factory at S. Giovanni a Teduccio (Naples). About 1/4 of the premises occupied by the Allied Commission, Real Estate Division S.B.S. Depot 696 -
b) Factory at Scalfati (Salerno). Only the refrigerating plant requisitioned; 2 large premises and a portion of the offices requisitioned by 12 Field Butchery-British Army - Cold Storages -

DITTA FOC. VITRILLI

Only one canning factory at S. Giovanni a Teduccio (Naples)
Only the warehouses is requisitioned by the A.C.C. Depot 677 -

S/A A. MUTHACQUA & C.

Only one canning plant at Via Nuova Poggioreale - Naples -
Totally requisitioned by 16 Base Workshop R.E.M.E. - P. Section and by 20 Base Laundry R.A.C.C.
It is necessary to requisition at least the portion of the factory requisitioned by the 16 Base Workshop R.E.M.E. - P. Section as per enclosed map.

DITTA FLORIO

Only one factory in Pontecorvo (Salerno) totally requisitioned by the Tom Major (Salerno) for the billeting of troops in transit.

DITTA E. & A. GRIFFA

2 canning factories in Pontecorvo (Salerno), one of which, located at Via Pesa, totally requisitioned by Depot. A.C.D. 557 -

DITTA RIVALLI

Only one factory in S. Severino Notte (Salerno) partially requisitioned by Tom Major - Salerno.

DITTA SALVATI

Only one canning factory in S. Severino Notte (Salerno) partially requisitioned by Tom Major - Salerno.

DITTA GREGIO

Only one canning factory in Via Calileo Ferraris 80 - Naples - partially requisitions by Tom Major - Naples.

2 Canning factories.

- a) Factory at S. Giovanni a Teduccio (Naples). About 1/4 of the premises occupied by the Allied Commission, Real Estate Division R.E.S. Depot 696 -
- b) Factory at Scalfati (Salerno). Only the refrigerating plant requisitioned; 2 large premises and a portion of the offices requisitioned by 12 Field Patchery-British Army - Cold Storages -

DITTA FEO. VIVELLI

Only one canning factory at S. Giovanni a Teduccio (Naples)
Only the warehouses are requisitioned by the A.C.O. Depot 677 -

S/A A. BENILACQUA & C.

Only one canning plant at Via Nuova Poggioreale - Naples -
Totally requisitioned by 16 Base Workshops R.E.S.E. - Y. Section and by 20 Base Laundry R.A.O.C.
It is necessary to requisition at least the portion of the factory requisitioned by the 16 Base Workshops R.E.S.E. - Y. Section as per enclosed map.

DITTA FLORIO

Only one factory in Pontecagnano (Salerno) totally requisitioned by the Town Major (Salerno) for the billeting of troops in transit.

DITTA E. & S. GARDIA

2 canning factories in Pontecagnano (Salerno), one of which, located at Via Roma, totally requisitioned by Depot. A.C.O. 357 -

DITTA RIVARDI

Only one factory in S. Severino Notte (Salerno) partially requisitioned by Town Major - Salerno.

DITTA SALVATI

Only one canning factory in S. Severino Notte (Salerno) partially requisitioned by Town Major - Salerno.

DITTA CIRIO

Only one canning factory in Via Caliceo Ferraris 60 - Naples -
partially requisitioned by Town Major - Naples.

(2)

PIRELLA PIRELLA

Only one carring factory in Via Ottaviano allo Scansone - Pavia
(Naples) requisitioned only in the warehouse by the Ufficio per
l'Agricoltura, Tom Major - Naples.

PIRELLA DEL FORNO - Paganini

Partially requisitioned by R.A.P.

PIRELLA S.A.M.C.A. - Nocera

Partially requisitioned by Tom Major - Paganini.

LIST OF PACKERS IN THE PROVINCES OF NAPLES AND SALERNO ALLOCATION
OF PRODUCTION FOR THE CANNING OF PEELLED TOMATOES AND TOMATO PASTE
FOR THE 1945 SEASON.

F I R M	Cases 2 1/2 x 5 lbs Peel'd Tomatoes	Tomato Paste (28/50%)	
		Tons.	Tons.
GIRIO	70,000	2,000	2,000
DEL CAIZO	50,000	1,500	1,500
St. VESUVIO	25,000	700	700
VITELLI fco	25,000	700	700
VITELLI lgi	25,000	700	700
DELLACASA	18,000	500	500
BARATTA	18,000	1,000	1,000
CABERDINELLA	18,000	500	500
PIRELLA	18,000	500	500
GRADALE	18,000	450	450
GIRO	18,000	500	500
GIRO	18,000	500	500
PIRELLA	10,000	400	400
RENDINO	5,000	200	200
S.A.H.C.A.	10,000	300	300
DEL FORTO	16,000	500	500
LENZA	10,000	300	300
MAZZUCCO	5,000	200	200
SPINELLI fco	5,000	200	200
SPINELLI fco	5,000	200	200
FIGURE	5,000	200	200
RENAUDI	10,000	400	400
D'AGOSTO	4,000	100	100
D'ALONSO	5,000	200	200
VITTORE	5,000	200	200
LEBRIC	4,000	100	100
SALVATI	4,000	100	100
CUMILO	2,500	100	100
MINICHINI	8,000	300	300
CANTANO	5,500	150	150
TORRE A	5,500	150	150
SPERA	5,500	150	150
PIERANTONI	5,500	150	150
TEDESCO	5,500	100	100
VELA	2,000	50	50
CARO	2,500	100	100
PIRELLA	2,000	50	50
SALVI & GRANITO	2,500	150	150
PAULICE GIOVANNI	2,500	100	100

CIRIO	70,000	2,000
DEL GALZO	50,000	1,500
St. MAGGIO	28,000	700
VITELLI Fco	28,000	700
VITELLI Lgi	28,000	700
AVVILLACCA	18,000	500
BARATEA	18,000	1,000
CASAMONTELLA	18,000	500
MORINO	18,000	500
CHITALE	18,000	450
CURCULO	18,000	500
GRANO	18,000	500
ELORIO	10,000	400
RODOLFO	5,000	200
S.A.N.C.A.	10,000	200
DEL FORNO	16,000	500
LENZA	10,000	300
PALAZZOLO	5,000	200
SPINELLI &co	5,000	200
SPINELLI fco	5,000	200
FIGURA	5,000	200
RINALDI	10,000	400
D'AGOSTO	4,000	100
D'ALESSIO	5,000	200
VITTORIA	5,000	200
IMPERIO	4,000	100
SALVATI	4,000	100
CIVILLO	2,500	100
MINICHINI	8,000	300
GASTANO	5,500	150
TORTO A	5,500	150
SPERA	5,500	150
PIRANUTI	5,500	150
TEDESCO	5,500	100
VELA	2,000	50
CASO	2,500	100
PIRRO	2,000	50
SALVI & GRUNTO	2,500	150
PAUTON GIANNI	2,500	100

FIRM

Cases 24 x 5 lbs
Peel'd Tomatoes

Tomato Paste (28/30%)
Tons.

BERA	2,500	50
BESCO	2,500	100
FETTI	2,000	50
FINALDI	2,000	50
MANICAMIO	2,000	50
CLAFILIA	2,000	50
CAFFE	1,500	50
BRONARO & BENEVEGNO	2,000	---
MACIARO	2,000	---
SCILAVO	2,000	---
TORINO	1,500	---
SILVANI	1,500	---
CLARCO	1,500	---
SCIENTIFIC	1,500	---
SABBO	1,000	---

Total Cases

500,000

Total 15,000

WAR SHIPPING ADMINISTRATION
WASHINGTON

25

February 15, 1945

Mr. Robert Nicol
Deputy Regional Director
United States War Shipping Administration
c/o American Consul General
Naples, Italy

Dear Mr. Nicol:

In accordance with the request in your letter of February 7, there is attached photostat copy of the only information we have regarding the portable discharging conveyer which Captain Conway spoke to you about.

We have not as yet succeeded in getting full information concerning these machines but preliminarily it appears that they will cost in the neighborhood of \$40,000 each and will require between three and four months for fabrication and delivery in the United States. We will advise you when we get further information.

Very truly yours,



G. H. Helmbold
Assistant Deputy Administrator
for Ship Operations

cc: Captain Conway
Captain Bishop
Mr. Saint

1061

MARINE TERMINALS CORPORATION

(OF LOS ANGELES)

STEAMSHIP AGENTS AND TERMINAL OPERATORS

Our New Address
815 Preble Avenue (P. O. Box 365)
Wilmington, California

PIERS 232 A and B
TERMINAL ISLAND, CALIF.

September 1, 1942

Mr. N. Spencer Dennis
650 South Spring Street
Los Angeles, California

Dear Sir:

We are happy to comply with your request for a report on the performance of our F-W Conveying Machine.

We have used the F-W Machine for several years to discharge wheat, corn, flax, etc. from cargo ships at San Francisco, Wilmington, Long Beach, and San Pedro, California. It handled these grains at the rate of better than 100 tons per hour and discharged directly from the ship into the elevator or freight cars.

The grain was carefully inspected after handling and there was no evidence of its having been damaged or cracked by the machine.

We have found that the machine can be much more economically operated than other equipment and is a great time saver, not only in removing cargoes from ships but in eliminating rehandling on the docks.

Very truly yours,

MARINE TERMINALS CORPORATION

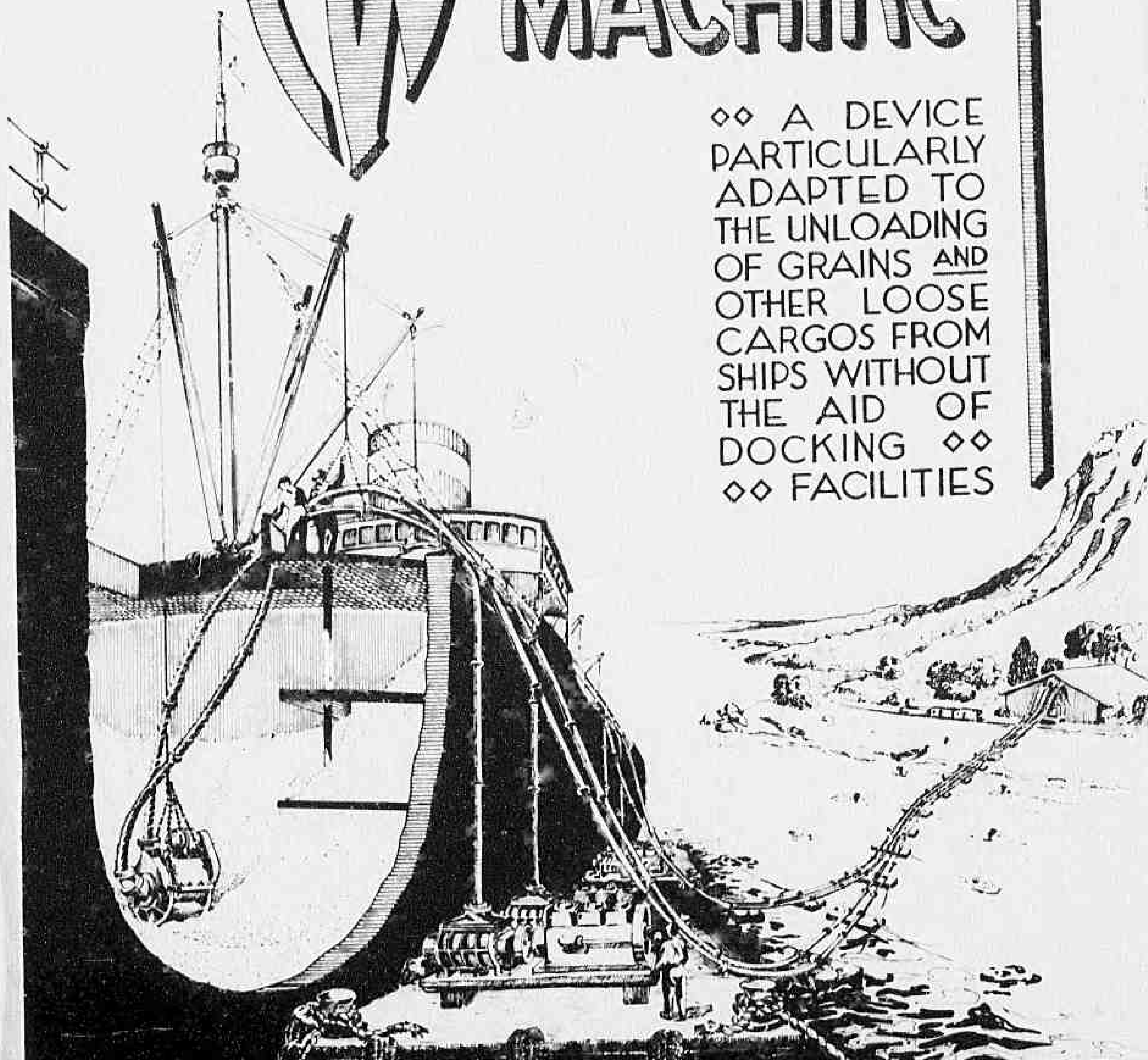
By G. C. BANKSON

GCB/d



THE CONVEYING MACHINE

♦♦ A DEVICE
PARTICULARLY
ADAPTED TO
THE UNLOADING
OF GRAINS AND
OTHER LOOSE
CARGOS FROM
SHIPS WITHOUT
THE AID OF
DOCKING ♦♦
♦♦ FACILITIES



F-W CONVEYING MACHINE

THE F-W CONVEYING MACHINE is especially adapted to the unloading of loose dry materials such as wheat, corn, flax, potash, etc., from the holds of ships or barges.

The F-W Conveying Machine is a simple mechanical device with revolving scoops which, when lowered into the hatch by the ship's gear, picks up the material in the holds of the ships and feeds it evenly and continuously into a blower system.

The machine can be powered by the ship's generator or a small portable generator. The air current is supplied to the F-W Machine operating in the hold, through flexible metallic tubing by a gasoline-powered Roots-type blower.

The outgoing air line conveying the material passes through metallic flexible tubing from the F-W Machine in the hold, over the ship's side, to a light gauge steel pipe which can extend in excess of 1000 feet to the storage place. It will elevate materials to a height of 100 feet. It is a blower system—not suction.

A complete unit (F-W Machine, gasoline-powered blower mounted on a trailer, flexible tubing and pipe) can have a capacity of 100 tons or better per hour and can convey for distances in excess of 1000 feet without the use of additional equipment or further handling.

A F-W Machine operating in each hatch will unload any ship in a few hours.

This equipment has certain distinct advantages over other equipment designed to handle materials of this nature and is particularly adaptable to the problems of unloading arising from the war.

It is mounted on a trailer with pneumatic tires and can be rapidly hauled about on land or moved about in the harbor on a barge or lighter.

The whole equipment is independent of power from the shore.

It can be used in harbors not equipped to handle this type of cargo.

In congested harbors where sufficient dockage is not available to permit the prompt unloading of ships, the equipment can be installed on a barge or lighter alongside a ship at anchor and the outgoing pipeline extending to the storage place on the shore can be supported by floats or piling.

An adequate supply of these unloading units (one for each hatch) will make possible the unloading of any number of ships in a few hours. All that is needed is a temporary storage place for the materials.

It will elevate materials to a height of 100 feet without the use of additional equipment.

It requires a minimum of labor.

The materials can easily be fed directly into freight cars, elevators, etc., for distances in excess of 1000 feet.

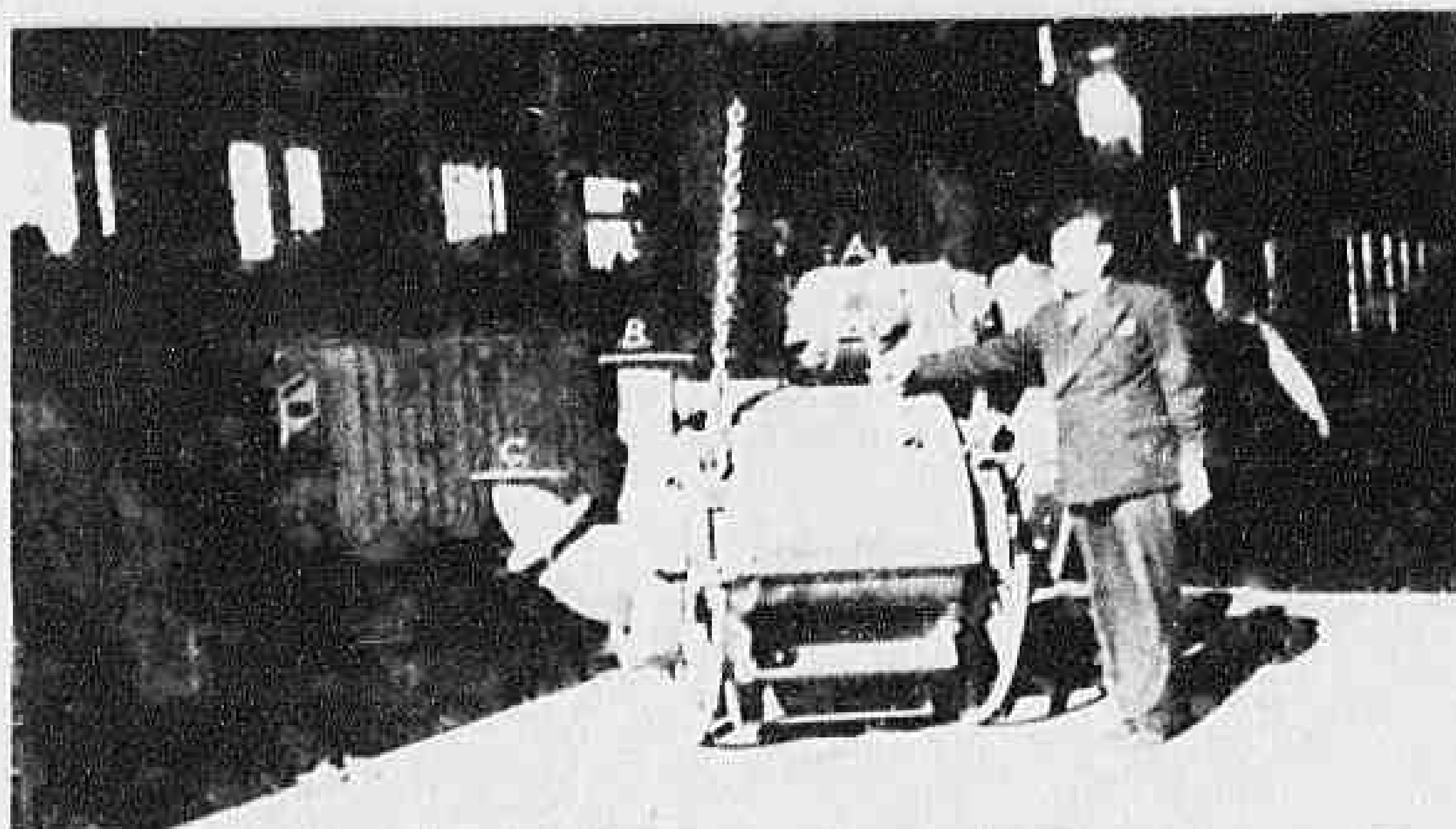
The brief unloading period should permit adequate protection in the air against attack.

**DISTANCES TONS OF GRAIN CAN BE CONVEYED
INTO STRAIGHT LINE PIPE, SHOWING PIPE SIZES AND HORSEPOWER
REQUIRED, BASED ON 3 TO 1 AIR GRAIN RATIO.
HORSEPOWERS ARE TOTAL.**

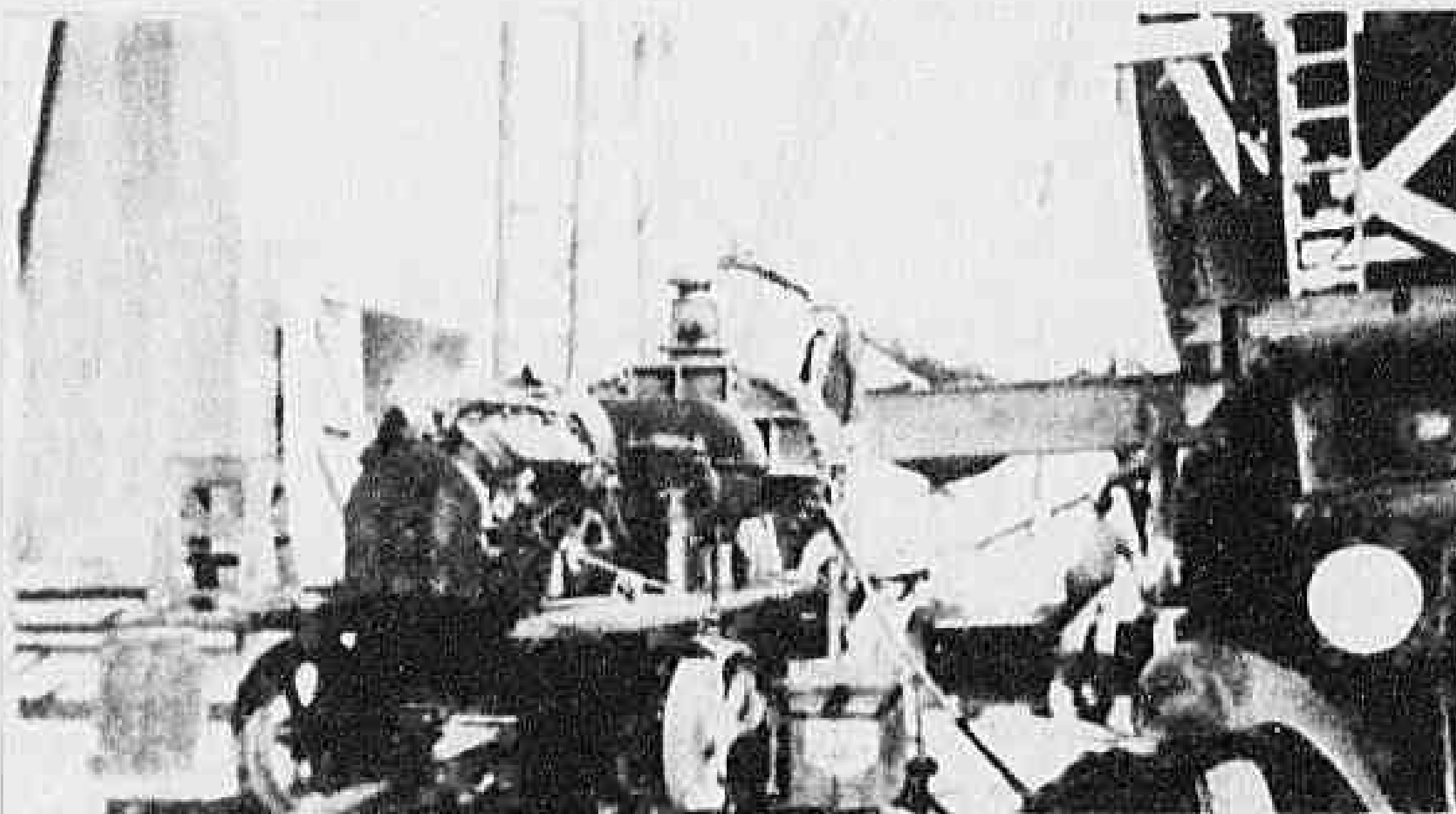
Rate Per Hour	Blower Size	Pipe Size	500 Feet	750 Feet	1000 Feet	1500 Feet
50 Tons	2236	10	157	235	315	
75 Tons	2242	10	165	225	325	
100 Tons	2260	12	172			
100 Tons	2-2236	12	172	256	344	515
100 Tons	2260	14	110	165	220	330
150 Tons	2-2242	16	144	216	288	432
200 Tons	2-2260	18	170	255	340	

Parallel units, when volume exceeds capacity of single blower.

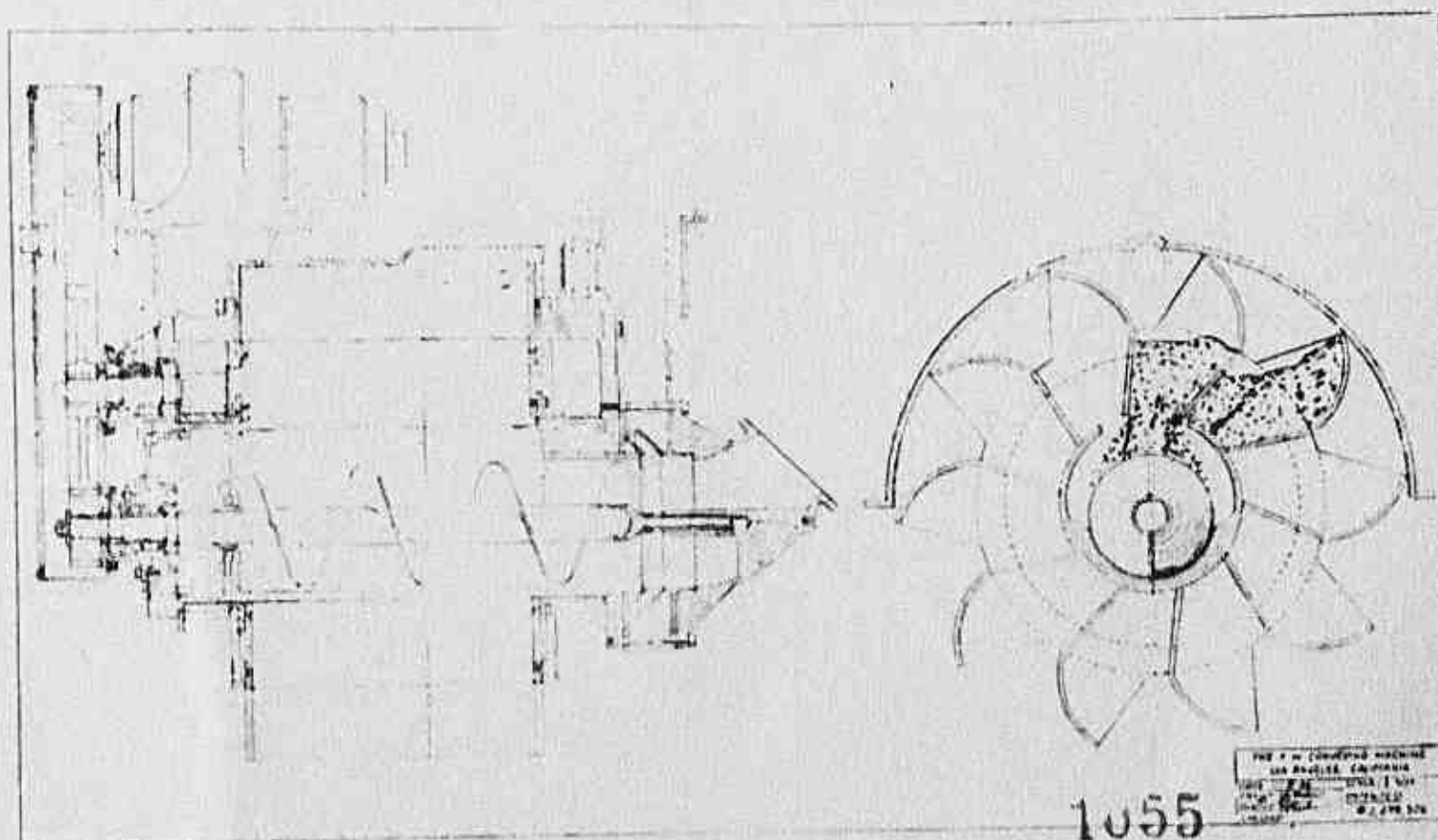
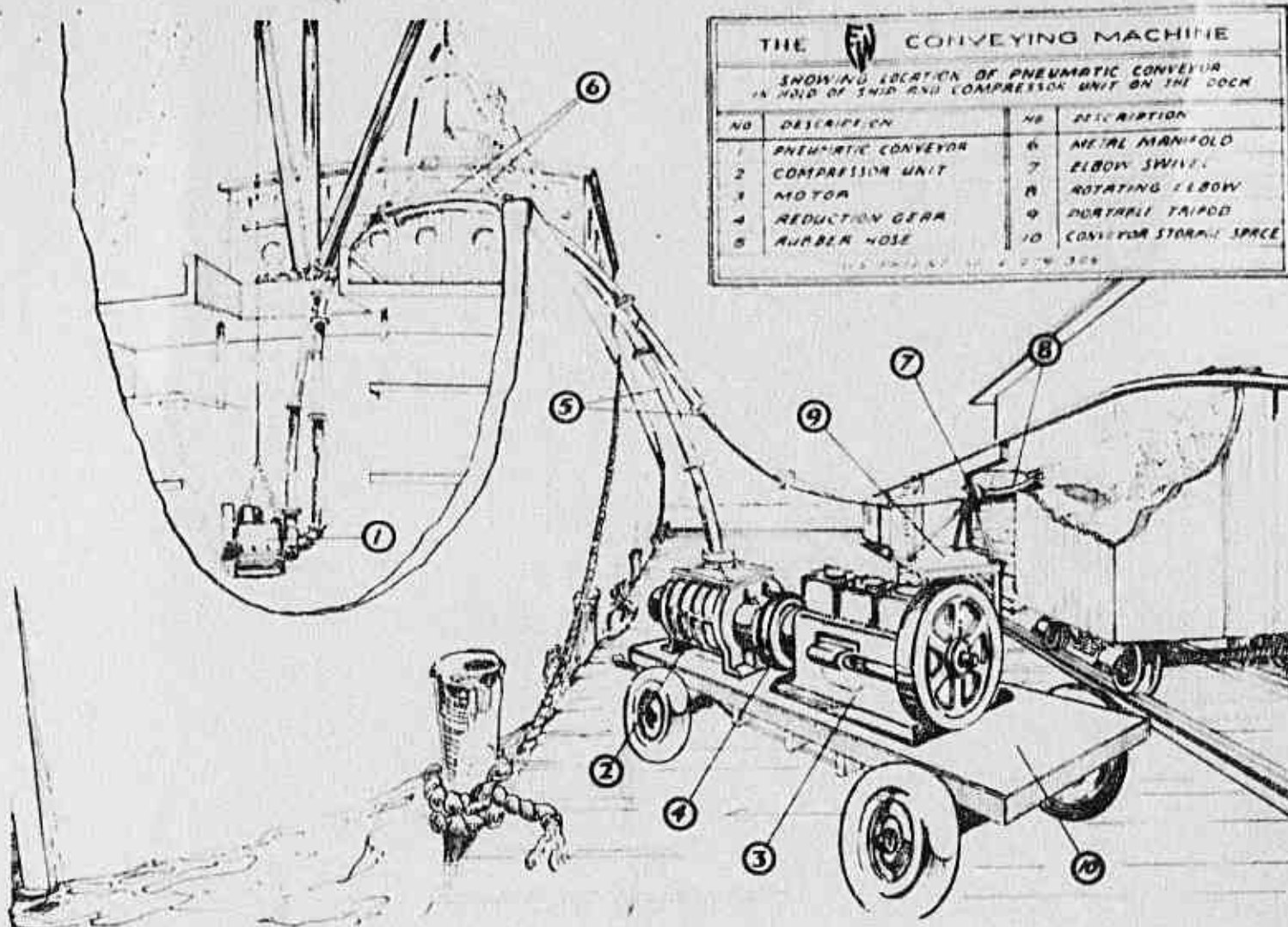
1005



*A—15 h.p. Syncrogear motor powered from ship's generator.
B—Air intake from blower.
C—Outgoing air current which conveys materials.*

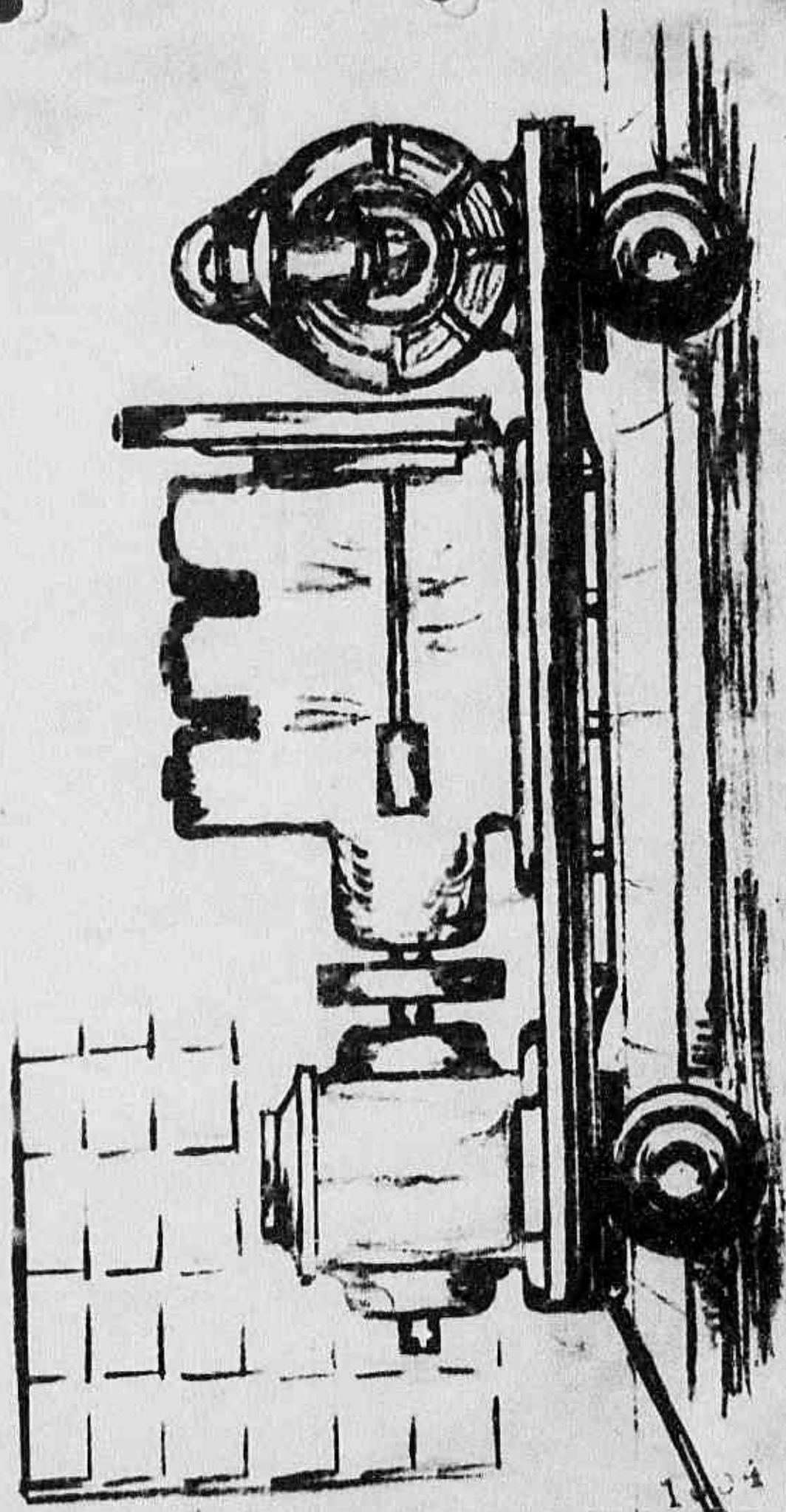


Gasoline powered blower supplying air current to machine in hold of ship.



0163

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



Academy

1004

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