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

ACC AC/28/TN6 10000/140/3464 UNEDITED AUG. 1944

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MEDITERRANEAN
AUG. 1944 - OCT. 1945

SHIPPING BOARD
PORTS AND
WAREHOUSE
DIVISION

OPENED : 12 AUG. 1941
CLOSED : 4 OCT. 1946

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10000/148/3464
THIS FOLDER

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THIS FOLDER
CONTAINS PAPERS
FROM Dec 44
TO Oct 45
CATALOGUE-

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MEDITERRANEAN SHIPPING BOARD

CAMPBELL COMMITTEE.

No. 13.

Minutes of Meeting held in Rome on 4th October, 1945.

Present:	Mr. Ian D. Campbell	Chairman
	Lieut. De Maestri U.S.N.	Navy Sub-Commission
	Colonel P.D.G. Buchanan	Transportation S/Commission
	Major M.P. Laraman	" " " (Shipping)
	Mr. L. Hart	W.S.A.
	Mr. A.C.Hogarth	D.M.W.T.R.
	Mr. J.A. Maconochie	D.M.W.T.R.
	Mr. A.G. Bell	D.M.W.T.R.
	Mr. R. B. Scriven	Coal Section, A.C.
	Mr. C. Crooks	Ports & Warehouses Div.A.C.
	Lt. Gen. C. Matteini	Dir:Gen:Italian Merchant Marine.
	Dr. Gambioli.	Chief of Div: Ministry of Marine
	Col. Lauricello	It. Inspector of Port Operations
	Cdr. E. Mattoli	M.W.T. Liaison
	Lt. A. Marena	Liaison, A.C.

98. Postal facilities. Referring to Minute 95 of the last meeting Colonel Buchanan said that the Italian authorities were held up for machinery for making mail contracts with shipping companies, and he had raised the question at MEDBO as to whether M.W.T. and W.S.A. would make a standard form of contract to cover all shipping companies. MEDBO considered that this was outwith their jurisdiction and said that the Ministry of Marine should make their own contracts with individual shipping companies. General Matteini noted.

99. Discharging costs of coal. The Chairman introduced Mr. R.B.Scriven of Coal Section, A.C., who asked for guidance on arriving at landed costs for coal cargoes. He said that stevedoring and discharging costs varied at the different ports and it was difficult to lay down any definite rate. The Chairman pointed out that the Italian Government was responsible for the discharging costs, it being part of port service for facilities, and as the Italian Government had drawn up a tariff which will apply nationally it was suggested that this be used in arriving at landed costs for coal. This Mr. Scriven agreed, but asked whether it was intended to revert to commercial practice in the near future, which the Chairman pointed out was a matter for commercial negotiation.

100. National Tariff. Arising out of the above the Chairman asked whether the tariff referred to had been finally approved and accepted. Gen. Matteini said that it had been circulated to all Captains of the Ports with the request that the Ministry of Marine be advised of any difficulties, which would immediately be discussed with the Representatives of the interested Parties. As there had been only one objection from Genoa, and this had been settled, it could be considered that the tariff has been accepted.

101. Classification of Ports. Gen. Matteini said that he had received a report from the Captain of the Port at Palermo to the effect that he had been

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101. Classification of Ports. Gen. Matteini said that he had received a report from the Captain of the Port at Palermo to the effect that he had been informed by the American Port Officer that the port was to pass from Category "B" to "A", and asked for some clarification. The Chairman pointed out that COMNAVNAW had asked that owing to the considerable American interest in Palermo the port should revert to Category "C", which had been agreed. Lieut. De Maestri, Navy Sub-Commission, considered that U.S. Navy interests were too large to allow for reversion to Category "A" (port under entirely Italian control) and it was agreed that Palermo should be considered Category "C" as arranged.

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102. Messina Agents. Mr. Hart, W.S.A., drew the attention of the meeting to a letter W.S.A. had received from their agents in Messina complaining that it had been laid down that ships must carry regular Custom House manifests in accordance with Italian law. Gen. Matteini said that nothing officialy had been issued on this point, and thought that as the port had just reverted to category "A" the Captain of the Port might be over-zealous in bringing in pre-war formalities. He agreed to take the matter up.

103. Campbell Committee. The Chairman drew the attention of the Committee to the probability of the closing down of the Mediterranean Shipping Board, and the obvious requirement of some form of administrative liaison between the Allied Shipping Authorities and the Italian Government. He reported that the matter had been discussed at MEDBO, and in commenting Mr. Maconochie said that he considered the title of the present Committee should be altered to the MEDBO Rome Sub-Committee, and that when the Mediterranean Shipping Board was wound up it should be known as the Rome Shipping Committee, thus affording some continuity until the announcement of the peace terms.

The Committee considered that the interim period between the dissolution of MEDBO and the announcement of the peace terms was the only period on which they could make any recommendations to the Boards.

Taking from experience in N.W.Europe, Mr. Maconochie further pointed out that a similar action had been taken which resulted in the National Government assuming the chairmanship of a Shipping Committee, which he could envisage in Italy continuing under the chairmanship of a nominee of the Italian Merchant Marine.

In discussing the membership of the proposed Committee it was considered that it should continue with the representation as nominated; however, it was for consideration by the Mediterranean Shipping Board if representatives from U.N.R.R.A. and I.C.E. should be invited to attend.

The Chairman stated that he considered it would be more practicable to alternate the chairmanship of the proposed interim Committee between W.S.A. and M.W.T., to which the Committee agreed.

In view of deployment and the termination of the functions of the various Allied Bodies, the question of secretariat of the proposed Committee was left to the decision of the Mediterranean Shipping Board.

On behalf of W.S.A., Mr. Hart said he was in agreement with the suggestions put forward, and that he considered it essential that some body remained in Rome to co-ordinate and control the shipping interests involved. General Matteini also stated that he was in complete agreement with the proposals.

The Chairman advised that the Mediterranean Shipping Board had decided that the Port Working Committees, as at present constituted, from the Allied viewpoint should terminate forthwith, and suggested that any matters of importance affecting the Allies should be raised at the Rome Committee through the Ministry of Marine.

In closing this last meeting of the Campbell Committee the Chairman thanked the Members for their assistance so willingly given at all times, as a result of which he felt that some achievement had been made in getting the Italian ports back to normal control.

Colonel Buchanan on behalf of the Allied Commission extended appreciation and thanks to the Chairman and Members for services rendered to the Commission, and General Matteini presented his personal gratitude to the Chairman for the invaluable help he had given both to the Italian Ministry of Marine and himself.

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SECRET.

MEDITERRANEAN SHIPPING BOARD.

No. 126.

MINUTES OF MEETING HELD AT 1100 HOURS ON 21ST AUGUST, 1945.

	Mr. R. Nicol	In the Chair.
Members:	Commodore C.R.E.W. Perryman, R.N.	P.T.O. Med.
	Captain F.H.D. Byron, R.N.	D.P.S.O. Med.
	Lieut. W.W. Teller, U.S.N.R.	U.S. Navy.
	Colonel J.T. Dannher, U.S. Army	G-4 Mov & Tn. (Am.).
	Lt.Col. C.P. Russell	G-4 Mov & Tn. (Br.).
	Major A.A.A. Laurder	Petroleum Section.
	Major K.L. Prosser	Tn. (Br.).
	Captain R.W. Christian, U.S. Army	Q.M. Coal Section.
	Captain J.C. Martin, U.S. Army	D.D.S.H.C., W.Med.
	Mr. W.M. Oak-Rhind	D.M.W.T.R.
Present:	Commander H.M. Flint, R.N.R.	C.S.O. to P.S.T.O. Med.
	Lieut. J.J. Macioris, U.S. Coast Guard	U.S. Navy.
	Major P. Laraman	Trans. Sub-Commission, A.C.
	Major D. McCardlish	U.N.R.R.A.
	Mr. F. Upman, Jr.	Dir.,Trans. Sub-Commission,A.C.
	Mr. N.J. Grillo	Trans. Sub-Commission, A.C.
	Mr. S. Regan	W.S.A. Rome.
	Mr. W.E. Foreday	D.M.W.T.R. (C.S.R.C.).
	Mr. H.J. Richardson	D.D.S.H.C. Representative.
	Miss M.M. Michie	Secretary.

ACTION BY:-

The Minutes of Meeting No. 125 held on 14th August, 1945 were approved. Major A.A.A. Laurder, Petroleum Section, should be added to the list of Members at that Meeting.

2323. FRENCH SHIPPING. Ref. 2295. "CHATEAU LATOUR" had been fitted with stalls and Colonel Dannher reported that the French had agreed the vessel make two voyages so that the total number of mules could be lifted.

2324. CRANE SHIPS. Ref. 2296. It was proposed that "EMPIRE LORENZO", then at Bari, should lift military maintenance for Trieste and that "ICELAND" be sent from Bari to Ancona where a crane ship was needed to assist loading vehicles into "JUNKOTOPIC". The Chairman, however, referred to a signal from D.M.W.T.R. Bari stating that the Master of "ICELAND" reported that cargo gear shackles, hooks and chains had not been annealed and tested for two years and as the tests could not be carried out at Bari, proposed the vessel be directed to a port where facilities were available, unless these existed at Ancona. Commander Flint said that a reply was expected from the latter port but it was not felt necessary that this voyage of "ICELAND" should be postponed and the allocations were agreed by the Board.

2325. WATER SITUATION AT CIVITAVECCHIA. Ref. 2317. It had been agreed that larger

	Captain P.W. Christian, U.S. Army	C.M. Coal Section.
	Captain J.C. Martin, U.S. Army	D.D.O.H.C., W.Med.
	Mr. W.M. Oak-Rhind	D.M.W.T.R.
Present:	Commander H.M. Flint, R.N.R.	C.S.O. to P.S.T.O. Med.
	Lieut. J.J. Macioris, U.S. Coast Guard	U.S. Navy.
	Major P. Lareman	Trans. Sub-Commission, A.C.
	Major D. McCandlish	U.N.R.R.A.
	Mr. F. Upman, Jr.	Dir., Trans. Sub-Commission, A.C.
	Mr. N.J. Gallo	Trans. Sub-Commission, A.C.
	Mr. S. Regan	W.S.A. Rome.
	Mr. W.E. Foreday	D.M.W.T.R. (C.S.R.C.).
	Mr. R.J. Richardson	D.D.O.H.C. Representative.
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2325. WATER SITUATION AT CIVITAVECCHIA. Ref. 2317. It had been agreed that larger size hydrants should be installed in the port, Colonel Dunbar saying that PENBASE had been instructed to put the work in hand but he did not know what progress had been made. It was decided to ask D.M.W.T.R. Civitavecchia for information on this point. Secretary.

2326. MEDITERRANEAN COAL RECEPTION SUB-COMMITTEE. Ref. 2305. A letter from D.M.W.T.R. Savona stating that the draft of the entrance channel had been increased to 26 ft. and that a depth of 28/29 ft. had been agreed alongside the transporter, was quoted by the Chairman. The letter also reported that the

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/the daily discharge figure for the transporter was about 5,500 tons over 16 hours in two shifts and that D.M.W.T.R. had discussed the question of a further shift being worked so that 24 hours discharge of approximately 7-8,000 tons per day could be achieved, but the Chief Engineer was not prepared to engage and train labour without a guarantee that they would be employed. Lt.Col. Russell doubted if sufficient colliers to maintain a daily average of 7-8,000 tons could be sent to Savona, and the Chairman said it had been understood previously that a third shift could not be worked continually on account of necessary maintenance to the machinery (vide Minute 2229, para. 4.).

Advice had been received from the Chairman of the Dredging Committee that the two coal berths at Porto Marghera could be dredged to a maximum depth of 9 metres as also the Vittorio Emanuele Channel, which would take a total of two months. A dredger was available in Venice and the N.O.I.C. had been requested to put the work in hand.

Mr. Oak-Rhind said that M.W.T. London had signalled asking if a collier with 6-8,000 tons cargo for Switzerland could be accepted at an Italian port on about three weeks' notice being given, and it was agreed that, subject to adequate rail clearance, the coal could be taken at Savona.

2327. COASTER POSITION. Ref. 2305. The Italian Government had been requested to put forward accurate figures of the amounts of wine required to be lifted to the North, but Mr. Usman did not consider these would be as high as those originally requested. Mr. Gibson Graham was of the opinion that the cargoes should be lifted in ships under the Italian flag, Mr. Oak-Rhind therefore suggesting that Italian vessels on Sea Transport service be temporarily released for this purpose. Commander Flint said that six could be made available but that as "EZILDA CROCE" and "SALVORE" had tween decks, they would have to be retained, but on account of the bad condition of the wine barrels, Mr. Oak-Rhind pointed out that this type of vessel was most suitable for the commitment. It was understood that one of the small tankers at Venice was to be allocated to carry wine, Major Laraman adding that "LENEO" (ref. Minute 2276) had also been so nominated, and as he confirmed bulk cargoes could be accepted, the Chairman felt that if any other small tankers were available they too should be taken up for this purpose. Due to the large amount of wine that had to be carried, Major Laraman considered that the use of the vessels on Sea Transport service would also be required in addition to any tankers that might be provided. In answer to Mr. Oak-Rhind, Lt.Col. Russell stated that wine on A.C. account was, when convenient, being combined with military shipments.

2328. PORTS UNDER A.C. CONTROL. Ref. 2308. It had been agreed that the port of Venice should transfer from Category "C" to Category "B" on 1st September, 1945, but Lt.Col. Russell said that as storage depots in Austria had not yet been completed, military tonnage for that area would have to continue to be taken through Venice until the depots were ready, after which time cargoes for the British Forces in Austria could be discharged in Trieste. He therefore requested that until such time Venice remain a Category "C" port which the Board agreed and Lt.Col. Russell said he would inform the interested authorities.

Lt.Col. Russell.

2329. ITALIAN STEVEDORING CONTRACT. Ref. 2311. The English translation of the Minutes of the Meeting held between the Italian Ministry of Marine, Allied Commission and representatives of the Italian Port Labour Offices, Port Labour Companies and Stevedores Organisation had been received from A.C., but the Chairman felt a discussion should be deferred until Mr. Gibson Graham could also be present.

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2330. UNITED MARITIME AUTHORITY. Ref. 2314. With reference to Minute 2302, Lt.Col. Russell enquired through what channels port capacity in Italian ports should be requested by the Swiss Government who, it had been agreed, might import some cargoes through Genoa and who he suggested might approach the/

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/the Italian Government on the matter. The Chairman did not feel this was advisable, pointing out that the Board was always closely concerned that capacities of various ports should not be overburdened and was of the opinion the Swiss Government should make known the particulars of what they wished to receive through Italian ports to the Zone 3 Committee who could then co-ordinate the question of port capacity with the appropriate authorities. Lt.Col. Russell would so inform the Swiss Embassy. Lt.Col. Russell.

2331. PORT EQUIPMENT. Ref. 2316. In reply to Commodore Perryman who asked whether slings were included in the items of port equipment to be supplied by the Services, the Chairman said that these were normally provided by the ship, but if slings were included in A.C. requirements, no doubt application would be made to Sea Transport for their release. Major Lerman confirmed that the list of gear A.C. considered necessary for the efficient working of the various ports would be completed shortly.

2332. SHIPMENT OF COAL TAR FROM SAN ANTIOCCO TO LEGHORN. Ref. 2320. Major Lerman reported that he had raised with the Italian Navy the question of using "LETE" for this commitment.

2333. REPAIR SUB-COMMITTEE. Ref. 2304. Item 2 on Agenda. It had been agreed, Commander Flint reported, that "TOSCANA" should be accepted at Genoa for fitting out for the East and that the work would take about seven weeks, (ref. Repair Minute 1488).

Colonel Darnbor enquired whether "VULCANIA" was likely to dock at Taranto (ref. Repair Minute 1504) and the Secretary reported that C in C Med. had requested C.D. Taranto to bear in mind that the vessel would require to go into No. 1 Dock early in September.

"ARUANIA", an Italian refrigerator ship on Sea Transport service, was in very bad condition, and Commander Flint felt the vessel would have to be released to M.W.T., but Mr. Oak-Rhind considered she might rather be returned to the Italians who should then put repairs in hand, which he understood would take about two months. It was felt that needs for refrigerator vessels might be examined to see whether such Italian ships requiring repair could not be released to them and Commander Flint said he would look into the question.
Cmdr. Flint.

2334. ITALIAN MERCHANT SHIPPING. Ref. 2300. Item 3 on Agenda. The Board noted the Position List No. 18 of Italian Merchant Vessels.

A letter from A.C. suggesting that Irish Relief to Italy might be lifted in "GEROLIMICH", an Italian vessel formerly sold to Ireland on re-purchase clause and now due to be returned to Italy in September, was mentioned by the Chairman who felt the information should be passed to C in C Med. so that "GEROLIMICH" could be taken up under the Armistice terms. Secretary.

2335. TANKER COMMITTEE. Ref. 2306. Item 4 on Agenda. The Report of 10th August, 1945 on the Mediterranean Small Shuttle Tanker Fleet was noted by the Board.

Major Launder informed Colonel Darnbor that all U.S. Navy tankers that had been used in the area were transferred by them to the French. The tanker "GAUGER" had, however, been released to U.S. Navy for operational purposes and had left the area.

2336. CIVITAVECCHIA. Ref. 2291. The removal of the wreck in the entrance channel at Civitavecchia had been recommended by the Port Working Committee and whilst, in Category "A" ports this work was normally an Italian responsibility, C.M.F.R.

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2336. CIVITAVECCHIA. Ref. 2291. The removal of the wreck in the entrance channel at Civitavecchia had been recommended by the Port Working Committee and whilst, in Category "A" ports this work was normally an Italian responsibility, D.M.W.T.R. Civitavecchia had said some assistance might be necessary, in which event he felt it was in Allied interests to give what help they could. Mr. Regan said that at the Meeting of the Committee the previous day, the Italians considered they themselves had sufficient equipment to remove the wreck, which work they were being urged to commence as quickly as possible, although he added some delay might be caused as the Italians first wished to salve the cargo. The/

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/The wreck did give some protection to No. 1 berth but Mr. Regan informed the Chairman that its removal appeared of greater importance as ships entering the harbour were endangered, and reminded the Board that on completion of the dredging, No. 8 berth would then be available.

2337. WATER SITUATION AT NAPLES. Ref. 2213. The Chairman had been informed that pressure in Naples was reduced to about 7 tons per hour and, in view of the large number of personnel ships using the port, asked if this could be remedied. Colonel Dannher said a large floating storage, similar to "KONDINE", was required, but Major Launder said there was no suitable vessel in the area that could be allocated for the purpose and suggested that additional pipe lines be laid to the port. There was a spring near Vesuvius, about 26 miles from Naples port and 6 from Torre Annunziata, and as he understood the water was being wasted, Colonel Dannher proposed pipe lines be laid to carry the water to Naples and said U.S. Army could supply the necessary equipment on demand. The Chairman considered that A.C. Public Works Sub-Commission should investigate this matter and, in the first instance, lay the line to Torre Annunziata for later extension to Naples if necessary. Major Lawman.

2338. WATER SITUATION IN SOUTH FRANCE. Ref. 2161. A signal stating that fresh water supplies at Toulon were very limited and that MEDLOC ships should restrict their consumption as only 300 tons per vessel were available at that port, was referred to by the Chairman. Commander Flint informed him that Middle East filled the vessels to capacity, but said a certain amount of water was requested for stability and that the matter had been taken up with the Masters.

2339. LEGHORN. Ref. 2071. Replying to Colonel Dannher, Captain Byron said that part of the swept channel into Leghorn was to be widened. With reference to Minute 2322, the former said it had been confirmed that vessels up to 520 ft. long only, could be accepted in the port.

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AGENDA.

ONE HUNDRED AND TWENTYSEVENTH MEETING.

MEDITERRANEAN SHIPPING BOARD.

1100 HOURS, 28TH AUGUST, 1945.

1. APPROVAL OF MINUTES OF MEETING NO. 126 HELD ON 21ST AUGUST, 1945.

2. MEDITERRANEAN COAL RECEPTION SUB-COMMITTEE.

   Minutes of Meeting No. 74 held on 22nd August, 1945.

3. REPAIR SUB-COMMITTEE.

   Minutes of Meeting No. 92 held on 24th August, 1945.

4. TANKER COMMITTEE.

   Summary of Tanker Tonnage Position in Western Mediterranean Theatre as on 25th August, 1945.

5. DREDGING COMMITTEE.

   Signal NASAB 720 sent in reply to EASAN 114 regarding the future of the Dredging Committee.

6. OTHER MATTERS.

Margaret Michie

(Margaret Michie)
Secretary, MEDBO.

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CONFIDENTIAL
Office of
MWT/WSA Mediterranean
AFHQ, CMF
(Tel : Navy 17 .)

23rd August 1945.

MEDITERRANEAN COAL RECEPTION COMMITTEE

Minutes of

74th Meeting held on 22nd August 1945 in the G4 M&Tn AFHQ Conference Room,

In the Chair:	Mr. W. M. Oak-Rhind	
Present:	Major H.W.R.F. Ellis	G-4(M&Tn (Rail)
	Capt. J. Armstrong	" (Shipping)
	Capt. F. X. Christian	Q.M. Section (Coal)
	Lt. N.M. Neel	Tn(A)
	Mr. W. E. Fereday	MWT(CSRC)
	Mr. V. Meseros	WSA(CSRC)
	Miss A. Simon	Secretary

Discharge facilities

522 Porto Marghera (See 519)

(a) Chairman reported that approval had been given by the Dredging Committee for the approaches and the coal berths to be dredged to 9 metres, which would take about 2 months: C. in C. Mediterranean had, however, ruled that it was not at present advisable to dredge in the Marghera approaches.

(b) Both the MWT and WSA representatives at Venice had said they considered it possible for ships to proceed up the channel drawing 26' at high tide, though C. in C. Med had., after the last meeting, confirmed that 24' was the maximum safe draft taking tidal variation into account. Chairman said he would again approach C. in C. Med.

Action - Chairman

(c) The Chairman read a signal from MWT representative at Venice, which suggested that, as the depth of water at Lido was 29', deep-drafted colliers might be lightened there into barges to enable them to proceed to Marghera on a safe draft. Despatch at Lido would be slow but he considered that other advantages would counter-balance this. The Committee felt that the suggestion was worthy of consideration and should be pursued.

Action - MWT

(d) WSA had said that two Liberty colliers could be discharged simultaneously. It was agreed that there were two coal berths, but that since only 3 out of the 5 existing conveyors were working owing to lack of electricity, only one ship could presently be discharged.

523 Coal programme for Italy/Sicily/Sardinia - October/-March.

Q.M. wished to requisition for 418,000 tons for October

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Present:

Major H.W.R.F. Ellis	G-4 (MWT (Rail)
Capt. J. Armstrong	" (Shipping)
Capt. E. X. Christian	Q.M.Section (Coal)
Lt. N.M. Neel	Tn(A)
Mr. W. E. Fereday	MWT(CSRC)
Mr. V. Meseros	WSA(CSRC)
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523 Coal programme for Italy/Sicily/Sardinia - October/-March.

Q.M. wished to requisition for 416,000 tons for October arrival (incl. 45,000 Sardinian) and 521,000 tons monthly for Nov./March.(incl.50,000 Sardinian). It was agreed that Q.M.'s signal to the supply authorities should state that in view of the weather conditions prevailing during the months November/March. The question of handling such a large tonnage was being investigated.

1233

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524 Coal for Switzerland

Chairman reported that MEDBO had agreed a request from MWT London that they accept 6/8000 tons of coal for Switzerland through Savona, it being understood that the Swiss would provide rail wagons to clear it. The Committee concurred.

525 Dates of Meetings

It was agreed to hold the next and subsequent meetings on Tuesdays at 14.30.

W.M. OAKLEIND
for Chairman

Distribution:

Those present
MEDBO (140)
G-4 M& Tn (22)
ALCOM HQ (2)
UNRRA L.O. [illegible], AFHQ (2)
C. in C. Mediterranean (FEO)
DMWTR N. Africa (Algiers)
WSA (2)
UMA Zone 3 Ctee

(Owing to sickness and difficulties arising from the removal of MWTP and WSA from Caserta, these minutes have had to be issued without the usual appendices.)

Declassified E.O. 12356 Section 3.3/NND No. 765021

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SECRET.

MEDITERRANEAN SHIPPING BOARD.

No. 92.

MINUTES OF REPAIR MEETING HELD AT 1600 HOURS ON 21TH AUGUST, 1945.

Present: Mr. J. Gibson Graham — Chairman.
Constructor Captain D.W. Smithers, R.C.N.C.
Commander M.L. Hardie, R.N.
Lieutenant C.B. Bullen, R.N.R.
Capitaine de Fregate Serres.
Major E. Filo della Torre, R.I.N.
Mr. T.J. Fisher.
Mr. J.R. Smith.
Mr. R. Potts.
Mr. G.W. Simmons.
Captain D.W. Mason.
Miss M.M. Michie — Secretary.

ACTION BY:-

The Chairman informed the Committee that he would shortly be leaving the service of Ministry of War Transport and introduced Mr. T.J. Fisher who was to succeed him and to whom he hoped the Committee would give the same help and support as he himself had received.

1509. MEDBO SOUTH OF FRANCE REPAIR COMMITTEE. Ref. 1487. In reply to the Chairman, Mr. Smith said information had been received that a small amount of repair materials was on its way for the South of France.

Mr. Smith doubted whether repairs to "FLORIDA" should be continued for all materials, including 200 tons steel, would have to be obtained from the United Kingdom and the work would take at least a year.

1510. "TOSCANA". Ref. 1488. Lieut. Bullen reported that this vessel had sailed that day for Genoa.

1511. "CAPRI". Ref. 1508. This vessel had been surveyed and Mr. Smith considered could well be repaired but as she was not buoyant would have to go into dock with camels and he asked whether this would be acceptable. "CAPRI" was not suitable for a hospital ship but could be put into service as a small passenger ferry after four or five weeks in drydock and repairs which the Committee considered should be put in hand. Major Filo felt she could most suitably be docked in the Floating Dock at Naples and, as this was controlled by the Italian Navy, it was left to him to find out whether they would be willing to accept the vessel with camels. Major Filo.

1512. CASABLANCA. French Warships were in No. 1 Dock until 3rd September, Commander Hardie saying that "MELUSINE" was programmed to go into dock after them and that she had presumably not already been docked as believed. No. 2 Dock would be occupied by Local Craft.

1513. GIBRALTAR. An H.M. Ship was then in No. 1 Dock and Commander Hardie stated that Gibraltar were proposing to dock the waterboat "ARENA" next, but the Secretary had been informed that the vessel could not yet be released for docking though the matter was being looked into by F.E.O.

All the other Docks at Gibraltar would be occupied by H.M. Ships.

The Chairman reported that he had signalled London regarding the disposal of damaged Merchant Ships that were not to be repaired at the present, but no reply had yet been received.

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1514. ORAN. "OCEAN VANQUISHER" was due to undock shortly and would be followed in No. 1 Dock by a Pontoon Dock then by "SIDI AISSA". French Warships were then/

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/then in No. 2 Dock, Local Craft being programmed to go in next.
The bid for P.L.M. 17 had been withdrawn.

1515. ALGIERS. A Tug, "CUVEN" and "LAMIA" were then in No. 1 Dock, Commander Hardie reporting that these vessels were under the Turkish and Egyptian flag respectively. As these were neutral vessels, the Chairman pointed out that if they were trading contrary to the principles of U.M.A., it might, as a disciplinary measure, have been wished to withhold docking and other facilities, and felt the matter should first have been referred to the Repair Committee for confirmation that the docking of such ships was in order. Commander Hardie agreed to signal asking why the vessels were docked without such action first being taken. Cmdr. Hardie.

It was decided that "DJEBEL AURES", newly bid by the French for cleaning and painting, should go into No. 1 Dock after the above vessels, and be followed by "GOUVERNEUR GENERAL LEPINE".

Local Craft were programmed for No. 2 Dock.

1516. FERRYVILLE. The French Warship was still in No. 1 Dock, "LLANBERIS" in No. 2 Dock would be followed by Local Craft, then H.M. Ship remained in No. 3 Dock and a French Naval vessel was then in No. 4 Dock.

"GALLIUM" and a French Warship were once again programmed to dock but as Commander Hardie had received information that they had undocked on 22nd August, he was requesting confirmation that a second docking was, in fact, needed.

1517. TARANTO & BRINDISI. The H.M. Ships and Italian Warship were due to come out of No. 1 Dock that day and would be followed by H.M. Ships and a Dredger. In No. 2 Dock the blocks were being prepared for an H.M. Ship and Italian Warships. Italian Warships and "GATINGO HADJIPATERA" would undock the following day from No. 12 Dock and be followed by an H.M. Ship, Italian Warships and "SFINGE". The H.M. Ship in No. 15 Dock would remain there for some time.

"SHUKA" would undock from No. 1 Dock, Brindisi the following day and be followed by "BRUSE JAEL". "Y" 99 in No. 2 Dock was due out that day and would be followed by Local Craft.

Major Filo stated that "ASSUNZIONE" required a new stern frame, but that the initial docking would be for a few days only so that it could be removed prior to the manufacture of another, and the Committee agreed to accept the bid. The vessels "CORSTAR" and "HINDSHOLM", both of which had been newly bid, were included on the subsequent priority list as follows:- "CORSTAR", "KNOLL", "FAR", "HINDSHOLM", "ASSUNZIONE".

Commander Hardie had informed Taranto that "VULCANIA" would require docking early in September for cleaning and painting and examination of under water fittings.

1518. VENICE. A Tug and "PAOLA" were then in dock and would be followed by "FERNANDA" and "GUILLAMA" in that order. It was agreed that "EGARDO", "ERICA", "PAVIO" should also be programmed to dock after them.

1519. TRIESTE. The Dock at this port would be occupied by H.M. Ships, of which there was a full programme. Mr. Smith reported that the large Dock was due to commence operation the following day.

As "APUANIA" required a considerable amount of repairs, estimated at two months' work, Mr. Smith suggested the docking bid be withdrawn in the meantime, which was agreed.

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by "GOUVERNEUR GENERAL LEPINE".

Local Craft were programmed for No. 2 Dock.

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As "APUANIA" required a considerable amount of repairs, estimated at two months' work, Mr. Smith suggested the docking bid be withdrawn in the meantime, which was agreed.

"DALESMAN", with torpedo damage, was at Trieste and Mr. Smith suggested the vessel might be docked for repairs on a low priority basis, but the Chairman considered this should be deferred for the present.

1520. NAPLES. "EAGLE" had gone into dock on 18th August and Commander Hardie reported would not now undock until 30th August and would be followed by "SAMIDWAY", the bid for which vessel had had to be transferred from Gibraltar to Naples, then by P.L.M. 14, an Italian Warship, the gantry "CESARE", in that/

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/that order. The Chairman pointed out that "EAGLE" had originally been programmed to dock for examination only and that "SAMIDWAY" had been ordered to Naples on that assumption, but would now have to wait a considerable time before going into dock. When vessels were released from requisition, he emphasised that delays of this nature would be most unacceptable to the owners, and requested that an endeavour should be made to adhere to the programme arranged at the Meetings.

Commander Hardie reported that a Minesweeper of high priority had required docking at short notice and had therefore gone into No. 2 Dock until 31st August, which Lieut. Pullen stated had caused the docking of the refrigerator ship "RALPHLEH" to be postponed, stressing the fact that such vessels were of great importance and, in view of their scarcity and bad state of repair, it was necessary to make the most economic use of refrigerator ships. "RALPHLEH" would now make another voyage and be back in Naples on 8th September, when he requested the Dock be available for her on arrival. It was agreed that after the H.M. Ship came out of No. 2 Dock, she would be followed by "THELMA", "ALRESFORD", for examination, then "RALPHLEH".

The programmes for No. 3 Dock, Floating Dock and No. 5 Dock were unchanged.

1521. PALERMO. The undocking date for "MICHAEL J. STONE" was given as 20th September, and as it was considered likely that "EMPIRE MOON" would require to dock for hull repairs so that she could remain afloat without pumps, it was agreed that the vessel be programmed to dock next.

1522. LEGHORN. An H.M. Ship was then in dock and due to be followed by "SIMIO", then by "COPTIRR".

1523. LA CIOTAT. A French Warship would follow the one then in dock after which "SAMEL", then "CENS" were programmed to dock. The South of France Repair Committee had signalled a bid for "PLATON" which required to dock for strengthening of patches and it was agreed that the authorities there arrange the vessel's docking.

1524. TOULON. Both No. 1 Dock (V) and No. 3 Dock (V) were to be occupied by French Warships, as also No. 1 Dock (M). "ANDRE LEBON" would remain in No. 2 Dock (M) until 22nd September and then be followed by "STRABON".

1525. VILLEFRANCHE. Local Craft were programmed for this Dock.

1526. CERAT. Ref. 1469. Commander Hardie reported that the West end of the harbour near the Ansaldo works was not to be swept, but Mr. Smith understood that when the Royal Navy withdrew, the Italians would continue the clearance of mines, and that additional repair berths would eventually become available.

Sweeping of the approaches to the drydocks should be completed by the 28th August and Mr. Smith said the Docks themselves should be ready about the middle of September. He also understood that two drydocks at Spezzia were now ready for operation but did not know whether the approaches had been cleared.

1527. REPORT OF MERCHANT SHIP REPAIR POSITION. Ref. 1425. Major Filo had received information that the completion date for "SFINGE" had now been postponed from 1st to 20th September, 1945, due to the lack of timber, and stated that "FUNDA

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ship "PALERMO" to be postponed, stressing the fact that such vessels were of great importance and, in view of their scarcity and bad state of repair, it was necessary to make the most economic use of refrigerator ships. "PALERMO" would now make another voyage and be back in Naples on 8th September, when he requested the Dock be available for her on arrival. It was agreed that after the H.M. Ship came out of No. 2 Dock, she would be followed by "THELMA", "ALNESFORD", for examination, then "PALERMO".

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1522. LEGHORN. An H.M. Ship was then in dock and due to be followed by "SENIO", then by "CORFIRMA".

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1528. REPAIR PRIORITIES. Ref. 991. With the cessation of hostilities in the East, Lieut. Bullen suggested that the priorities for repair allocated to certain types of vessels might be changed, and the Chairman proposed that personnel ships, coasters, ocean going vessels, should be granted priority, in that order, over other vessels and said he would raise the matter with London.

1231 Chairman.

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SECRET

DRYDOCKING LIST

24TH AUGUST, 1945

PORT	VESSEL	POSITION	READINESS FOR DRYDOCKING	LAST REDOCKED	REMARKS
CASABLANCA.	MELUSINE	At Casablanca	ready		Tanker. Cleaning and painting.
GIBRALTAR.					
ORAN.	SIDI AISSA P.L.M. 17	At La Ciotat Bid withdrawn	28th Aug.	March, 1945	Cleaning and painting.
ALGIERS.	DJEBEL AURES G.G. LETINE	At Algiers At Marseilles	ready on arrival		Cleaning and painting. Minor hull repairs. Cleaning and painting.
FERRYVILLE.					
TARANTO &	CORSTAR	At Taranto	ready	July, 1944	Speed reduced from 8½-5½k. Cleaning and painting.
	EAR	At Piraeus	27th Aug.	Sept. 1944	Cleaning and painting and engine overhaul.
	SFINGE	At Taranto	ready		Salvaged vessel. Hull repairs.
	TELESFORA DE LARRINAGA	At Bari for towing to Taranto	on arrival		Fitting new stern frame and rudder. Hull repairs after grounding.
BRINDISI	Y. 99	IN DOCK			
	BRUSE JARL	At Brindisi	ready	Jan. 1945	Cleaning and painting.
	KNOLL	At Sea for Brindisi	25th Aug.	Sept. 1944	Examination of tail shaft. Cleaning and painting.
	HINDSHOLM	At Venice for Brindisi	27th Aug.	Aug. 1944	Speed reduced from 8-5k. Cleaning and painting.
VENICE.	PAOLA	At Venice	ready		Tanker. Cleaning and painting.
	FERNANDA	At Venice	ready		Tanker. Cleaning and painting.
	GUILLANA	At Venice	ready		Tanker. Cleaning and painting.
	EGARDO	At Venice	ready		Tanker. Cleaning and painting.
	ERICA	At Venice	ready		Tanker. Cleaning and painting.
	PAVIA	At Venice	ready		Tanker. Cleaning and painting.
	TAGLIAMENTO	At Venice	ready		Tanker. Cleaning and painting.
	SERGIO LAGHI	At Venice	31st Aug.		Tanker. Cleaning and painting.
	C. 90	At Venice	ready		Tanker. Repairs to hull, stern post, rudder and tail shaft and engine damage.
	ERNESTO	At Venice	31st Aug.		Tanker. Hull repairs after mine damage.

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D R Y D O C K I N G L I S T

24TH AUGUST, 1945

POSITION	READINESS FOR DRYDOCKING	LAST DRYDOCKED	REMARKS	
At Casablanca	ready		Tanker. Cleaning and painting.	(MWTR BID)
At La Ciotat Bid withdrawn	26th Aug.	March, 1945	Cleaning and painting.	(FRENCH BID)
At Algiers	ready		Cleaning and painting	(FRENCH BID)
At Marseilles	on arrival		Minor hull repairs. Cleaning and painting.	(FRENCH BID)
At Taranto	ready	July, 1944	Speed reduced from 8½-5½k. Cleaning and painting.	(PSTO BID)
At Piraeus	27th Aug.	Sept. 1944	Cleaning and painting and engine overhaul.	(PSTO BID)
At Taranto	ready		Salvaged vessel. Hull repairs.	(ITAL.BID)
INACA At Bari for towing to Taranto	on arrival		Fitting new stern frame and rudder. Hull repairs after grounding.	(MWTR BID)
IN DOCK				
At Brindisi	ready	Jan. 1945	Cleaning and painting.	(PSTO BID)
At Sea for Brindisi	25th Aug.	Sept. 1944	Examination of tail shaft. Cleaning and painting.	(PSTO BID)
ce for Brindisi	27th Aug.	Aug. 1944	Speed reduced from 8-5k. Cleaning and painting.	(PSTO BID)
At Venice	ready		Tanker. Cleaning and painting.	(ITAL.BID)
At Venice	ready		Tanker. Cleaning and painting.	(ITAL.BID)
At Venice	ready		Tanker. Cleaning and painting.	(ITAL.BID)
At Venice	ready		Tanker. Cleaning and painting.	(ITAL.BID)
At Venice	ready		Tanker. Cleaning and painting.	(ITAL.BID)
At Venice	ready		Tanker. Cleaning and painting.	(ITAL.BID)
At Venice	31st Aug.		Tanker. Cleaning and painting.	(ITAL.BID)
At Venice	ready		Tanker. Cleaning and painting.	(ITAL.BID)
At Venice	31st Aug.		Tanker. Repairs to hull, stern post, rudder and tail shaft and engines after mine damage.	(ITAL.BID)
			Tanker. Hull repairs after mine damage.	(ITAL.BID)

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SECRET

24TH AUGUST.

PORT	VESSEL	POSITION	READINESS FOR DRYDOCKING	LAST DRYDOCKED	REMARKS
TRIESTE.	APUANIA	At Venice repairing		Nov. 1943	Speed reduced from 9½-6k. Survey of shaft. Extensive boiler repairs.
	MANTOVA II	Bid withdrawn			
NAPLES.	EAGLE	IN DOCK			
	SAMIDWAY	At Naples	ready	June, 1944	Speed reduced from 11½-8k. Cleaning and painting.
	ALNESFORD	At Naples	ready	March, 1945	Repairs to tail shaft.
	P.L.M. 14	At Naples	ready		Cleaning and painting.
	THELMA	At Sea for Naples	27th Aug.	Oct. 1944	Speed reduced from 9-7k. Cleaning and painting.
	PALEILEH	Bid withdrawn			
	LAZZARO MOCENIGO	Bid withdrawn			
PALERMO.	EMPIRE MOON	At Palermo	ready		Salvaged vessel. For examination and repairs.
LEGHORN.	CORFIRTH	At Leghorn	ready		Salvaged vessels. Inspection and lifting templates.
	SENIO	At Leghorn	ready	Sept. 1944	Speed reduced from 8½-5k. Cleaning and painting.
LA CIOTAT.	SAHEL	At Toulon for La Ciotat	on arrival		Salvaged vessel. Hull repairs.
	PLATON	At La Ciotat			Patches to be strengthened.
	CETUS	At La Ciotat		July, 1945	To re-dock for completion of repairs.
TOULON.	ANDRE LEBON	IN DOCK			
	STRABON	At Toulon	ready		Salvaged vessel. Examination and repairs.
VILLEFRANCHE.					

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24TH AUGUST, 1945.

POSITION	READINESS FOR DRYDOCKING	LAST DRYDOCKED	REMARKS	
Venice repairing		Nov. 1943	Speed reduced from 9½-6k. Survey of screw shaft. Extensive boiler repairs.	(ITAL.BID)
Bid withdrawn				
IN DOCK				
At Naples	ready	June, 1944	Speed reduced from 11½-8k. Cleaning and painting.	(MWTR BID)
At Naples	ready	March, 1945	Repairs to tail shaft.	(MWTR BID)
At Naples	ready		Cleaning and painting.	(MWTR BID)
At Sea for Naples	27th Aug.	Oct. 1944	Speed reduced from 9-7k. Cleaning and painting.	(FEO/MWTR BID)
Bid withdrawn				
GO Bid withdrawn				
At Palermo	ready		Salvaged vessel. For examination and repairs.	(MWTR BID)
At Leghorn	ready		Salvaged vessels. Inspection and lifting templates.	(MWTR BID)
At Leghorn	ready	Sept. 1944	Speed reduced from 8½-5k. Cleaning and painting.	(FEO/ITAL.BID)
At Toulon for La Ciotat	on arrival		Salvaged vessel. Hull repairs.	(FRENCH BID)
At La Ciotat			Patches to be strengthened.	(FRENCH BID)
At La Ciotat		July, 1945	To re-dock for completion of repairs.	(FRENCH BID)
IN DOCK				
At Toulon	ready		Salvaged vessel. Examination and repairs.	(FRENCH BID)

SECRET.

DOCKING PROGRAMME.

24TH AUGUST, 1945.

CASABLANCA.

No. 1 Dock.

French Warships (out abt. 3rd Sept.)
MELUSINE (2 days)

No. 2 Dock.

Local Craft

GIBRALTAR.

No. 1 Dock.

H.M. Ship

No. 3 Dock.

H.M. Ships

No. 2 Dock.

H.M. Ships

No. 4 Dock.

H.M. Ships

ORAN.

No. 1 Dock.

OCEAN VANQUISHER (out abt. 26th Aug.)
Pontoon Dock (2 days)
SIDI AISSA (2 days)

No. 2 Dock.

French Warships (out abt. end Aug.)
Local Craft

ALGIERS.

No. 1 Dock.

Tug, COVEN & LAMIA (out abt. 25th Aug.)
DJEBEL AUTES (2 days)
G.G. LEPINE (8 days)

No. 2 Dock.

Local Craft

FERRYVILLE.

No. 1 Dock.

French Warship (indefinite)

No. 3 Dock.

H.M. Ship (indefinite)

No. 2 Dock.

LLANBERIS (out abt. 25th Aug.)
Local Craft

No. 4 Dock.

French Naval Vessel (out abt. 4th Sept.)

TARANTO AND BRINDISI.

No. 1 Dock.

H.M. Ships & Italian Warships (abt. out)
H.M. Ships & Dredger (one month)

No. 12 Dock.

Italian Warships & KATINGO HADJIPATERA (out abt. 25th Aug.)

No. 2 Dock.

Preparing Blocks
H.M. Ship & Italian Warships (5 days)

No. 13 Dock.

H.M. Ship (uncertain)

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H.M. Ship

No. 3 Dock.

H.M. Ships

H.M. Ships

No. 4 Dock.

H.M. Ships

O R A N.

No. 1 Dock.

OCEAN VANQUISHER (out abt. 26th Aug.)
Pontoon Dock (2 days)
SIDI AISSA (2 days)

No. 2 Dock.

French Warships (out abt. end Aug.)
Local Craft

A L G I E R S.

No. 1 Dock.

Tug, CUVEN & LAMIA (out abt. 25th Aug.)
DJEBEL AURES (2 days)
G.G. LEPINE (8 days)

No. 2 Dock.

Local Craft

F E R R Y V I L L E.

No. 1 Dock.

French Warship (indefinite)

No. 2 Dock.

LLANBERIS (out abt. 25th Aug.)
Local Craft

No. 3 Dock.

H.M. Ship (indefinite)

No. 4 Dock.

French Naval Vessel (out abt. 4th Sept.)

T A R A N T O A N D B R I N D I S I.

No. 1 Dock.

H.M. Ships & Italian Warship (abt. out)
H.M. Ships & Dredger (one month)

No. 2 Dock.

Preparing Blocks
H.M. Ship & Italian Warships (5 days)

No. 12 Dock.

Italian Warships & KATINGO HADJIPATERA (out abt. 25th Aug.)
H.M. Ship, Italian Warships & SFINGE (10 days)

No. 13 Dock.

H.M. Ship (uncertain)

No. 10 Dock.

Warship

No. 23 Dock.

Warship

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Brindisi.

No. 1 Dock.

SHUNA (out abt. 25th Aug.)
ERUSE JARL (6 days)

No. 2 Dock.

Y. 99 (abt. out)
Local Craft

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Merchant Ships for docking at Taranto/Brindisi in order of priority.

CORSTAR
KNOLL
FAR
HEMDSHOLM
ASSUNZIONE

V E N I C E.

Tug & PAOLA (out abt. 29th Aug.)
FERNANDA (2 days)
GUILLAMA (2 days)
EGARDO (2 days)
ERICA (2 days)
PAVALO (2 days)

T R I E S T E.

H.M. Ships

N A P L E S.

No. 1 Dock.

EAGLE (out abt. 30th Aug.)
MIDWAY (2 days)
P.L.M. 14 (2 days)
Italian Warship
CESARE (4 weeks)

No. 2 Dock.

H.M. Ship (out 31st Aug.)
THELMA (2 days)
ALDERSFORD (for examination)
PALEMLEH (2 days)

No. 3 Dock.

H.M. Ship
Local Craft

Floating Dock.

Italian Warships

No. 5 Dock.

Local Craft

P A L E R M O.

MICHAEL J. STONE (out abt. 20th Sept.)
EMPIRE MOON

L E G H O R N.

H.M. Ship
[illegible]EO (5 days)
[illegible]ERTH (7 weeks)

M E S S I N A.

H.M. Ships

L A C I O T A T.

French Warship (out abt. 26th Aug.)
French Warship
SAHEL (6 days)
CENS (8 weeks)

T O U L O N.

No. 1 Dock (V).

French Warship

No. 1 Dock (M).

French Warships

No. 3 Dock (V).

French Warships

No. 2 Dock (M).

ANDRE LEBON (out abt. 22nd Sept.)

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GUILIANA (2 days)
EGAPEDO (2 days)
ERICA (2 days)
PAVILO (2 days)

T R I E S T E.

H.M. Ships

N A P L E S.

No. 1 Dock.

EAGLE (out abt. 30th Aug.)
SAMEDWAY (2 days)
P.L.M. 14 (2 days)
Italian Warship
CESARE (4 weeks)

No. 2 Dock.

H.M. Ship (out 31st Aug.)
THELMA (2 days)
ALDERSFORD (for examination)
PALESTINE (2 days)

No. 3 Dock.

H.M. Ship
Local Craft

Floating Dock.

Italian Warships

No. 5 Dock.

Local Craft

P A L E R M O.

MICHAEL J. STONE (out abt. 20th Sept.)
EMPIRE MOON

L E G H O R N.

H.M. Ship
SIRMO (5 days)
CAMERTH (7 weeks)

M E S S I N A.

H.M. Ships

L A C I O T A T.

French Warship (out abt. 28th Aug.)

French Warship
SAHEL (6 days)
CERES (8 weeks)

T O U L O N.

No. 1 Dock (V).

French Warship

No. 1 Dock (M).

French Warships

No. 3 Dock (V).

French Warships

No. 2 Dock (M).

ANDRE LEBON (out abt. 22nd Sept.)
STRADON

V I L L E F R A N C H E.

No. 1 Dock.

Local Craft

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S E C R E T

REPORT OF MERCHANT SHIP REPAIR POSITION FOR MEETING AT 1600 HRS ON 24th AUGUST 1945

SIGNAL KEY

DATES ANTICIPATED OR ACTUAL

A	B	C	D	E	F	G
Vessel	Initial Dates	Main Defects		Final Dates	Remarks	
	Operationally immobilised: Work Commenced	DRYDOCKING: In	DRYDOCKING: Out	Completion for return to service	Completion of temporary repairs to proceed to other repair port: Own power	In tow
TARANTO - 21.8.45						
SPINGE	A 25/5 B 24/8 C 19/10 C 27/8	Fairly extensive repairs following salvage.		D 5/11 D 1/9		
PUNTA D'OSTRO	A 19/3 B 25/3 C 30/4	Major mine and fire damage following salvage.		D 15/7 E End Aug.		
ABBEYDALE After end.	C 12/7	Broken vessel docked for cleaning up damaged plating re permanent repairs.		D 24/8 E Ind.		
BRUCE JARL (Brindisi)	C 26/5	Routine D/D.		D) Not E) stated.		
KNOLL	C 2/9	Routine D/D		D) Not E) stated.		
FAR		Defects not stated			On programme.	
EMPIRE ADUR	A 19/8 B 20/8	Refrig. Diesel repairs		E 23/8		
ESNEH	A) not B) stated	Fire damage in accommodation.		E Ind.		
KATINGO HALJUPATERA	A 22/7 C 13/8	Routine D/D Examination of tail shaft.		D) E) 25/8		
MAKEFJELL (Brindisi)	C 8/8	Routine D/D.		D 14/8 E 17/8	Completed	
HOPECREST	A 21/7	Boiler repairs.		E 15/9	Vessel to proceed U.K.	
SHUNA	C 15/8	Routine D/D.		D 25/8.		

SPINGE	A 25/5 B 24/8 C 19/10 C 27/8	Fairly extensive repairs following salvage.	D 3/11 D 1/9	
PUNTA D'OSTRO	A 19/3 B 23/3 C 30/4	Major mine and fire damage following salvage.	D 15/7 E End Aug.	
ABBEYDALE				
After end.	C 12/7	Broken vessel docked for cleaning up damaged plating re permanent repairs.	D 24/8 E Ind.	
BRUSE JARL (Brindisi)	C 26/8	Routine D/D.	D)Not E) stated.	
KNOLL	C 2/9	Routine D/D	D)Not E) stated.	
FAR		Defects not stated		On programme.
EMPIRE ADUR	A 19/8 B 20/8	Refrig.Diesel repairs	E 23/8	
ESNEH	A)not B)stated	Fire damage in accommodation.	E Ind.	
KATINGO				
HADJIPATERA	A 22/7 C 13/8	Routine D/D Examination of tail shaft.	D) E) 25/8	
MAKEFJELL (Brindisi)	C 8/8	Routine D/D.	D 14/8 E 17/8	Completed
HOPECREST	A 21/7	Boiler repairs.	E 15/9	Vessel to proceed U.K.
SHUNA (Brindisi)	C 15/8	Routine D/D.	D 25/8 E 26/8	

Minor repairs since 14.8.45 - TARANTO.

BENGLOE : M.V. Y795: S.TUG MAINSTAY: M.V. H97: TOSCANA: CORCHESTER: GULF PRINCE: BARON NAPIER: LIDO: GALWAY COAST: S. CRANE:

BONE - 21.8.45

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Minor repairs since 14.8.45 "ORIENT CITY"

PHILIPPEVILLE & BOUGIE - Nothing to report.

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
NAPLES - 21.8.45.				
HAI LEE	A 8/6 B 11/6 C 13/8	Complete overhaul main auxiliary.	D 15/8 E 30/8	Progress slow.
ALRESFORD	A 18/8 B 22/8	Propeller shaft worn. Disconnecting [illegible].		Awaiting Dry dock.
Minor repairs since 14.8.45				
EMPIRE DICKENS	BARON CAWDORVENARA	SAMINDORO		FORT BOISE
P.L.M. 14.	SAMBRIAN	ALTAMURA		CRACKSHOT
EMPIRE HARMONY.	OMEGA	EMPIRE MARLOWE		EMPIRE STRONGHOLD
MALTA - 20.8.45				
EMPIRE GRASSLAND	A 11/8 B 12/8	Engine adjustements. Boiler joints.	E 20/8	
EMPIRE CAIN	A 14/8 B 18/8	Defects not stated.	E 22/8	
LUBLIN	A) B) 18/8	Refrigerator breakdown	E Ind.	
Minor repairs since 13.8.45				
RUDDY.	MYRIEL.	F.H.HILLMAN.	EMPIRE RUNSWICKE.	
EMPIRE DORIS.	FAIVETTE.	SIDI IFNI.	MONTE CUCCO.	
BARI - 21.8.45.				
FREIBURG	A 3/8 B 4/8	Survey prior to vessel being delivered to Greek Govt.	E 17/8	Completed.
JACOVUS	A) B) 14/8	Main boiler repairs.	E 19/8	Completed.
Minor repairs since 14.8.45				
ZAAN.	CHLORIS.	WOODLAND PARK.	G. CHEVALIER.	EMPIRE CELIA.
LOKE.	J.D.YEAGER.	EMPIRE LORENZO.	MANEFJELL.	RENDSHOLM.
		FELESTORA DE LARRINAGA.		FORT TICONDEROGA.
GIBRALTAR - 18.8.45.				

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EMPIRE HARMONY. CHECAL ALTAIRA. EMPIRE MARLOWE CRACKSHOT EMPIRE STRONGHOLD

MALTA - 20.8.45

EMPIRE GRASSLAND	A 11/8 B 12/8	Engine adjustements. Boiler joints.	E 20/8	
EMPIRE GAEL	A 14/8 B 18/8	Defects not stated.	E 22/8	
LUBLIN	A) B) 18/8	Refrigerator breakdown	E Ind.	

Minor repairs since 15.8.45

RUDDY. MERLE. F.H.HILLMAN. EMPIRE RUNSWICKE.
EMPIRE DORIS. FAUVETTE. SIDI ITRI. MONTE CUCCO.

BARI - 21.8.45.

FRIEDBURG	A 3/8 B 4/8	Survey prior to vessel being delivered to Greek Govt.	E 17/8	Completed.
JACOVUS	A) B) 14/8	Main boiler repairs.	E 19/8	Completed.

Minor repairs since 14.8.45

ZAAN. CHLORIS. WOODLAND PARK. G. CHEVALIER. EMPIRE CELIA.
LOKE. J.D.YEAGER. EMPIRE LORENZO. MAKEFIELD. RENDSHOLM.
TELDSTORA DE LARRINAGA. FORT TICONDEROGA.

GIBRALTAR - 18.8.45.

FULGOR (T)	A 30/11 C 18/5	Stern tube, propeller and tail end shaft renewed. Deck repairs.	D 16/7 E 24/7	Awaiting orders.
THORSHOVDI (T)	C 2/7	Scraped and painted	D 11/7	To be towed to Genoa. Awaiting orders and tugs.
EMPIRE HOLMEAHEAD (T)	A 26/6 B) C) 16/7	Tail shaft to draw and stern bushes to renew; bottom painted; anchor repaired.	D 9/8 E Not stated.	Trials unsatisfactory.

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
GIBRALTAR (CNTD.)				
LUCY ESSEBERGER (T)	A 26/7 C 29/7	General exam. Routine D/D.	D 3/8 E Not stated.	Awaiting orders.
THALIA	A 24/7 B 26/7 C 2/8	Sundry engine repairs to proceed to U.K. Routine D/D.		No information.
LEDAAL	C 12/8	Routine D/D and general ~~[illegible]~~.	D) E) ~~Not stated.~~	Awaiting drydock.
SALTA	C 6/8	Routine D/D	D) E) 18/8	
ESSEX	A 13/8 B 14/8	Engine repairs and adjust.	E 22/8	
EMPIRE SEAGULL	A 14/8 B not stated.	Elec. Fans to wire up Sundry engine repairs.	E	Awaiting labour.
EMPIRE SEAHAWK	A 14/8 B not stated.	Elec. fan to wire up	E	Awaiting labour.
Minor repairs since 8.8.45 - No information.				
ALGIERS - 14.8.45 (delayed report)				
MAYO	B) C) 2/8	Routine D/D Minor repairs	D 4/8 E 15/	
EMPIRE GRASSLAND	A) B) 6/8	Adjusting main engines.	E 7/8	Completed.
GALLIUM (Perryville)	C 9/8	Routine D/D Exam. Tail shaft.	D) E) Not stated.	
Minor repairs since 7.8.45 - No information.				
TRIESTE - 21.8.45				
DALESMAN	A 18/7 B 21/7 C 2/9	Torpedo damage. Complete refit.	D 12/9 E End. Nov.	Delay in finishing. D/D.
CITTA DI TUNISIE	A 22/7 B 23/7	Bomb damage to super-structure. Troopor conversion.	E End Nov.	

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	C 2/8	Routine D/D.	
LEDAAL	C 18/8	Routine D/D and general exam.	D) Not stated. Awaiting drydock. E)
SALTA	C 8/8	Routine D/D	D) 18/8 E)
ESSEX	A 13/8 B 14/8	Engine repairs and adjust.	E 22/8
EMPIRE SEAGULL	A 14/8 B not stated.	Elec. Fans to wire up Sundry engine repairs.	E Awaiting labour.
EMPIRE SEAHAWK	A 14/8 B not stated.	Elec. fan to wire up	E Awaiting labour.

Minor repairs since 8.8.45 - No information.

ALGIERS - 14.8.45 (delayed report)

MAYO	B) C) 2/8	Routine D/D Minor repairs	D 4/8 E 15/
EMPIRE GRASSLAND	A) B) 6/8	Adjusting main engines.	E 7/8 Completed.
GALLIUM (Ferryville)	C 9/8	Routine D/D Exam. Tail shaft.	D) Not E) stated.

Minor repairs since 7.8.45 - No information.

TRIESTE - 21.8.45

DALESMAN	A 18/7 B 21/7 C 2/9	Torpedo damage. Complete refit.	D 12/9 Delay in finishing. E End. Nov. D/D.
CITTA DI TUNISIE	A 22/7 B 23/7	Bomb damage to super-structure. Trooper conversion.	E End. Nov.
GRADISCA	A) B) 13/8	Trooper conversion.	E End. Nov.

Minor repairs since 14.8.45 - NIL-

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ITALIAN MERCHANT SHIPS POSITION ON 22nd. AUGUST 1945

Vessel	Initial dates	Main Defects	Final dates	Remarks
BIZERTE VESSEL IN HAND				
UGO FIORELLA	A)10/2 B) C 12/2	Routine D/D, boiler cleaning, deck and engine repairs.	D 15/2 E 21/2	Completed but vessel immobilised awaiting spares from U.K.
GIBRALTA VESSEL IN HAND				
FULGOR	A 30/11 C 16/5	Stern tube, propeller, tail and shaft renewed.	D 15/7 E 30/7	Authorisation has been asked to send her to U.S.A. for work depending on reclassification.
VESSELS L.A.S.F.				
OLTERRA		Not repairable for duration.		Has only 10 man crew for greasing mach'y.
POLLENZIO		In very bad condition.		Left in present state since 1940. Loaded with pig-iron. Unfit for long towing.
NAPLES VESSELS IN HAND				
NERVO	B 29/5	Boilers, machinery and hull repairs.		Salvaged at Olbia. Work in hand at Castellammare.
CONSTANTE C.	B 6/8	Routine D/D. Hull and deck repairs. Engine overhauling. Shaft and propeller to be examined.	E 10/9	
ARSIA	B 8/8	Boiler repairs.	E 25/8	
BIDS FOR REPAIRS				
ULISSE		Shaft alignment. Some deck plating to renew under steering gear and capstan. Bilge keel to replace.		This ship has no antifouling cont. Shuttling Sardinia.
GALLURA		Hull inspection and change of plating. Rudder defect. Stern gland to be checked.		

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FULGOR	A 30/11 C 16/5	Stern tube, propeller, and shaft renewed.	E 30/7	asked to send her to U.S.A. for work depending on reclassification.

VESSELS L.A.S.E.

OLTERRA	Not repairable for duration.	Has only 10 men crew for greasing mach'y.
POLLENZIO	In very bad condition.	Left in present state since 1940. Loaded with pig-iron. Unfit for long towing.

NAPLES VESSELS IN HAND

NERVO	B 29/5	Boilers, machinery and hull repairs.		Salvaged at Olbia. Work in hand at Castellammare.
COSTANZO C.	B 6/8	Routine D/D. Hull and deck repairs. Engine overhauling. Shaft and propeller to be examined.	E 10/9	
ARSIA	B 8/8	Boiler repairs.	E 25/8	

BIDS FOR REPAIRS

ULISSE	Shaft alignment. Some deck plating to renew under steering gear and capstan. Bilge keel to replace.	This ship has no antifouling coat. Shuttling Sardinia.
GALLURA	Hull inspection and change of plating. Rudder defect. Stern gland to be checked.	

VENICE VESSELS IN HAND.

VULCANIA	Generator repairs in hand in Milan.

VENICE - BIDS FOR REPAIRS.

ERICA	D/E for inspection of Hull.	Cleaning and painting.
SERGIO LAGHI	- do -	- do -
PAOLA	- do -	- do -

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
		ITALIAN REPORT (CONTINUED)		
		VENICE - BIDS FOR REPAIRS		
TAGLIAMENTO	- D/E for inspection of Hull. Cleaning and painting.			
EGARDO		- do -		- do -
JULIANA		- do -		- do -
FERNANDA		- do -		- do -
		PALERMO VESSEL IN HAND		
CAMPIDOGLIO		D/D Cleaning & painting of Hull.		Propeller shaft and valves to be checked.
		TARANTO VESSELS IN HAND		
SFINGE	A 25/5 B 24/8 C 19/10	Fairly extensive repairs following salvage.	D 3/11 E 20/9	Work stopped for back of material.
CHERCA	B 20/4	Boiler and engine defects. Cleaning and painting of Hull.		To be shifted to Trieste.
PUNTA D'OSTRO	A 19/3 B 23/3 C 30/4	Major mine and fire damage following salvage.	D 15/7 E 15/9	Estimated 3-4 months.
ACHILIA	B 29/5	Boiler repairs and changing of refrigerator body.	E 25/8	
ILLYRIA	C 16/7	Cleaning, painting and degaussing.	D 27/7 E 28/8	Anti-magnetic set to be installed. R. Arsenale asked 30 days time.
CRATA		Change boiler tubes.	E 19/9	
		BIDS FOR REPAIRS		
ANDALUSIA		Engine & boiler repairs. Routine D/D. Repairs to double bottom.		30 days have been asked. Docking when repairs near completion.
ASSUNZIONE		Badly damaged by torpedo. Loss of rudder. Stern broken.		Twice D/D requested.
LUANA		General repairs. Ship mined.		4 months have been asked. Awaiting orders commence repairs.
VIRGINIA		Routine D/D		When works in Venice completed.

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CAMPIDOGLIO	D/D Cleaning & painting of Hull.		Propeller shaft and valves to be checked.

TARANTO VESSELS IN HAND

SPRINGE	A 25/5 B 24/8 C 19/10	Fairly extensive repairs following salvage.	D 3/11 E 20/9	Work stopped for lack of material.
CHIENCA	B 20/4	Boiler and engine defects. Cleaning and painting of Hull.		To be shifted to Trieste.
PUNTA D'OSTRO	A 19/3 B 23/3 C 30/4	Major mine and fire damage following salvage.	D 15/7 E 15/9	Estimated 3-4 months.
ACILLEA	B 29/5	Boiler repairs and changing of refrigerator body.	E 25/8	
ILLYRIA	C 16/7	Cleaning, painting and degaussing.	D 27/7 E 28/8	Anti-magnetic set to be installed. R. Arsenale asked 30 days time.
CRATA		Change boiler tubes.	E 19/9	

NEED FOR REPAIRS

ANDALUSIA	Engine & boiler repairs. Routine D/D. Repairs to double bottom.	30 days have been asked. Docking when repairs near completion.
ASSUNZIONE	Badly damaged by torpedo. Loss of rudder. Stern broken.	Twice D/D requested.
LUANA	General repairs. Ship mined.	4 months have been asked. Awaiting orders commence repairs.
VULCANIA	Routine D/D	When works in Venice completed.
SALVORE	Cleaning & painting. Cleaning donkey boiler and fumigation.	

VESSELS L.A.S.F.

DORA C. URANA. APOLLO.

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
		ITALIAN REPORT (CONTINUED)		
		AT SEA. BIDS FOR REPAIRS		
EDERA		Cleaning & painting. Hull and capstan repairs.		6 days repairs. Damaged at Marseilles.
PELAGOSA		Routine D/D.		
GIAMPAOLO		Deck repairs. Auxiliary machinery repairs.		
ABBAZIA		Cleaning & painting of hull. Inlets to be cleaned.		Speed reduced 11/9 K. last D/D 11.9.44
VOILETTE		Cleaning & painting of Hull. Stern gland to be checked.		Speed reduced 8-6 K. last D/D 16.10.44
RINUCCI		Cleaning & painting of Hull. Plates to be changed. Inlets to be cleaned.		Speed reduced 8-6 K. Last D/D 1.9.44
SENIO		Cleaning & painting of Hull. Inlets to be cleaned.		Speed reduced 8,5-5 K. Last D/D 25.9.44

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
ORAN 8.8.45 (No further i. report . received)				
OCEAN VANQUISHER	O 31/7 C 6/8	Extensive war damaged. General strengthening being done	D 1/8 D) G) 31/8	
Minor repairs since 1.8.45 - No information.				
CATANIA - 15.8.45 (No report for current week.)				
THORE JARL	A) B) 13/8	Broken M.P.Tumbler block.	E 15/8	
Minor repairs - No information.				
PALERMO - EMPIRE MOON - General repairs following E Ind. salvage.				
LEGHORN - 22.8.45 (including w/e- 13.8.45)				
CONTARTH	B 14/7	Reconditioning; major hull and machinery repairs.		To drydock for preliminary exam'n. and lifting templates. Progress satisfactory.
POZA RICA	A) B) 6/8	Electr. equipment and forced draught fan engine defective.	E 7/8	Completed.
JASON	B 14/7	Reconditioning; hull and machinery repairs.		
Minor repairs since - 6.8.45 - EMPIRE CADET. NETTUNO.				
- do - - do - 13.8.45 - EMPIRE CADET. CITTA DI ALESSANDRIA.				
SOUTHERN FRANCE - 8.8.45 (No further report received)				
Minor repairs since 1.8.45 - Nil.				
VENICE - 22.8.45				
PAOLO	C 23/8	Routine D/D	D 29/6 E 30/8	
JULIANA	B 25/7 C -	Routine Drydocking Reconversion to bulk tanker.	D) E)	Work suspended vessel reverting to owners.
[illegible]	B 25/7	Routine D/D	D)	

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TORE JARL	A) B) 13/8	Broken H.P.Tumbler block.	E 15/8	

Minor repairs - No information.

PALERMO - EMPIRE MOON - General repairs following E Ind. salvage.

LEGHORN - 22.8.45 (including w/c- 13.8.45)

CONFIRTH	B 14/7	Reconditioning;major hull and machinery repairs.		To drydock for preliminary examin. and lifting templates.Progress satisfactory.
POZA RICA	A) B) 6/8	Electr.equipment and forced draught fan engine defective.	E 7/8	Completed.
JASON	B 14/7	Reconditioning;hull and machinery repairs.		

Minor repairs since - 6.8.45 - EMPIRE CADET. NETTUNO.
- do - - do - 13.8.45 - EMPIRE CADET. CITTA DI ALESSANDRIA.

SOUTHERN FRANCE - 8.8.45 (No further report received)

Minor repairs since 1.8.45 - Nil.

VENICE - 22.8.45

PAOLO	C 23/8	Routine D/D	D 29/8 E 30/8	
JULIANA	B 25/7 C -	Routine Drydocking Reconversion to bulk tanker.	D) E)	Work suspended vessel reverting to owners.
FERNANDA	B 25/7 C -	Routine D/D Re-conversion to bulk tanker.	D) E)	- do -
DON	A 7/8 B 8/8	Refrigeration machinery repairs and boiler cleaning.	E 14/8	Completed.
APUANIA	A 13/8 B 14/8	Machinery repairs and drydocking for tail shaft.	D) E) -	Work suspended vessel reverting to owners.
MANTOVA I	C 6/8	Routine D/D etc.	D 9/8	Completed.

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
VENICE (CONTINUED)				
MANTOVA II	C 10/8	Routine	D 13/8 E 25/8	

Minor repairs since 15.8.45

EMPIRE BROOK	WILLOW PARK	JURCO TOPIC
EMPIRE CAICOS	THELMA	CELIA

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
VENICE (CONTINUED)				
MANTOVA II	C 10/8	Routine	D 13/8 B 25/8	

Minor repairs since 15.8.45

EMPIRE BROOK — WILLOW PARK — JURCO TOPIC
EMPIRE CAICOS — THELMA — CHELA

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1,3,94

IMPORTANT CONFIDENTIAL

TO :- MWT LONDON
(R) RAD WASHINGTON FOR EASM

FROM :- MWTR MED (72).

NASAB 720
Reference your EASAN 114.

1. It has been agreed that Naval Civil Engineer will continue as Chairman of Dredging Committee for a temporary period of say about 2 (R) 2 months when the matter can be re-examined.

2. For your information, the difficulty in this area has been the problem of removing a dredger belonging to one Country for priority service in another. For example, a Greek dredger has been ordered to SEAC where no other dredger was available.

3. This has been done under authority of C in C Med. for whom MEDBO act.

T.O.O. 17/1502 August

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E2.1.2.3

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ALLIED FORCE HEADQUARTERS
Petroleum Section

SUMMARY OF TANKER TONNAGE POSITION IN WESTERN MEDITERRANEAN THEATRE AS AT 1200 HOURS 25th. AUGUST

	CLEAN No. of Vessels	CLEAN Cargo Cap. (barrels)	DIRTY No. of Vessels	DIRTY Cargo Capacity (barrels)	
A. ON OCEAN SERVICE					
1. With Cargo	7	758,000	1	64,000	
2. In ballast	-	-	-	-	
3. In dry-dock or repair	-	-	-	-	
B. ON COASTAL SERVICE (including shuttle and lightening duties but excluding C. D. & E.)					
1. Working	19	525,000	3	157,000	
2. In dry-dock or repair	17	218,000	5	219,000	
C. WATER CARRIERS	27	309,000	-	-	
D. HARBOUR CRAFT	3 (a)	120,000	10 (b)	241,000	
E. OTHER OPERATIONAL SERVICE	1	6,000	1	6,000	

REMARKS

(a) = 1 Vessel STAGNO LACH 113,000 bbls., used as Floating Stora
(b) = 1 Vessel TAIGETE 66,000 bbls., also used as Floating Stora

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ALLIED NAVAL HEADQUARTERS
Petroleum Section

TONNAGE POSITION IN WESTERN MEDITERRANEAN THEATRE AS AT 1200 HOURS 25th. AUGUST 1945.

	CLEAN No. of Vessels	CLEAN Cargo Cap. (barrels)	DIRTY No. of Vessels	DIRTY Cargo Capacity (barrels)	TOTAL No. of Vessels	TOTAL Cargo Capacity (barrels)
..	7	758,000	1	64,000	8	822,000
	-	-	-	-	-	-
	-	-	-	-	-	-
toning & E.)	19	525,000	3	157,000	22	682,000
	17	218,000	5	219,000	22	437,000
	27	309,000	-	-	27	309,000
	3 (a)	120,000	10 (b)	241,000	13	361,000
RVICE	1	6,000	1	6,000	2	12,000

REMARKS

(a) = 1 Vessel SECCHIO LAGHI 113,000 bbls., used as Floating Storage.
(b) = 1 Vessel TAIGETE 66,000 bbls., also used as Floating Storage.

SECRET.

AGENDA.

ONE HUNDRED AND TWENTYSIXTH MEETING.

MEDITERRANEAN SHIPPING BOARD.

1100 HOURS, 21ST AUGUST, 1945.

1. APPROVAL OF MINUTES OF MEETING NO. 125 HELD ON 14TH AUGUST, 1945.

2. REPAIR SUB-COMMITTEE.

Minutes of Meeting No. 91 held on 17th August, 1945.
Minutes of Meetings Nos. 21 & 22 held on 6th & 13th August respectively of the South of France Repair Committee.

3. ITALIAN MERCHANT SHIPPING.

Position List No. 18 dated 15th August, 1945 of Italian Merchant Vessels.

4. TANKER COMMITTEE.

Summary of Tanker Tonnage Position in Western Mediterranean Theatre as on 18th August, 1945.
Report of 10th August, 1945 by Petroleum Section to Ministry of War Transport, London, on the Mediterranean Small Shuttle Tanker Fleet.

5. OTHER MATTERS.

Margaret Michie.

(Margaret Michie)
Secretary, MEDBO.

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Minutes of Meeting No. 91 held on 17th August, 1945.
Minutes of Meetings Nos. 21 & 22 held on 6th & 13th August respectively of the South of France Repair Committee.

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Report of 10th August, 1945 by Petroleum Section to Ministry of War Transport, London, on the Mediterranean & U.K. Shuttle Tanker Fleet.

5. OTHER MATTERS.

Margaret Michie.

(Margaret Michie)
Secretary, MEDBO.

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S E C R E T.

MEDITERRANEAN SHIPPING BOARD.

No. 125.

MINUTES OF MEETING HELD AT 1100 HOURS ON 14TH AUGUST, 1945.

	Mr. J. Gibson Graham	Chairman
Members:	Commodore C.R.E.W. Perryman, R.N.	P.S.T.O. Med.
	Captain R.M.D. Byron, R.N.	N.C.S.O. Med.
	Captain W.E. Erskine, U.S.N.	U.S. Navy.
	Commander J.S. Sharp, R.N.R.	E.O.S. to C in C Med.
	Colonel F.E.S. Girling	G-4 Mov & Tn. (Br.).
	Colonel J.T. Danaher, U.S. Army	G-4 Mov & Tn. (Am.).
	Lt.Col. J.G.R. Richards	G-4 Mov & Tn. (Br.).
	Major A.G. Torfield	G-4 Mov & Tn. (Br.).
	Major K.L. Prosser	Tn. (Br.).
	Captain P.W. Christian, U.S. Army	G.M. Coal Section.
	Mr. R. Miccl	Reg.Dir., W.S.A., W.Med.
	Mr. H.J. Richardson	D.D.O.H.C. Representative.
Present:	Commander M.H. Flint, R.N.R.	C.S.O. to P.S.T.O. Med.
	Colonel Thomas	Trans. Sub-Commission, A.C.
	Major P. Larmsen	Trans. Sub-Commission, A.C.
	Major Woods	U.N.R.R.A.
	Mr. A.C. Hogarth	D.M.W.T.R.
	Mr. W.M. Oak-Rhind	D.M.W.T.R.
	Mr. S. Regan	W.S.A., Rome.
	Mr. W.L. Worsday	D.M.W.T.R. (C.S.H.C.).
	Miss M.M. Michie	Secretary.

ACTION BY:-

The Minutes of Meeting No. 124 held on 7th August, 1945 were approved.

2295. FRENCH SHIPPING. Ref. 2280. "DJAMEL AURES" would be re-delivered to the French by M.W.T. at Taranto instead of Trieste, and as "CHATEAU LATOUR" had already been taken up by W.S.A., it was agreed that Sea Transport release that vessel to them for re-delivery to the French.

2296. CRANE SHIPS. Ref. 2281. A report had been received that "EMPIRE VALOUR" had 2,000 tons ballast on board and could lift the tugs from Piraeus to Malta, but Commander Flint said cradles would first have to be constructed, a reduced price of £200 sterling now having been asked, which was considered high. Mr. Richardson confirmed that the craft had been allocated to Malta by MEDBO and the Chairman was therefore of the opinion that Sea Transport, who were responsible for the carriage of the tugs, should bear the cost of the construction of the cradles, although he considered payment must be made in drachma and not sterling unless authorisation had been obtained from London previously.

capacity

	Lt.Col. J.G.R. Richards	G-4 Mov & Tn. (Am.).
	Major A.G. Torfield	G-4 Mov & Tn. (Br.).
	Major K.L. Prosser	G-4 Mov & Tn. (Br.).
	Captain P.W. Christian, U.S. Army	Tn. (Br.).
	Mr. R. Nicol	Q.M. Coal Section.
	Mr. H.J. Richardson	Reg.Dir., W.S.A., W.Med.
		D.D.O.H.C. Representative.
Present:	Commander H.T. Flint, R.N.R.	S.S.O. to P.S.T.O. Med.
	Colonel Thoms	Trans. Sub-Commission, A.C.
	Major P. Lamman	Trans. Sub-Commission, A.C.
	Major Woods	U.N.R.R.A.
	Mr. A.C. Hogarth	D.M.W.T.R.
	Mr. W.M. Oak-Rhind	D.M.W.T.R.
	Mr. S. Regan	W.S.A., Rome.
	Mr. W.L. Peredny	D.M.W.T.R. (C.S.R.C.).
	Miss M.M. Michie	Secretary.

ACTION BY:-

The Minutes of Meeting No. 124 held on 7th August, 1945 were approved.

2295. FRENCH SHIPPING. Ref. 2290. "DJEBEL AURES" would be re-delivered to the French by M.W.T. at Taranto instead of Trieste, and as "CHATEAU LATOUR" had already been taken over by W.S.A., it was agreed that Sea Transport release that vessel to them for re-delivery to the French.

2296. C[illegible]NE SHIPS. Ref. 2281. A report had been received that "EMPIRE VALOUR" had 2,500 tons ballast on board and could lift the tugs from Piraeus to Malta, but Commander Flint said cradles would first have to be constructed, a reduced price of £200 sterling now having been asked, which was considered high. Mr. Richardson confirmed that the craft had been allocated to Malta by MEDEO and the Chairman was therefore of the opinion that Sea Transport, who were responsible for the carriage of the tugs, should bear the cost of the construction of the cradles, although he considered payment must be made in drachmae and not sterling unless authorisation had been obtained from London previously.

2297. WATER SITUATION AT LEGHORN. Ref. 2282. The water tanker "PO" of 2,000 tons capacity had been allocated to Leghorn and Major Launder said would shuttle between that port and Piombino or Civitavecchia. Two small harbour tankers were also at Leghorn, in addition to "RONDINE", and he said that "ILLYRIA" would not now be required there.

2298. BILLS OF HEALTH. Ref. 2283. A reply was still awaited from South of France, but Commander Flint said that from information already received, it appeared that countries within the Mediterranean were prepared to accept Bills of Health signed by the Port Health Authority or, where none existed, by the Senior/

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/Senior Naval Officer of the port. The Chairman therefore asked A.C. to arrange that the Italians should re-institute Italian Port Sanitary authorities at all ports so that Bills of Health could be issued to all vessels.

Major Laraman.

2299. DREDGING COMMITTEE. Ref. 2288. The receipt of the attached signal BASAN 114, regarding the future of the Dredging Committee, was reported by the Chairman.

2300. ITALIAN MERCHANT SHIPPING. Ref. 2289. Certain Italian ships on charter to Sea Transport had been damaged by Italian stevedores and put in a claim against them and Commander Flint asked the position in such a case, which the Chairman considered was entirely a matter for settlement between the Italians.

2301. PREVEZA. Ref. 2293. Resulting from the Naval survey of this port, Commander Sharp stated that it was now considered safe for vessels with a maximum draft of 16 ft. to enter the harbour, provided this were done in calm weather. In reply to the Chairman, he said that S.B.N.O. Greece had been informed accordingly and that vessels had to take on a pilot before going into the port.

2302. PROPOSED SHIPMENT BY SWISS TO NAPLES. Ref. 2294. On learning that the Portuguese vessel could not be accepted at Naples, B.N.A. Madrid had requested that another port be nominated where the vessel could be taken for discharge. Mr. Nicol suggested that Genoa might be suitable but asked to what authority the Swiss Government bid for port capacity, the Chairman adding that U.M.E.B. was the correct body to whom such requests should be made, and said he would take up the matter.

Chairman.

2303. MEDITERRANEAN COAL RECEPTION SUB-COMMITTEE. Ref. 2284. Item 2 on Agenda. The Chairman referred to Minute 517 reporting some difficulty regarding the routeing of colliers to Genoa/Savona, but Commander Sharp said that a satisfactory solution had now been found.

M.W.T. bunker stocks were supplies for Allied ocean going vessels and coasters, but the Chairman pointed out that bunkers for tugs, pilot boats and other harbour craft had been supplied by the Royal Navy who were withdrawing from certain ports and he therefore proposed that the responsibility of providing coal for such vessels should, in future, fall on the Italian Government, who should add the necessary amounts to their other requisitions. Captain Christian reported that Maritime agencies could not be supplied by Coal Section who were to close down by the end of September, and Mr. Nicol proposed that the provision of bunkers to harbour vessels should be taken over by civilian agencies. In the meantime, the Chairman agreed that M.W.T. would supply the necessary bunkers to such vessels but this was subject to re-consideration at an early date.

2304. REPAIR SUB-COMMITTEE. Ref. 2285. Item 3 on Agenda. The fitting of "PRINCIPESSA GIOVANNA" for Eastern waters, Commander Flint said, would take about six weeks, (ref. Repair Minute 1469).

The port at which "TOSCANA" (ref. Repair Minute 1470) was to be fitted out would be decided after consultation with Mr. J.R. Smith who was due from Genoa shortly.

In reply to Colonel Dawber, the Chairman considered that as suitable docks for "VULCANIA" would not be ready at Trieste or Venice for some time, the vessel would probably dock at Gibraltar. Mr. Nicol suggested she dock at Taranto.

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2301. [illegible], Ref. 2293. Resulting from the Naval survey of this port, Commander Sharp stated that it was now considered safe for vessels with a maximum draft of 16 ft. to enter the harbour, provided this were done in calm weather. In reply to the Chairman, he said that S.B.N.O. Greece had been informed accordingly and that vessels had to take on a pilot before going into the port.

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Chairman.

2303. MEDITERRANEAN COAL RECEPTION SUB-COMMITTEE. Ref. 2284. Item 2 on Agenda. The Chairman referred to Minute 517 reporting some difficulty regarding the routeing of colliers to Genoa/Savona, but Commander Sharp said that a satisfactory solution had now been found.

M.W.T. bunker stocks were supplies for Allied ocean going vessels and coasters, but the Chairman pointed out that bunkers for tugs, pilot boats and other harbour craft had been supplied by the Royal Navy who were withdrawing from certain ports and he therefore proposed that the responsibility of providing coal for such vessels should, in future, fall on the Italian Government, who should add the necessary amounts to their other requisitions. Captain Christian reported that Maritime agencies could not be supplied by Coal Section who were to close down by the end of September, and Mr. Nicol proposed that the provision of bunkers to harbour vessels should be taken over by civilian agencies. In the meantime, the Chairman agreed that M.W.T. would supply the necessary bunkers to such vessels but this was subject to re-consideration at an early date.

2304. REPAIR SUB-COMMITTEE. Ref. 2285. Item 3 on Agenda. The fitting of "PRINCIPESSA GIOVANNA" for Eastern waters, Commander Flint said, would take about six weeks,(ref. Repair Minute 1[illegible]).

The port at which "TOSCANA" (ref. Repair Minute 1470) was to be fitted out would be decided after consultation with Mr. J.R. Smith who was due from Genoa shortly.

In reply to Colonel Dunbar, the Chairman considered that as suitable docks for "VULCANIA" would not be ready at Trieste or Venice for some time, the vessel would probably dock at Gibraltar. Mr. Nicol suggested she dock at Taranto, but the Chairman pointed out that "VULCANIA" might be longer delayed there than she would by going to Gibraltar and returning to Naples to take on Troops.

2305. COASTER POSITION. Ref. 2231. Item 4 on Agenda. The Report for July, 1945 on the working of coasters under the control of F.S.T.O. Med. and N.W.T.R. Med. was noted by the Board.

The Chairman enquired whether the figure of 61,975 tons stores, shown as having been lifted between Italian Ports, could be reduced, for A.C. had/

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(Lanier) Small ... tanker 2 99 ... will be ... for Venice ... area (Greek ... tanker ... a ... Malcolm ... Admiral ... Flag ... Mediterranean)

/had requested shipping to move an additional 40,000 tons a month of wine, for two months, from Sicily and Huel Porto to Northern Italy. Major Tofield did not consider the programme could be cut for, of the figure quoted, he said 40,000 tons represented cargoes discharged in Venice and Trieste for maintenance of the Forces in the North. He also confirmed that any wine lifted in Sea Transport tonnage was an A.C. cargo combined with those on military account. The Chairman therefore said that the bill for carriage of 80,000 tons wine would be passed to the Zone 3 Committee of U.N.R.R.A. Chairman.

2306. TANKER COMMITTEE. Ref. 2287. Item 5 on Agenda. Major Launder informed the Board that a full report on the tanker situation within the area had been circulated to A.N.P.B. and M.W.T. London, and the Chairman said this would be included in the next week's Agenda for information. Secretary.

As and from 1st September, 1945, Major Launder reported that the tankers in the area under the French flag were to be passed to the control of the French Navy and would be stationed in S. France and N. Africa, which areas would from 1st September, 1945 revert from the control of the Petroleum Section to that of London and Washington. The French would then become responsible for meeting their own civil and military commitments in those areas, as well as Allied military requirements, and Major Launder said the tonnage available to them should prove ample. If the French should, however, require additional tonnage at any time, they would have to apply to London and Washington. Major Launder confirmed to Colonel Damaher that the tankers in question were those under the French flag only and that U.S. Army tankers operated by W.S.A. were not affected.

As C.O.T. had been responsible for the carriage of petroleum products on U.S. Army account, demands for shuttle tankers had some time ago been placed on Washington, and Colonel Damaher requested that a statement on the present position and use of these craft now be produced by Petroleum Section, which Major Launder agreed. A record of "G" tankers was kept by W.S.A.

Major Launder.

There were some 9,000 tons of lubricating oils at Oran for carriage to the United States and rather than allocate shipping for the purpose, Colonel Damaher enquired whether W.S.A. would accept the cargo as ballast, to which Mr. Nicol agreed. Major Launder explained that the U.S. Navy fuelling base was closing down and, as difficulties might be experienced in guarding these stocks, it was important that the oils be shipped out as early as possible. Mr. Oak-Rhind reported that "GALWAY COAST", (ref. Minute 2277), was to lift lubricating oils from Oran to Italy and the Chairman felt it should first be ascertained where the oils were in fact required before they were shipped from Oran.

2307. SHIPPING ROUTES IN THE MEDITERRANEAN. Ref. 2033. Item 6 on Agenda. The synopsis of Merchant Shipping sailed from ports on the Mediterranean Station for the 2nd Quarter of 1945 was noted by the Board.

2308. PORTS UNDER A.C. CONTROL. Ref. 2241. Item 7 on Agenda. The Chairman referred to a signal from DEPDOCKS, Rome stating that as the Italian port authorities were unable to assume responsibility for payment and administration of civilian quay labour, the date for the transfer of Taranto and Brindisi to Category "C" ports had been postponed. He pointed out that payments in lire, then made by M.W.T./W.S.A., were on behalf of the Italian Government, and he therefore could not envisage any great difficulty in the Italian Government making such payments

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in the area under the French flag were to be passed to the control of the French Navy and would be stationed in S. France and N. Africa, which areas would from 1st September, 1945 revert from the control of the Petroleum Section to that of London and Washington. The French would then become responsible for meeting their own civil and military commitments in those areas, as well as Allied military requirements, and Major Launder said the tonnage available to them should prove ample. If the French should, however, require additional tonnage at any time, they would have to apply to London and Washington. Major Launder confirmed to Colonel Dannher that the tankers in question were those under the French flag only and that U.S. Army tankers operated by W.S.A. were not affected.

As C.O.T. had been responsible for the carriage of petroleum products on U.S. Army account, demands for shuttle tankers had some time ago been placed on Washington, and Colonel Dannher requested that a statement on the present position and use of these craft now be produced by Petroleum Section, which Major Launder agreed. A record of "B" tankers was kept by W.S.A.

Major Launder.

There were some 9,000 tons of lubricating oils at Oran for carriage to the United States and rather than allocate shipping for the purpose, Colonel Dannher enquired whether W.S.A. would accept the cargo as ballast, to which Mr. Nicol agreed. Major Launder explained that the U.S. Navy fuelling base was closing down and, as difficulties might be experienced in guarding these stocks, it was important that the oils be shipped out as early as possible. Mr. Oak-Rhind reported that "GALWAY COAST", (ref. Minute 2277), was to lift lubricating oils from Oran to Italy and the Chairman felt it should first be ascertained where the oils were in fact required before they were shipped from Oran.

2307. SHIPPING ROUTED IN THE MEDITERRANEAN. Ref. 2033. Item 6 on Agenda. The synopsis of Merchant Shipping sailed from ports on the Mediterranean Station for the 2nd Quarter of 1945 was noted by the Board.

2308. PORTS UNDER A.C. CONTROL. Ref. 2241. Item 7 on Agenda. The Chairman referred to a signal from DEPDOCKS, Rome stating that as the Italian port authorities were unable to assume responsibility for payment and administration of civilian quay labour, the date for the transfer of Taranto and Brindisi to Category "C" ports had been postponed. He pointed out that payments in lire, then made by M.W.T./W.S.A., were on behalf of the Italian Government, and he therefore could not envisage any great difficulty in the Italian Government making such payments on their own behalf. He had, however, requested confirmation from London that all payments in lire were a charge against the Italian Government, irrespective of the nationality of the person making such payments.

2309. DRAFTS. Ref. 1998. Item 8 on Agenda. It was confirmed by Commander Sharp that the information concerning drafts and number and type of berths, shown under Venice, also included Porto Marghera.

2310/ .....

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2310. TRIESTE. Ref. 2279. Item 9 on Agenda. The Board noted the reply from the Acting C.A.C. regarding the procedure by which payments in the Trieste area were to be made.

2311. ITALIAN STEVEDORING CONTRACT. Ref. 2240. The daily wages for Italian stevedores in civilian operated ports, Mr. Nicol said, had still not been put forward or agreed and the Chairman felt the question of the high rates now being paid should be raised with the Finance Sub-Commission.

2312. ROUTEING TO THE UNITED STATES. Ref. 2236. In reply to Colonel Dansher who enquired if ships sailing from Leghorn to the United States might be routed there direct without calling at Naples for instructions, Captain Byron informed him that vessels could receive routeing instructions to the United States at Algiers, Gibraltar or Oran, as might be convenient.

2313. SHIPMENT OF MILITARY STORES FROM MIDDLE EAST TO ITALY. Ref. 2223. Information had now been received by Mr. Hogarth that 120 tons of stretchers had been shipped to Italy from Middle East aboard "BARON CAMDON" and not 4 cwt. as stated in the Minute under reference. On a subsequent voyage, the same vessel had left Italy with very large amounts of jerricans and the Chairman once more requested that the programme be re-examined in the light of present conditions. Major Tetfield reported that the September figures for shipments on military account from the Middle East to Italy were some 10,000 tons less than those for August, 1945.

2314. UNRRA MARITIME AUTHORITY. Ref. 2203. The Chairman reported that Washington were now willing for the Italian Government to appoint observers for consultation with the Zone 3 Committee and who should attend the Meetings at the Chairman's discretion when questions affecting Italian shipping employed within the Zone were to be discussed.

U.N.R.R.A. had put in a bid to Zone 3 for the movement of a large number of Italian displaced persons and refugees from Philippeville to Italy, the Chairman stating that as Zone 3 had no personnel shipping at their disposal, the bid could not be met. As the persons were of Italian nationality, Colonel Thomas felt the matter was rather one for A.C., and Colonel Girling said that a Meeting was to take place in Paris to discuss the whole question of the movement of such persons of all nationalities and understood it was a matter for that Committee. Whilst personnel shipping continued to be controlled by A.F.H.Q. and P.S.T.O. Med., Lt.Col. Michaelis felt that the movement of persons sponsored by U.N.R.R.A. should be carried out after military demands had been met.

The Italian Government were now responsible for conducting certain of their own foreign trade matters, (ref. Minute 2164, para. 4), a Government organisation being formed for the purpose, and Major Laramen asked if that organisation might make bids for tonnage direct to U.M.A., for A.C. exercised no control except that of screening. The Chairman considered in that case that the Italian Government organisation should forward their bids to S.E.P.C., with a copy to the Zone 3 Committee.

2315. WATER SITUATION AT MALTA. Ref. 2037. Advice had been received from C in C Med. that the water situation at Malta was so acute that no Merchant Ships could be supplied except in cases of extreme necessity and then only in very limited quantities, and the Chairman felt that all vessels should be topped up to

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Airfors, Gibraltar or Oran, as might be convenient.

2313. SHIPMENT OF MILITARY STORES FROM MIDDLE EAST TO ITALY. Ref. 2223. Information had now been received by Mr. Hogarth that 120 tons of stretchers had been shipped to Italy from Middle East aboard "BARON CAWDOR" and not 4 cwt. as stated in the Minute under reference. On a subsequent voyage, the same vessel had left Italy with very large amounts of jerricans and the Chairman once more requested that the programme be re-examined in the light of present conditions. Major Tetlold reported that the September figures for shipments on military account from the Middle East to Italy were some 10,000 tons less than those for August, 1945.

2314. UNITED MARITIME AUTHORITY. Ref. 2203. The Chairman reported that Washington were now willing for the Italian Government to appoint observers for consultation with the Zone 3 Committee and who should attend the Meetings at the Chairman's discretion when questions affecting Italian shipping employed within the Zone were to be discussed.

U.N.R.R.A. had put in a bid to Zone 3 for the movement of a large number of Italian displaced persons and refugees from Philippeville to Italy, the Chairman stating that as Zone 3 had no personnel shipping at their disposal, the bid could not be met. As the persons were of Italian nationality, Colonel Thomas felt the matter was rather one for A.C., and Colonel Girling said that a Meeting was to take place in Paris to discuss the whole question of the movement of such persons of all nationalities and understood it was a matter for that Committee. Whilst personnel shipping continued to be controlled by A.F.H.Q. and P.S.T.O. Med., Lt.Col. Richards felt that the movement of persons sponsored by U.N.R.R.A. should be carried out after military demands had been met.

The Italian Government were now responsible for conducting certain of their own foreign trade matters, (ref. Minute 2164, para. 4), a Government organisation being formed for the purpose, and Major Lamman asked if that organisation might make bids for tonnage direct to U.N.R.A., for A.C. exercised no control except that of screening. The Chairman considered in that case that the Italian Government organisation should forward their bids to S.E.P.C., with a copy to the Zone 3 Committee.

2315. WATER SITUATION AT MALTA. Ref. 2037. Advice had been received from C in C Med. that the water situation at Malta was so acute that no Merchant Ships could be supplied except in cases of extreme necessity and then only in very limited quantities, and the Chairman felt that all vessels should be topped up to capacity before proceeding there.

Major Launder reported that the water tanker "ELANDIA" (ref. aforegoing Minute 2297) was now to be put on the shuttle service between Augusta and Malta.

2316. PORT EQUIPMENT. Ref. 1546. A letter from Tn. (Br.) to A.C. Transportation Sub-Commission who were asked to advise the tonnage and details of the types of cargo that they wished to take throughports on their release from operation by the British Army so that plans could be made for the allocation of port equipment/

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/equipment by Tn. (Br.), subject to War Office approval, was referred to by Colonel Dannher who said that, for information purposes, similar details regarding ports presently operated by U.S. Army and civil ports where certain W.D. equipment had been loaned were also requested. He felt the required information should be compiled by A.C. and co-ordinated with MEDBO. Capacities of the various ports had been assessed and the Chairman presumed it was wished that those figures should continue to be achieved once the ports were released from military control and he understood that the military authorities had accepted the obligation of supplying sufficient gear so that imports of civil supplies could be maintained. He proposed, however, that the allocation of port equipment should be made to U.N.R.R.A. for inclusion in their programme of supplies to the country concerned (vide also Minute 2286).

As W.S.A. were indenting for a certain amount of port equipment that was to become surplus to U.S. Army requirements, Colonel Dannher enquired whether it were intended for the same purpose, but Mr. Nicol said W.S.A. proposed it be used not only in Italy, but also in North Africa and possibly other countries, suggesting the allocations be approved by MEDBO but this was unacceptable to the Board.

2317. WATER SITUATION AT CIVITAVECCHIA. D.M.W.T.R. Civitavecchia had reported that the water supply at that port was good at all times of the year, that hydrants were available on all usable berths and he considered that, if practicable, vessels proceeding North or South between Naples and Genoa could be routed to Civitavecchia if in need of water. He also reported, the Chairman said, that pressure varied from 10-15 tons an hour, but could be substantially increased if larger diameter hydrants were fixed and Colonel Dannher said this would be investigated by U.S. Army.

Col. Dannher.

2318. WATER SITUATION IN JUGOSLAVIA. U.N.R.R.A. had made a bid on F.E.O. for the provision of water tankers to trade on the Dalmation coast and as there were four Italian tankers of under 300 tons at Venice, Major Launder enquired if these could be taken up for that purpose. This was agreed subject to there being no objection to Italian vessels being stationed in Jugoslav waters, which matter Commander Sharp said he would take up. Major Launder stated it was possible the water tankers would be shuttling from Italy but F.E.O. was finding out more details of what was required.

Cmdr. Sharp.

2319. ITALIAN MAILS. All Italian mails were presently being handled by the A.P.O. who now wished to pass this responsibility to the Italians themselves and Major Lorraman asked from what authority the Italian Post Office should obtain information about vessels that might be available to lift mail. It was felt that the Italian Post Office should make a contract with the shipping authorities for the carriage of freight and should then ask M.W.T./W.S.A. for information regarding ships that might be available.

2320. SHIPMENT OF COAL TAR FROM SAN ANTIOCCO TO LEGHORN. There was an amount of 1,200 tons coal tar in bulk for carriage from San Antiocco to Leghorn where direct discharge into shore tanks could take place and Major Lorraman requested tonnage against this bid be provided. "LETE", a small Italian black tanker, had just been handed back to the Italian Navy, which vessel Major Launder considered would be suitable and said he would look into the matter.

Major Launder.

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it were intended for the same purpose, but Mr. Nicol said W.S.A. proposed it be used not only in Italy, but also in North Africa and possibly other countries, suggesting the allocations be approved by MEDBO but this was unacceptable to the Board.

2317. WATER SITUATION AT CIVITAVECCHIA. D.M.W.T.R. Civitavecchia had reported that the water supply at that port was good at all times of the year, that hydrants were available on all usable berths and he considered that, if practicable, vessels proceeding North or South between Naples and Genoa could be routed to Civitavecchia if in need of water. He also reported, the Chairman said, that pressure varied from 10-15 tons an hour, but could be substantially increased if larger diameter hydrants were fixed and Colonel Dunaher said this would be investigated by U.S. Army. Col. Dunaher.

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2319. ITALIAN MAILS. All Italian mails were presently being handled by the A.P.O. who now wished to pass this responsibility to the Italians themselves and Major Learman asked from what authority the Italian Post Office should obtain information about vessels that might be available to lift mail. It was felt that the Italian Post Office should make a contract with the shipping authorities for the carriage of freight and should then ask M.W.T./W.S.A. for information regarding ships that might be available.

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2321. "UGO FIORELLI". In reply to Commander Sharp, Major Launder stated that "UGO FIORELLI" was a tanker under the Italian flag, but was presently immobilised at Bizerta awaiting cylinder covers from the United Kingdom, which it was hoped would arrive shortly.

2322. "ATHOS II". U.S. Army understood that vessels of the size of "ATHOS II", of 544 ft. long, could be admitted into the port of Leghorn, but Colonel Dunaher said it had been ruled this personnel ship could not enter owing to bad weather, with a resultant delay of one week to the vessel which might otherwise have taken on troops in Naples. Commander Sharp said he would look into the matter. Cmdr. Sharp.

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TO:- MNTR MED BASAN 114
(R) BRSM WASHINGTON MASTA 1 068

FROM:- MNT LONDON
101530B August

S E C R E T

Your MASAB 719 Maibo Dredging Committee.

(1) In our view it is not appropriate that MNT/WSA should deal with this matter. Dredging is normally the responsibility of the national government concerned or of the authority assuming its functions e.g. the Allied Commission as part of their general interest in making their (pool?) accessible to the shipping required to use them. We feel that the time has now arrived when such matters should rest with the appropriate authorities who must take them over as part of the general policy of reversion to peacetime practice.

(2) The Dredging Committee was set up to deal with operational and strategic priorities which no longer pertain and so far as intra Mediterranean transfers are concerned the allocation of dredging craft could now be dealt with ad hoc by the countries concerned. For your information the Dredging Co-ordinating Committee in London no longer exercises any jurisdiction over continental dredging which has been assumed by appropriate governments.

(3) It would be extremely difficult to obtain the services of a competent dredging engineer as there is a great shortage of these men and the appointment of a man for this purpose alone seems hardly justified.

(4) We have discussed with War Office and Admiralty who while not expressing any views suggest proposed dissolution of Committee be discussed with SACMED and C in C Med.

(5) Agreed W.S.A.

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(5) Agreed W.S.A.

T.O.O. 1015308 August

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Pf. to A.C. (Criticcal)
Water Naples — Pf. to P.W. & Vet. L/C.
Pipe line from some 26 miles down to front - can peg from
mil, pr pipe & booster equip. other pro. short line - contact
Col Danaher. 25-4 Cuonto, use of Is. Pg War or other labor
which may be idle. (to Tonino)

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No. 91.

SECRET.

MEDITERRANEAN SHIPPING BOARD.

MINUTES OF REPAIR MEETING HELD AT 1600 HOURS ON 17TH AUGUST, 1945.

Mr. J. Gibson Graham — Chairman
Commander H.L. Hardie, R.N.
Constructor Lieut. Lawrence, R.C.N.C.
Lieutenant C.E. Bullen, R.N.R.
Capitaine de Vaisseau M. Adam.
Major E. Nillo della Torre, R.I.N.
Mr. R. Nicol.
Mr. J.B. Smith.
Mr. E. Potts.
Mr. G.W. Simmons.
Captain B.D. Bate.
Miss M.M. Michie — Secretary.

ACTION BY:-

1487. MEDRO SOUTH OF FRANCE REPAIR COMMITTEE. Ref. 1468. With reference to Minute 123 of the Meeting on 13th August, which stated that the bid for a berth for "ERIDAN" had for the present been refused, Lieut. Bullen reported that the following day advice had been received from the South of France Repair Committee that the ship was, after all, to be accepted in September.

Allied vessels in the South of France, Captain Adam said, had been repaired with French materials whilst waiting the arrival of those due from the United Kingdom, about which little was known, and the Chairman said he would take up the matter strongly with London. — Chairman.

1488. "TOSCANA". Ref. 1470. The fitting out of "TOSCANA" could be done in seven weeks at Genoa, whereas, Mr. Smith said that if the work were carried out at Taranto, it would not be finished within the year and he therefore strongly recommended that the ship be accepted at Genoa. Lieut. Bullen stressed the importance of the rapid completion of the tropicalisation for the vessel was required in the East for released prisoners of war. Mr. Smith stated that she could lie alongside "PRINCIPESSA GIOVANNA" (ref. Minute 1469), adding there was also a possibility that berth No. 14 would become available. Commander Hardie suggested C in C Med. be requested to admit the vessel into Genoa on the same conditions as "PRINCIPESSA GIOVANNA" and that the question of berthing be first co-ordinated with the Army authorities. — Lieut. Bullen.

1489. "EMPIRE VALOUR". Ref. 1485. This vessel had been re-floated, Lieut. Bullen said, with no apparent damage.

1490. CASABLANCA. Local Craft were then in No. 1 Dock and due to be followed by French Warships and, although no information regarding "MELUSINE" had been received, Commander Hardie felt it could be assumed that the vessel had already docked.

No. 2 Dock was still under repair, no completion date being given.

1491. GIBRALTAR. Commander Hardie reported that although it had been stated last week that "SAMIDWAY" would be able to go into No. 1 Dock on arrival, a programme for that dock had in fact existed, "MALTA" then being in dock, after which an H.M. Ship would go in.

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Captain S.H. Bate.
Miss M.M. Michie Secretary.

ACTION BY:-

1487. MEDBO SOUTH OF FRANCE REPAIR COMMITTEE. Ref. 1468. With reference to Minute 123 of the Meeting on 13th August, which stated that the bid for a berth for "ERIDAN" had for the present been refused, Lieut. Bullen reported that the following day advice had been received from the South of France Repair Committee that the ship was, after all, to be accepted in September.

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1489. "EMPIRE VALOUR". Ref. 1465. This vessel had been re-floated, Lieut. Bullen said, with no apparent damage.

1490. CASABLANCA. Local Craft were then in No. 1 Dock and due to be followed by French warships and, although no information regarding "MELUSINE" had been received, Commander Hardie felt it could be assumed that the vessel had already docked.

No. 2 Dock was still under repair, no completion date being given.

1491. GIBRALTAR. Commander Hardie reported that although it had been stated last week that "SAMIDWAY" would be able to go into No. 1 Dock on arrival, a programme for that dock had in fact existed, "MALTA" then being in dock, after which an H.M. Ship would go in.

The remaining Docks were occupied by H.M. Ships, and it was agreed "SAMIDWAY" should proceed to Gibraltar and await docking there.

A signal from FOGA requesting disposal instructions for a number of Merchant Ships being held at Gibraltar was referred to by Commander Hardie who stated as valuable berthing space was being occupied, early action in the case of "EMPIRE HAVEN", "LUCY ESSBURGER", "OLTENIA", "HENRY MILLER", "THORSHOVDI" and "FULGOR" was asked for. Resulting from changed conditions, the Chairman reported/

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/reported that instructions had been received from London that no further repair work on "THORSHOVDI", as also "EARLE LEON" and "OCEAN VANQUISHER", should be carried/out if it was likely additional vessels would be similarly affected. However, from this decision, the problem arose of where such vessels were to be held pending ultimate disposal instructions, for it was unlikely harbour authorities would wish to keep them in the various ports concerned. He felt the matter would have to be referred back to London, the situation explained and the urgency of the matter pointed out and Mr. Nicol said he had already asked Washington the policy to be adopted regarding the badly damaged American ships in the area.

Of the ships at Gibraltar, Mr. Smith recommended that "FULGOR" be accepted at Genoa, but Captain Bate pointed out that the vessel was not degaussed and it was therefore agreed that "FULGOR" be sailed to Augusta where she could be held meanwhile.

"LUCY EBSBURGER" could not move under her own steam but the Chairman said he would look into the question of her disposal, as also that of "OLIVERRA", which Major Filo said had been declared L.A.S.F. "EARLE HAVEN" could not be moved without towing, nor could the two parts of "THORSHOVDI". Gibraltar could not undertake the repair work on "HENRY MILLER" and Mr. Simmons said the vessel would require stiffening before she could be taken in tow. Whether this should be put in hand was dependent on the wishes of Washington regarding the ship's disposal.

1492. ORAN. "OCEAN VANQUISHER" and Local Craft were due to undock on 26th August and be followed in No. 1 Dock by "SIDI [illegible]", then by a Pontoon Dock. It was agreed that P.L.M. 17, for which a bid for cleaning and painting had been made, should follow the latter craft in the Dock.

No. 2 Dock was occupied by French Warships.

As further work on "OCEAN VANQUISHER" was not to be taken in hand, the Chairman said the question of where the vessel was to be held would be raised with London.

1493. ALGIERS. On the undocking of the French Warship then in No. 1 Dock, "G.G. LEPINE" was due to go in.

Contrary to previous beliefs, Captain Adam assured the meeting that "LE TRAIT" had not in fact been in No. 2 Dock, her date of readiness for docking had been postponed and the bid temporarily withdrawn in the meantime. Commander Hardie said that Local Craft were then in that Dock and would be followed by a French Warship.

1494. FENYVILLE. The programme for No. 1 Dock was unchanged, "LLANBERIS" had that day docked in No. 2 Dock, the H.M. Ship was still in No. 3 Dock and No. 4 Dock was occupied by a French Warship.

1495. TARANTO & BRINDISI. H.M. Ships would be in No. 1 Dock for a considerable time, and No. 2 Dock would be occupied by an Italian and Jugoslav Warship.

An Italian Warship and "[illegible]" were then in No. 12 Dock and due to be followed by an H.M. Ship and "[illegible]", which vessel Major Filo said was in need of docking on completion of repairs about 21st August. No. 13 Dock was occupied by an H.M. Ship.

At Brindisi "[illegible]" was then in dock.

Subsequent priorities were agreed as follows:- "Y" 99, "BRUSE JAEL", "KNOLL", "FAR".

The bid for "[illegible]" had been withdrawn as advice had been received that the necessary work was being done in Venice.

Major Filo reported that "[illegible]"

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he would look into the question of her disposal, as also that of [illegible], which Major Filo said had been declared L.A.S.F. "ENTIRE HAVEN" could not be moved without towing, nor could the two parts of "HORSHOVDI". Gibraltar could not undertake the repair work on "HENDI HILLER" and Mr. Simmons said the vessel would require stiffening before she could be taken in tow. Whether this should be put in hand was dependent on the wishes of Washington regarding the ship's disposal.

1492. ORAN. "OCEAN VANQUISHER" and Local Craft were due to unlock on 26th August and be followed in No. 1 Dock by "SIDI ALGER", then by a Pontoon Dock. It was agreed that P.L.M. 17, for which a bid for cleaning and painting had been made, should follow the latter craft in the Dock.

No. 2 Dock was occupied by French Warships.

As further work on "OCEAN VANQUISHER" was not to be taken in hand, the Chairman said the question of where the vessel was to be held would be raised with London.

1493. ALGIERS. On the unlocking of the French Warship then in No. 1 Dock, "G.G. LEFINE" was due to go in.

Contrary to previous beliefs, Captain Mann assured the Meeting that "LE TRAIT" had not in fact been in No. 2 Dock, her date of readiness for docking had been postponed and the bid temporarily withdrawn in the meantime. Commander Hardie said that Local Craft were then in that Dock and would be followed by a French Warship.

1494. FERRYVILLE. The programme for No. 1 Dock was unchanged, "LLANBERIS" had that day docked in No. 2 Dock, the H.M. Ship was still in No. 3 Dock and No. 4 Dock was occupied by a French Warship.

1495. TARANTO & BRINDISI. H.M. Ships would be in No. 1 Dock for a considerable time, and No. 2 Dock would be occupied by an Italian and Jugoslav Warship.

An Italian Warship and "KATING MARTINENGO" were then in No. 12 Dock and due to be followed by an H.M. Ship and "DEFENCE", which vessel Major Filo said was in need of docking on completion of repairs about 21st August. No. 13 Dock was occupied by an H.M. Ship.

At Brindisi "SHURA" was then in dock.

Subsequent priorities were agreed as follows:- "Y" 99, "HOUSE JARL", "KNOLL", "EAR".

The bid for "MAUTOVA I" had been withdrawn and advice had been received that the necessary work was being done in Venice.

Major Filo reported that "TELDSFORD DE LANNOY G." and "ASSUNZIONE" (ref. Minute 1457, para. 5) could both be accepted at Taranto, the former vessel was at Bari, the stern post had arrived and was on board, whilst "ASSUNZIONE" was already at Taranto.

1496/ .....

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1496. VENICE. Major Filo had received information that the medium sized dock had gone into operation on 12th August, the large drydock should be ready by the end of September and the small one at the end of October.

Commander Hardie reported that the dock was presently occupied by minesweepers that were in service at Venice, and as Captain Bate stated that "PAOLA", "FERNANDA" and "GUILIANA" were the tankers that would be required first, it was decided to programme them to the dock in that order after the unlocking of the H.M. Ships. The question of transferring some of the other vessels to docks elsewhere was considered, but Captain Bate pointed out that their steaming capacity was in many cases limited by small amounts of bunkers and lubricating oil. N.O.I.C. had included C. 90 in the docking programme, but as a considerable amount of repair work was necessary, it was decided that those vessels requiring cleaning and painting only should be docked first.

1497. TRIESTE. H.M. Ships were then in dock, "MANTOVA II" being programmed to follow them.

1498. NAPLES. Commander Hardie reported that "EAGLE" had not yet gone into No. 1 Dock but would go in the following morning for examination and be followed by "ALRESFORD" which required repairs to her tail shaft and would be docked for examination. P.L.M. 14 was programmed to dock after the latter vessel and would be followed by the floating crane "CESARE", then by an Italian Warship.

Local Craft were then in No. 2 Dock and, as "LAZZARO MOCENIGO" could be released for docking as convenient, it was agreed that vessel be programmed to dock next, being followed by "PALERMO", a refrigerator vessel newly bid for cleaning and painting, and then by "THELMA".

An H.M. Ship, to be followed by Local Craft, was programmed for No. 3 Dock, Italian Warships were in the Floating Dock and No. 5 Dock would be occupied by Local Craft.

1499. PALERMO. It was now considered that "MICAHEL J. STONE" would require two months in dock. Although London had advised that no further action should be taken regarding repairs to "EMPIRE MOON", Mr. Smith considered it would be uneconomical for work on the engines to be stopped, he also doubted whether the ship could be kept afloat without some hull repairs, saying that the salvage pumps had been kept on board and, as the Chairman felt considerable amounts of fuel might have to be used to keep the pumps going for any length of time, said he would look into the matter. Mr. Smith.

Mr. Simmons informed Commander Hardie that a tow from Naples to Palermo for "JOHN HAMMOND" would be requested in about a week's time. In reply to the latter, Mr. Simmons stated that salvage work on "PIERRE GIBAUT" was being put in hand.

1500. LEGHORN. A hopper and caisson were then in dock and Commander Hardie said would be followed by "SEMIO" and then "CORFIRTH". The case of the latter vessel, Mr. Smith said, had been discussed with N.O.I.C. and the Construction Officer who considered it might be dangerous to unlock the vessel after ten days without first stiffening her. Permanent repairs could be carried out in seven weeks and it was agreed that "CORFIRTH" be allocated to the Dock for that length of time.

1501. LA CIOTAT. A French Warship was then in dock, due to be followed by "SAHEL", the bid for which vessel had been transferred from Toulon. "CENS" was due to dock after her.

1502. TOULON. No. 1 Dock (V) was occupied by a French Warship and Commander Hardie

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1497. TUNIS. H.M. Ships were then in dock, "KANOVA II" being programmed to follow them.

1498. NAPLES. Commander Hardie reported that "EAGLE" had not yet gone into No. 1 Dock but would go in the following morning for examination and be followed by "ALDERFORD" which required repairs to her tail shaft and would be docked for examination. P.L.M. 14 was programmed to dock after the latter vessel and would be followed by the floating crane "CESARE", then by an Italian Warship.

Local Craft were then in No. 2 Dock and, as "LAZZARO MOCENIGO" could be released for docking as convenient, it was agreed that vessel be programmed to dock next, being followed by "RALEIGH", a refrigerator vessel newly bid for cleaning and painting, and then by "THELMA".

An H.M. Ship, to be followed by Local Craft, was programmed for No. 3 Dock, Italian Warships were in the Floating Dock and No. 5 Dock would be occupied by Local Craft.

1499. PALERMO. It was now considered that "MICHAEL J. STONE" would require two months in dock. Although London had advised that no further action should be taken regarding repairs to "EMPIRE MOON", Mr. Smith considered it would be uneconomical for work on the engines to be stopped, he also doubted whether the ship could be kept afloat without some hull repairs, saying that the salvage pumps had been kept on board and, as the Chairman felt considerable amounts of fuel might have to be used to keep the pumps going for any length of time, said he would look into the matter. Mr. Smith.

Mr. Simmons informed Commander Hardie that a tow from Naples to Palermo for "JOHN HARMON" would be requested in about a week's time. In reply to the latter, Mr. Simmons stated that salvage work on "PIERRE GIBAULT" was being put in hand.

1500. LEGHORN. A hopper and caisson were then in dock and Commander Hardie said would be followed by "SENIO" and then "CORFINIO". The case of the latter vessel, Mr. Smith said, had been discussed with N.O.I.C. and the Construction Officer who considered it might be dangerous to undock the vessel after ten days without first stiffening her. Permanent repairs could be carried out in seven weeks and it was agreed that "CORFINIO" be allocated to the Dock for that length of time.

1501. LA CIOTAT. A French Warship was then in dock, due to be followed by "SAONE", the bill for which vessel had been transferred from Toulon. "CERES" was due to dock after her.

1502. TOULON. No. 1 Dock (V) was occupied by a French Warship and Commander Hardie stated No. 3 Dock (V) was under repair.

French Warships were then in No. 1 Dock (M) and "ANDRE LEBON" should have gone into No. 2 Dock (M).

1503/ .....

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1503. VILLEFRANCHE. This Dock was occupied by Local [illegible] ft.

1504. "VULCANIA". Ref. 1466. This vessel should be ready for docking about the first week in September and Mr. Simmons said it was advisable the vessel be docked for cleaning and painting and examination of the underwater fittings. Mr. Nicol suggested that, to save time, "VULCANIA" be docked at Taranto rather than Gibraltar, and Lieut. Lawrence said she could only be taken in No. 1 Dock but felt it should first be ascertained that the vessel's size would not prevent her passage through the canal into the inner harbour. Mr. Simmons said he would pass the dimensions to Lieut. Lawrence for checking and, if the passage were possible, Commander Hardie would request Taranto to bear in mind that "VULCANIA" would need to go into No. 1 Dock early in September when arranging the programme.
Mr. Simmons.

1505. "COTTON VALLEY". The repair materials for this vessel had now arrived in Naples and Mr. Smith asked that repairs be undertaken at Genoa where a considerable amount of preliminary work and prefabrication could be carried out ashore, prior to her release from the South of France where she was still required. Berthing problems at Genoa would have to be considered and subject to the Port Control Committee's concurrence, it was agreed that "COTTON VALLEY" be repaired at that port.
Mr. Smith.

1506. "UGO FIORELLI". This Italian tanker was immobilised at Bizerta awaiting cylinder heads from the United Kingdom and the Italian Ministry of Marine had requested permission for "UGO FIORELLI" to be towed to an Italian port where repairs could be carried out. As some trouble with the crew was being experienced, it was considered advisable that the vessel should, if possible, leave Bizerta.

1507. "GIACOMO COSTA". This Italian vessel had been salvaged and Major Filo said, before proceeding to Genoa, would require repairs at Palermo where the work could be undertaken by a local firm.

1508. "CAPRI". This vessel was a hospital carrier that had been salvaged and now required docking at Naples. Before this were arranged, however, Major Filo requested the vessel be surveyed in conjunction with M.W.T. which was agreed and Mr. Smith would arrange accordingly.
Mr. Smith.

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SECRET.

DRYDOCKING LIST.

17TH AUGUST

PORT	VESSEL	POSITION	READINESS FOR DRYDOCKING	LAST DRYDOCKED	REMARKS
CASABLANCA.	MELUSINE	DOCKED			
GIBRALTAR.	THALIA SAMEDWAY	DOCKED At Sete for Gibraltar	20th Aug.	June, 1944	Speed reduced from 11½-8k. ing and painting.
ORAN.	SIDI AISSA F.L.M. 17	At La Ciotat In N. France	22nd Aug.	March, 1945	Cleaning and painting. Changing propeller and sh
ALGIERS.	G.C. LEFINE	At Marseilles	20th Aug.		Minor hull repairs. Cleani painting.
	LE TRAIT	Bid withdrawn			
FERRYVILLE.	LLAMERIS	IN DOCK			
TARANTO &	KATINGO HADJIPATERA TAR	IN DOCK At Piraeus	26th Aug.	Sept. 194	Cleaning and pai[illegible] overhaul.
	MANTOVA I	Bid withdrawn			
BRINDISI	SHINA Y. 99	IN DOCK At Brindisi	ready	May, 1945	Timber. Speed reduced fro ning and painting.
	[illegible]	At Taranto for Brindisi	ready	Jan. 1945	Cleaning and painting.
	KNOLL	At Venice for Brindisi	23rd Aug.	Sept. 1944	Examination of tail shaft. ing and painting.

VENICE/

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1215

DRYDOCKING LIST. 17TH AUGUST, 1945.

POSITION	READINESS FOR DRYDOCKING	LAST DRYDOCKED	REMARKS	
DOCKED				
DOCKED At Sete for Gibraltar	20th Aug.	June, 1944	Speed reduced from 11½-8k. Cleaning and painting.	(MWTR BID)
At La Ciotat In N. France	22nd Aug.	March, 1945	Cleaning and painting. Changing propellor and shaft.	(FRENCH BID) (FRENCH BID)
At Marseilles	20th Aug.		Minor hull repairs. Cleaning and painting.	(FRENCH BID)
Bid withdrawn				
IN DOCK				
IN DOCK At Piraeus	26th Aug.	Sept. 194[illegible]	Cleaning and painting and engine overhaul.	(PSTO BID)
Bid withdrawn				
IN DOCK At Brindisi	ready	May, 1945	Tender. Speed reduced from 8-6k. Cleaning and painting.	(USA BID)
At Taranto for Brindisi	ready	Jun. 1945	Cleaning and painting.	(PSTO BID)
At Venice for Brindisi	23rd Aug.	Sept. 1944	Examination of tail shaft. Cleaning and painting.	(PSTO BID)

VENICE/

0244

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SECRET

PORT	VESSEL	POSITION	READINESS FOR DRYDOCKING	LAST DRYDOCKED	REMARKS
VENICE.	EGADO	At Venice	ready		Tanker. Cleaning and paintin
	ERICA	At Venice	ready		Tanker. Cleaning and paintin
	PAVAJO	At Venice	ready		Tanker. Cleaning and paintin
	TAGLIAMENTO	At Venice	ready		Tanker. Cleaning and paintin
	SERCHIO LAGHI	At Venice	ready		Tanker. Cleaning and paintin
	GUILLANA	At Venice	ready		Tanker. Cleaning and paintin
	FERNANDA	At Venice	ready		Tanker. Cleaning and paintin
	PAOLA	At Venice	ready		Tanker. Repairs to hull, st
	C. 90				rudder and tail shaft and damage.
	ERNESTO	At Venice	31st Aug.		Tanker. Hull repairs after damage.
TRIESTE.	MISTOVA II	At Venice for Trieste	25th Aug.		Water boat. Cleaning and pa
NAPLES.	H.I LEE	DOCKED			
	EAGLE	IN DOCK			
	AIRFOIL	At Sea for Naples	on arrival	March, 1945	Repairs to tail shaft.
	P.L.M. 14	At Naples	20th Aug.		Cleaning and painting.
	PALMIER	At Algiers loading for Naples	22nd Aug.	Nov. 1944	Refrigerator ship. Cleanin painting and engine overh
	THELA	...ice for Naples	27th Aug.	Oct. 1944	Speed reduced ... 9-7k. C ing and painting.
	LAZZARO MOCENICO	Olbia-Civitavecchia ferry	when dock available	May, 1945	Draw tail and shaft. Clean painting.
	EDERA	Bid withdrawn			
PALERMO.	EMPIRE ADON	At Palermo	ready		Salvaged vessel. For exami repairs.
LEGHORN.	CONSTANZA	At Leghorn	ready		Salvaged vessel. Inspectio lifting templates.
	SENIO	At Maddalena for Leghorn	19th Aug.	Sept. 1944	Speed reduced from 8½-5k. ing and painting.

0245

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17TH AUGUST, 1945.

POSITION	READINESS FOR DRYDOCKING	LAST DRYDOCKED	REMARKS	
At Venice	ready		Tanker. Cleaning and painting.	(ITAL.BID)
At Venice	ready		Tanker. Cleaning and painting.	(ITAL.BID)
At Venice	ready		Tanker. Cleaning and painting.	(ITAL.BID)
At Venice	ready		Tanker. Cleaning and painting.	(ITAL.BID)
At Venice	ready		Tanker. Cleaning and painting.	(ITAL.BID)
At Venice	ready		Tanker. Cleaning and painting.	(ITAL.BID)
At Venice	ready		Tanker. Cleaning and painting.	(ITAL.BID)
At Venice	ready		Tanker. Cleaning and painting.	(ITAL.BID)
At Venice	ready		Tanker. Repairs to hull, stern post, rudder and tail shaft and engines after mine damage.	(ITAL.BID)
At Venice	31st Aug.		Tanker. Hull repairs after mine damage.	(ITAL.BID)
At Venice for Trieste	25th Aug.		Water boat. Cleaning and painting.	(FED/ITAL.BID)
DOCKED IN DOCK				
At Sea for Naples	on arrival	March, 1945	Repairs to tail shaft.	(M/TR BID)
At Naples	20th Aug.		Cleaning and painting.	(M/TR BID) (PSTO BID)
At Algiers loading for Naples	22nd Aug.	Nov. 1944	Refrigerator ship. Cleaning and painting and engine overhaul.	
Ajaccio for Naples	27th Aug.	Oct. 1944	Speed reduced to 9-7k. Cleaning and painting.	(FED/M/TR BID)
CANCO Olbia-Civitavecchia ferry Bid withdrawn	when dock available	May, 1945	Draw tail end shaft. Cleaning and painting.	(ITAL.BID)
At Palermo	ready		Salvaged vessel. For examination and repairs.	(MWTR BID)
At Leghorn	ready		Salvaged vessel. Inspection and lifting templates.	(MWTR BID)
At Maddalena for Leghorn	19th Aug.	Sept. 1944	Speed reduced from 8½-5k. Cleaning and painting.	(FED/ITAL.BID)

LA CIOTAT/

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17FE

S E C R E T

PORT	VESSEL	POSITION	READINESS FOR DRYDOCKING	LAST DRYDOCKED	REMARKS
LA CIOTAT.	SAHEL	At Toulon for La Ciotat	on arrival		Salvaged vessel. Hull repairs.
	CEND	At La Ciotat		July, 1945	To re-dock for completion of re
TOULON.	ANDRE LEBON	At Toulon	ready		Salvaged vessel. Personnel ship Urgent readjustment of hull pa
	STUDON	At Toulon	ready		Salvaged vessel. Examination on repairs.
VILLEFRANCHE.					

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17TH AUGUST, 1945.

POSITION	READINESS FOR DRYDOCKING	LAST DRYDOCKED	REMARKS	
At Toulon for La Ciotat	on arrival		Salvaged vessel. Hull repairs.	(FRENCH BID)
At La Ciotat		July, 1945	To re-dock for completion of repairs.	(FRENCH BID)
At Toulon	ready		Salvaged vessel. Personnel ship. Urgent readjustment of hull patching.	(FRENCH BID)
At Toulon	ready		Salvaged vessel. Examination and repairs.	(FRENCH BID)

1214

SECRET.

DOCKING PROGRAMME.

17TH AUGUST, 1945.

CASABLANCA.

No. 1 Dock.

Local Craft
French Warships

No. 2 Dock.

Under Repair

GIBRALTAR.

No. 1 Dock.

SALTA
H.M. Ship

No. 2 Dock.

H.M. Ships

No. 3 Dock.

H.M. Ships

No. 4 Dock.

H.M. Ships

ORAN.

No. 1 Dock.

OCEAN VANQUISHER (out abt. 26th Aug.)
SIDI ALSDA (2 days)
Pontoon Dock (2 days)
P.L.M. 17 (4 days)

No. 2 Dock.

French Warships (out abt. end Aug.)

ALGIERS.

No. 1 Dock.

French Warship (out abt. 22nd Aug.)
G.G. LEPINE (8 days)

No. 2 Dock.

Local Craft (out abt. 22nd Aug.)
French Warship (3 days)

FERRYVILLE.

No. 1 Dock.

French Warship (indefinite)

No. 2 Dock.

LLANBERIS (out abt. 19th Aug.)
French Warships (to dock 20th Aug.)
(10 days)

No. 3 Dock.

H.M. Ship (indefinite)

No. 4 Dock.

French Warship

TARANTO AND BRINDISI.

No. 1 Dock.

No. 2 Dock.

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G I B R A L T A R.

No. 1 Dock.

SALTA
H.M. Ship

No. 2 Dock.

H.M. Ships

No. 3 Dock.

H.M. Ships

No. 4 Dock.

H.M. Ships

O R A N.

No. 1 Dock.

OCEAN VANQUISHER (out abt. 26th Aug.)
SIDI AISSA (2 days)
Pontoon Dock (2 days)
P.L.M. 17 (4 days)

No. 2 Dock.

French Warships (out abt. end Aug.)

A L G I E R S.

No. 1 Dock.

French Warship (out abt. 22nd Aug.)
G.G. LEPINE (8 days)

No. 2 Dock.

Local Craft (out abt. 22nd Aug.)
French Warship (3 days)

F E R R Y V I L L E.

No. 1 Dock.

French Warship (indefinite)

No. 2 Dock.

LLANBERIS (out abt. 19th Aug.)
French Warships (to dock 20th Aug.)
(10 days)

No. 3 Dock.

H.M. Ship (indefinite)

No. 4 Dock.

French Warship

T A R A N T O A N D B R I N D I S I.

No. 1 Dock.

H.M. Ships & Italian Warship
(out abt. 24th Aug.)
H.M. Ship (one month)

No. 2 Dock.

Italian Warship (out abt. 21st Aug.)
Italian Warship & Jugoslav Warship
(5 days)

No. 12 Dock.

Italian Warships & KATINGO HADJIPATERA
(uncertain)
H.M. Ship & SFINGE (8 days)

No. 13 Dock.

H.M. Ship (uncertain)

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No. 10 Dock.

Warship

No. 23 Dock.

Warship

Brindisi.

SHUNA (out abt. 19th Aug.)

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Merchant Ships for docking at Taranto/Brindisi in order of priority.

"Y" 99
EMUSE JARL
KNOLL
FAN

V E N I C E.

H.M. Ships
PAOLA (2 days)
FERDINNA (2 days)
GUILLANA (2 days)

T R I E S T E.

H.M. Ships (out abt. 20th Aug.)
MANTOVA II (2 days)
H.M. Ships

N A P L E S.

No. 1 Dock.

EAGLE (for examination)
(to dock 18th Aug.)
ALRESFORD (for examination)
P.L.M. 12 (2 days)
CESARE (4 weeks)
Italian Warship

No. 2 Dock.

Local Craft
LEONARDO MOCENIGO (2 days)
[illegible]
THELMA (2 days)

No. 3 Dock.

H.M. Ship
Local Craft

Floating Dock.

Italian Warships

No. 5 Dock.

Local Craft

P A L E R M O.

MICHAEL J. STONE (4 weeks)
EMPIRE MOON

M E S S I N A.

H.M. Ships

L E G H O R N.

Hopper & Caisson (out abt. 19th Aug.)
SENIO (5 days)
COPELLIA (7 weeks)
L A C I O T A T.

French Warship (out abt. 28th Aug.)
SAHEL (6 days)
CLMS (8 weeks)

T O U L O N.

No. 1 Dock (V).

French Warship

No. 1 Dock (M).

French Warships

No. 3 Dock (V).

Under repair

No. 2 Dock (M).

ANDRE LEBON (out abt. 25th Aug.)

V I L L E F R A N C H E.

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T R I E S T E.

H.M. Ships (out abt. 20th Aug.)
MANTOVA II (2 days)
H.M. Ships

N A P L E S.

No. 1 Dock.

EAGLE (for examination)
(to dock 18th Aug.)
ALRESFORD (for examination)
P.L.M. 11 (2 days)
CESARE (4 weeks)
Italian Warship

No. 2 Dock.

Local Craft
LAZZARO MOCENIGO (2 days)
[illegible] (2 days)
THELMA (2 days)

No. 3 Dock.

H.M. Ship
Local Craft

Floating Dock.

Italian Warships

No. 5 Dock.

Local Craft

P A L E R M O.

MICHAEL J. STONE (4 weeks)
EMPIRE MEDON

M E S S I N A.

H.M. Ships

L E G H O R N.

Hopper & Caisson (out abt. 19th Aug.)
SERIO (5 days)
CORTINA (7 weeks)

L A C I O T A T.

French Warship (out abt. 28th Aug.)
BÂHEL (6 days)
CLWS (8 weeks)

T O U L O N.

No. 1 Dock (V).

French Warship

No. 1 Dock (M).

French Warships

No. 3 Dock (V).

Under repair

No. 2 Dock (M).

ANDRE LEBON (out abt. 25th Aug.)

V I L L E F R A N C H E.

No. 1 Dock.

Local Craft

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S E C R E T

REPORT OF MERCHANT SHIP REPAIR POSITION
FOR MEETING AT 1600 HRS ON 17th AUGUST 1945

SIGNAL KEY

A	B	C	D	E	F	G
Vessel	Initial Dates: Operationally immobilised / Work Commenced	Main Defects	DRYDOCKING: In / Out	Completion for return to service	Final Dates	Completion of temporary repairs to proceed to other repair port: Own power: In tow: Remarks

TARANTO - 14.8.45

SPINNER	A 25/5 B 24/8 C 19/10 S 27/8	Fairly extensive repairs following salvage.	D 3/11 D 1/9 E 2/9	
PUNTA D'OSTRO	A 19/5 B 23/3 S 30/4	Major mine and fire damage following salvage.	D 15/7 E End Aug.	
ARMEYDALE After cond.	C 12/7	Broken vessel docked for cleaning up damaged plating re permanent repairs.	D 20/8 E Ind.	
BRUSE JARL	C 20/8	Routine D/D.	D) Not E) stated.	
LOKE (Privately)	C 20/7	Routine D/D; tail shaft to draw for inspection.	D) 7/8 Completed. E)	
HARROGATE	C 30/7	Routine D/D.	D 9/8 Completed. E 10/8	
NATINGO MAJUBA	A 22/7 C 13/8	Routine D/D. Examination of tail shaft.	D 24/8 E 25/8	
HAREFIELD (Privately)	C 8/8	Routine D/D.	D 11/8 E 17/8	
HORNCREST	A 21/7	Boiler repairs.	E 25/8 Vessel to proceed U.K.	
SHINA	C 15/8	Routine D/D.	D 19/8 E Not Stated.	

Minor repairs since 7.8.45 - TARANTO

BERKLEY GALWAY COAST CORCHESTER HERCULES SWITZERLAND S.Tug WAVESTAY A
TOSCANA EMPIRE PAVER S. CRANE HARROGATE M.V. Y. 79

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TARANTO - 14.8.45

SPENCE	A 25/5 B 24/8 C 19/10 C 27/8	Fairly extensive repairs following salvage.	D 3/11 D 1/9 E 2/9
PUNTA D'OSTRO	A 19/3 B 23/3 C 30/4	Major mine and fire damage following salvage.	D 15/7 E End Aug.
ARREDDALE After end.	C 12/7	Broken vessel docked for clearing up damaged plating re permanent repairs.	D 20/8 E Ind.
ERUSE JAEL	C 20/8	Routine D/D.	D)Not E) stated.
LOUE (Brindisi)	C 20/7	Routine D/D; tail shaft to draw for inspection.	D)7/6 Completed. E)
MARROGATE	C 30/7	Routine D/D.	D 9/8 Completed. E 10/8
MATINGO MADDALENA	A 22/7 C 13/8	Routine D/D. Examination of tail shaft.	D 24/8 E 25/8
MARENDELE (Brindisi)	C 8/8	Routine D/D.	D 14/8 E 17/8
NORFOLKST	A 21/7	Boiler repairs.	D 25/8 Vessel to proceed U.K.
SHINA	C 15/8	Routine D/D.	D 19/8 E Not Stated.

Minor repairs since 7.8.45 - TARANTO

PENCLOE GALWAY COAST COLCHESTER HERCULES SWITZERLAND S.Tug MARISTAX A
TUSCANIA EMPIRE RAVEN S. CRAIG HARROGATE M.V. I. 79

BONE - 14.8.45

Minor repairs since 7.8.45 - PORT PASKOVAO

PHILIPPEVILLE & BOUGIE - Nothing to report.

ORAN - 8.8.45 (delayed report)

MICHAEL J. STONE	B 9/7	Enemy action damage.	C 2/8 Vessel proceeded in tow to Palermo

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
GRAN (CONT'D)				
OCEAN VANGUARD	C 6/8	Extensive war damage. General strengthening being done.	D) 31/8 G)	
Minor repairs since 1.8.45 - No information.				
NAPLES - 14.8.45				
MAI LEE	A 8/6 B 11/6 C 13/8	Complete overhaul main motors and auxiliary.	D 15/8 Progress slow. E 30/8	
FRONTENAC	A 18/7 B) C) 24/7	Loading rivets in oil cargo tanks.	D 18/8 Completed. E 15/8	
LUBLIN	A 31/7 B 1/8	Fitting new hawse pipe; hull damage repairs.	E 15/8 Completed	
Minor repairs since 10.8.45				
EMPIRE TROOPER P.L.M. 14 EMPIRE HARMONY FORT ERIE	SAMBRIAN AIARAN AVON COAST	ZAANSTROOM SAMLOVAL HEMS II	ALTAMIRA ECLAIRER EMPIRE MARLOWE	FORT BOISE CRACKSHOT EMPIRE STRONGHOLD
MALTA - 13.8.45				
EMPIRE GRASSLAND	A 11/8 B 12/8	Engine adjustments. Boiler joints.	E 16/8	
SIDI ITHI	C Not stated.	Routine D/D.	D Not stated. E 14/8	
Minor repairs since 9.8.45 -		MONTE CUCCO MIRIEL	RUBIN RAUVETTE	EMPIRE DORIS
BARI - 15.8.45				
FREIBURG	A 3/8 B 4/8	Survey prior to vessel being delivered to Greek Govt.	E 16/8 Ant.	
JACOVUS	A) D) 14/8	Main boiler repairs.	E 17/8	
Minor repairs since 8.8.45				

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	B 11/6 C 13/8	motors and auxiliary.		E 30/8	
FRONTENAC	A 18/7 B)24/7 C)	Leaking rivets in oil cargo tanks.		D 12/8 E 15/8	Completed.
LUBLIN	A 31/7 B 1/8	Fitting new hawse pipe; hull damage repairs.		E 15/8	Completed

Minor repairs since 10.8.45

EMPIRE TROOPER, SAMERIAN, ZAANSTROOM, ALTAMIRA, PORT BOISE
P.L.M. 14, ATARAN, GAMLOYAL, ECLIPSE, CRACKSHOT
EMPIRE HARMONY, AVON COAST, HERE II, EMPIRE MARLOWE, EMPIRE STRONGHOLD
PORT ERIE

MALTA - 13.8.45

EMPIRE GRASSLAND	A 11/8 B 12/8	Engine adjustments. Boiler joints.		E 16/8
SIDI IFNI	C Not stated.	Routine D/D.		D Not stated. E 14/8

Minor repairs since 9.8.45 - MONTE CUCCO, RUDEX, EMPIRE DORIS
MARIEL, PAUVETTE

BARI - 15.8.45

FREIBURG	A 3/8 B 4/8	Survey prior to vessel being delivered to Greek Govt.		E 16/8 Ant.
JACOVUS	A) B)14/8	Main boiler repairs.		E 17/8

Minor repairs since 8.8.45

THELMA, WILLOW PARK, MARIGOT, APUANIA
SAMUEL V. SHREVE, PORT DREW, FANNY BRUMMER, ICELAND
CRATO, ORKLA, HINDSHOLM, J.B. JAEGER (U.S.)

CATANIA - 15.8.45

TORR JARL	A) B)13/8	Broken M.P. Tumbler block.		E 15/8

Minor repairs - No information.

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
ITALIAN MERCHANT SHIPS POSITION ON 8.8.45				
GILLETTE VESSEL IN HAND				
UGO FIORELLI	A) B) C 10/2 12/2	Routine D/D, boiler cleaning, deck and engine repairs.	D 15/2 E 27/2	Completed but vessel immobilised awaiting spares from U.K.
GIBRALTAR VESSEL IN HAND				
FULGOR	A 30/11 C 16/5	Stern tube, propeller, tail and shaft renewed.	D 13/7 E 30/7	Authorisation has been asked to send her to U.S.A. for work depending on reclassification.
VESSELS L.A.S.P.				
CLITERRA		Not repairable for duration.		Has only 10 men crew for greasing machy.
POLLENZIO		In very bad condition.		Left in present state since 1940. Loaded with pig-iron. Unfit for long towing.
NAPIER VESSELS IN HAND				
NERVO	B 29/5	Boilers, machinery and hull repairs.		Salvaged at Olbia. Work in hand at Castellammare.
GEMITI	B 23/7	Engine overhauling..	E 15/8	
COSTANTE	U.B 6/8.	Routine D/D. Hull and deck repairs. Engine overhauling. Shaft and propeller to be examined.	E 10/9	
ARSIA	B 8/6	Boiler repairs.	E 25/8	
ECHEATORE	C 3/5	Routine D/D.	D 6/8	
BIDS FOR REPAIRS				
ULISSE		Shaft alignment. Some deck plating to renew under steering gear and capstan. Bilge keel to replace.		This ship has no anti-fouling coat. Shuttling Sardinia.
GALLERA		Hull inspection and change of plating. Rudder defect. Stern gland to be checked.		
VENICE BIDS FOR REPAIRS				
VULCANIA		Generator repairs in hand in Milan.		
[illegible]		D/E for inspection of Hull.		Cleaning and painting. - do -

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VESSELS L.A.S.D.

OLTENGA	Not repairable for duration.	Has only 10 man crew for greasing mach'y.
POLLENZIO	In very bad condition.	Left in present state since 13/9. Loaded with pig-iron. Unfit for long towing.

NAPLES VESSELS IN HAND

SIRVO	B 29/5	Boilers, machinery and hull repairs.		Salvaged at Olbia. Work in hand at Castellammare.
GRITTI	B 25/7	Engine overhauling.	E 15/8	
COSTANTE C.B	6/8.	Routine D/D. Hull and deck repairs. Engine overhauling. Shaft and propeller to be examined.	E 10/9	
ARGIA	B 8/8	Boiler repairs.	E 25/8	
LABORATORY C	3/8	Routine D/D.	D 8/8	

BIDS FOR REPAIRS

ULISSE	Shaft alignment. Some dock planing to renew under steering gear and capstan. Bilge keel to replace.	This ship has no anti-fouling coat. Shuttling Sardinia.
CALLIPA	Hull inspection and change of planing. Rudder defect. Stern gland to be checked.	

VENICE BIDS FOR REPAIRS

VULCANIA	Generator repairs in hand in Milan.
ERICA	D/D for inspection of Hull. Cleaning and painting.
SERGIO LAGHI	- do - - do -
PAOLA	- do - - do -
TAGLIAMENTO	- do - - do -
FGARDO	- do - - do -
GIULIANA	- do - - do -
DENDARDA	- do - - do -

PALERMO VESSEL IN HAND

CAMPIGOGLIO	D/D Cleaning & Painting of Hull. Propeller shaft and tubes to be checked.

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks

ITALIAN REPORT (CONTINUED)

TARANTO VESSELS IN HAND

SPINGE	A 25/5 B 20/8 C 19/10	Fairly extensive repairs following salvage.	D 3/11 E 20/8	
CHERCA	B 20/4	Boiler and engine defects. Cleaning and painting of Hull.	E 26/8	
PRIMA D'OSERO	A 19/3 B 23/3 G 30/4	Major mine and fire damage following salvage.	D 15/7 E 15/9	Estimated 3-4 months.
ACHILLA	B 29/5	Boiler repairs and changing of refrigerator body.	E Ind.	
ILLYRIA	C 16/7	Cleaning, painting and degaussing.	D 27/7 E 31/8	Anti-magnetic set to be installed.R.Arsenale asked 30 days time.

BIDS FOR REPAIRS

ANDALUSIA	Engine & Boiler repairs.Woodworks. Routine D/D.Repairs to double bottom.	30 days have been asked. Docking when repairs near completion.
ASSUNZIONE	Badly damaged by torpedo. Loss of rudder. Stern broken.	Twice D/D requested. Suggested ship be requisitioned and handed over to EDIO
DIANA	General repairs. Ship mined.	4 months have been asked. Awaiting orders commence repairs.
SALVORE	Cleaning & Painting. Cleaning donkey boiler and fumigation.	

VESSELS L.A.S.F.

DORA C: URANA: APOLLO

AT SEA BIDS FOR REPAIRS

MIRA	Cleaning & Painting. Hull and capstan repairs.	6 days repairs.Damaged at Marseilles.
PELAGOSA	Routine D/D.	
CLITUMNO.	Dock repairs. Auxiliary machinery repairs.	

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	C 30/4	
ACHILLE	B 29/5 Boiler repairs and changing of refrigerator body.	E Ind.
ILLIRIA	C 16/7 Cleaning, painting and degaussing.	D 27/7 Anti-magnetic cat to be E 31/8 installed. A.Arsenale asked 30 days time.

BIDS FOR REPAIRS

ANDANIA	Engine & Boiler repairs. Woodworks. Routine D/D. Repairs to double bottom.	30 days have been asked. Docking when repairs near completion.
ASSUNZIONE	Badly damaged by torpedo. Loss of rudder. Stern broken.	Twice D/D requested. Suggested ship be requisitioned and handed over to EDBO
LUANA	General repairs. Ship mined.	4 months have been asked. Awaiting orders commence repairs.
SALVORE	Cleaning & Painting. Cleaning donkey boiler and fumigation.	

VESSELS I.M.S.P.

DORA C: URANO: APOLLO

AT SEA BIDS FOR REPAIRS

DEFRA	Cleaning & Painting. Hull and capstan repairs.	6 days repairs. Damaged at Marseilles.
PELAGOSA	Routine D/D.	
GRIGNAGLIO	Deck repairs. Auxiliary machinery repairs.	
ANDAZIA	Cleaning & Painting of hull. Inlets to be cleaned.	Speed reduced 11/9 K. Last D/D 11.9.44.
VIOLETTE	Cleaning & Painting of Hull. Stern gland to be checked.	Speed reduced 8-6 K. Last D/D 26.10.44.
ARMOCI	Cleaning & Painting of Hull. Plates to be changed. Inlets to be cleaned.	Speed reduced 8-6 K. Last D/D 1.9.44.
SENIC	Cleaning & Painting of Hull. Inlets to be cleaned.	Speed reduced 8,5-5 K. Last D/D 25.9.44.

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
TRIESTE - 31.7.45 (Including w/c 24.7.45)				
DALFRAM	A 16/7 B 21/7 C 15/8(Est)	Torpedo damage. Complete refit.	D 25/8 E End Oct - Est.	Salvaged vessel.
CITTA DI TRIESTE	A 22/7 B 25/7	Bomb damage to superstructure.	E Ind.	Proper conversion.
Minor repairs since 17.7.45 - SAWIS - do - - MIL				
PALERMO - MEDITERRANEAN - General repairs following E Ind. Salvage.				
LIVERPOOL - 6.8.45				
COMARTH	B 12/7	Reconditioning; major hull and machinery repairs.	-	To drydock for preliminary exam'n and lifting templates. Progress satisfactory.
JASON	B 12/7	Reconditioning; hull and machinery repairs.	-	
WAILAR WESSEL	A) B) 28/7 C)	Routine D/D; bunker and stoke-hold repairs; condenser to clean.	D) E) 3/8	Completed
POLA RICA	A) 6/8 B)	Electr. equipment and f'reed draught fan engine defective.	E 7/8	
Minor repairs since 30.7.45 - EMPIRE CADET: NETTUNO				
GIBRALTAR - 8.8.45				
FULTON(T)	A 30/11 C 18/5	Stern tube, propeller and tail end shaft renewed. Deck repairs.	D 16/7 E 24/7	Awaiting orders.
THORSHOVDI (T)	C 2/7	Scraped and painted.	D 11/7	To be towed to Genoa. Awaiting orders.
EMPIRE HEADSMAN(T)	A 26/6 B) 25/7 C)	Tail shaft to draw and stern bushes to renew; bottom painted; anchor repaired.	D 9/8 E Not stated.	New stern bushes completed.
LUCY ROSENBERGER (T)	A 26/7 C 29/7	General exam'n; Routine D/D.	D 3/8 E Not stated.	Awaiting orders.

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	- do -	- MIL		

PALERMO - EMPIRE MOON - General repairs following E Ind. salvage.

LEGHORN - 6.8.45

CONWORTH	B 12/7	Reconditioning; major hull and machinery repairs.	-	To drydock for preliminary exam'n and lifting templates. Progress satisfactory.
JASON	B 12/7	Reconditioning; hull and machinery repairs.	-	
HUALMAR VESSEL	A) B) 28/7 C)	Routine D/D; bunker and stoke-hold repairs; condenser to clean.	D) E) 3/8	Completed
POZA RICA	A) B) 6/8	Electr. equipment and forced draught fan engine defective.	E 7/8	

Minor repairs since 30.7.45 - HOPING CADET: NETTUNO

LEGHAMPTON - 8.8.45

FULGUR(E)	A 30/11 C 18/5	Stern tube, propeller and tail end shaft renewed.	D 26/7 Dock repairs. E 24/7	Awaiting orders.
THOUSEWOLD (T)	C 2/7	Scraped and painted.	D 11/7	To be towed to Genoa. Awaiting orders.
EMPIRE HEADSTEAD (T)	A 26/6 B) 16/7 C)	Tail shaft to draw and stern bushes to renew; bottom painted; anchor repaired.	D 9/8 E Not stated.	New stern bushes completed.
LUCY BOSENBERGER (E)	A 26/7 C 29/7	General exam'n; Routine D/D.	D 3/8 E Not stated.	Awaiting orders.
THALIA	A 24/7 B 26/7 C 2/8	Survey engine repairs to proceed to U.K. Routine D/D.		
LEDAAL	C 8/8	Routine D/D and general exam'n.	D) E) Not stated.	1210
GLEMA	C 8/8	Routine D/D.	D) E) Not stated.	

Minor repairs since 31.7.45 - RIPSINGHAM GRANGE: AMETTA: OCEAN FAITH.

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Vessel	Initial Dates	Main Defects	Final Dates	Remarks
ALGIERS - 7.8.45				
MAYO	B) C) 2/8	Routine D/D. Minor repairs.	D 4/8 E Not stated.	
EMPIRE GRASSLAND	A) B) 6/8	Adjusting main engines.	E 7/8	
Minor repairs since 30.7.45 - EMPIRE CANDIDA				
SOUTHERN FRANCE - 8.8.45 - No major repairs.				
Minor repairs since 1.8.45 - Nil				
VENICE - 9.8.45				
GRADISCA		Conversion to trooper.	F 4/8	Waiting C-in-C's permission to sail.
DON	A 7/8 B 8/8	Boiler cleaning and refit. Lll Lloyds Refrig. Survey.	E 12/8	
Minor repairs since 1.8.45 - ANTONIA: EMPIRE ARGIL: ICELAND: LIDO: NORTHIA: SALVOR: WOODLAND PARK				
TRIESTE - 14.8.45.				
DARTSMAN	A 19/7 B 21/7 C 21/8	Torpedo damage. Complete refit.	D 31/8 E Mid.Nov.	Delay in finishing D/D.
CITTA DI TUNISIE	A 22/7 B 23/7	Bomb damage to superstructure. Trooper conversion.	E Ind.	
GRADISCA	A) B) 13/8	Trooper conversion.	E Mid.Nov.	
VENICE - 15.8.45				
PACIFIC	C 22/8	Routine D/D.	D 24/8 E 25/8	
JULLIN & MENDARIA	B 25/7 C -	Drydocking to arrange.	D - E Aug. 1 month.	
GRADISCA		Conversion to trooper.	F 4/8	Sailed for Trieste.
DON	A 7/8 B 8/8 C 24/8	Refrigeration machinery repairs and boiler cleaning.	E 3/9	

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Minor repairs since 1.8.45 - Nil

VENICE - 9.8.45

GRADISCA		Conversion to trooper.	F 4/8	Waiting C-in-C's permission to sail.
DON	A 7/8 B 8/8	Boiler cleaning and refit. Lloyds Rctrig. Survey.	E 12/8	

Minor repairs since 1.8.45 - ANTONIA: EMPIRE ARGIL: ICELAND: LIDO: NORTHIA: CALVON: WOODLAND PARK

TRIESTE - 14.8.45.

DALESMAN	A 18/7 B 21/7 C 21/8	Torpedo damage. Complete refit.	D 31/8 E Mid.Nov.	Delay in finishing D/D.
CITTA DI TUNISIE	A 22/7 B 23/7	Bomb damage to superstructure. Trooper conversion.	E Ind.	
GRADISCA	A) B) 13/8	Trooper conversion.	E Mid.Nov.	

VENICE - 15.8.45

PACLO	C 22/8	Routine D/D.	D 24/8 E 25/8	
JULIAN & DESVANDA	B 25/7 C -	Drydocking to arrange.	D - - E App. 1 month.	
GRADISCA		Conversion to trooper.	F 4/8	Sailed for Trieste.
DON	A 7/8 B 8/8 C 24/8	Refrigeration machinery repairs and boiler cleaning.	E 14/8	
APUANIA	A 13/8 B 14/8 C 14/8	Machinery repairs and drydocking for tail shaft.	D 31/8 E Ind.	
MANTOVA I	C 6/8	Routine D/D etc.	D 9/8 E 18/8	
MANTOVA II	C 10/8	Routine D/D.	D 15/8 E 25/8	

Minor repairs - ANDIA: ANTONIA: SIMCOE BANK: CHARIS: EMPIRE BROOK: WILLOW PARK: ORIA: JURCO PARK

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MEDITERRANEAN SHIPPING BOARD

South of France Repair Committee.

MINUTES OF MEETING HELD ON 6TH AUGUST, 1945.

No.21.

Present: Mr. J.A. MacConochie, M.W.T.R., Chairman.
Mr. G.S. Ramsdale, M.W.T. Surveyor.
Mr. P. Le Bars, M.W.T. French Liaison.
Lt. Commr. S.A. Nettle, R.N.R., S.T.L.O.
I.G.M. Principal L.B. Poirier, I.G.M. P. Fabre } PREMAR III.
I.G.M. Principal R. Audouard, I.M. Principal G. Lefeuvre } Marine Marchande.

ACTION BY:

116. SHIP REPAIRS: ref.110.

Marseille.

KOUTOUBIA : Ing. Poirier reported that shortage of floating cranes would delay the ETC till the end of November; at the Chairman's suggestion, therefore, Mr. Ramsdale and Commr. Nettle undertook to request immediate assistance from the Port Commandant. (Mr. Ramsdale Commr.Nettle)

VENDEMIAIRE : Now in berth 107; ETC beginning of December.
CAPT. PRIEUR : ETC January, 1946.
EDEA : ETC end of 1945.
FORT DE FRANCE: Ing. Audouard advised that the results of the survey of fire damage would be available for the next meeting.
G.G. LEPINE : Trials due to take place on 16/8.
CENS : Repairing alongside VENDEMIAIRE; ETC end of August, to be followed by 2 months' drydocking.
PLATON : Now in berth 102; ETC December, to be followed by 3 weeks' drydocking.
CONDE : Undergoing 1 month's repairs at berth 8C before replacing collier AISNE.

Port de Bouc.

SUDEST : Awaiting spare parts from U.K.
PORT DE BOUC : ETC end of September, when for a short time vessel may be used to lighten tankers.
DAUPHINE : ETC end of 1945.
VILLE D'ALGER : Ing. Audouard reported that stripping had commenced in preparation for lengthy repairs.

La Ciotat.

G.G. CHANZY : ETC end of September.
FLORIDA : Ing. Audouard said this vessel was now being stripped, and estimated entire repairs to last about 9 months.

117. BIDS FOR REPAIRS: ref. 111.

SIDI BRAHIM : Work to commence at the beginning of September.
GRAND QUEVILLY: 1½ months' general repairs at the end of August.
ANDRE MOYRAND : Commencement of diesel engine repairs postponed till 20/8.
PROVIDENCE : Information awaited regarding conversion.
VILLE D'AJACCIO: General overhaul and refitting of oil burning plant at the

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KOUTOUBIA : Ing. Poirier reported that shortage of floating cranes would delay the ETC till the end of November; at the Chairman's suggestion, therefore, Mr. Ramsdale and Commr. Nettle undertook to request immediate assistance from the Port Commandant. (Mr. Ramsdale Commr. Nettle)

VENDEMIAIRE : Now in berth 107; ETC beginning of December.
CAPT. PRIEUR : ETC January, 1946.
EDEA : ETC end of 1945.
FORT DE FRANCE: Ing. Audouard advised that the results of the survey of fire damage would be available for the next meeting.
G.G. LEPINE : Trials due to take place on 16/8.
CENS : Repairing alongside VENDEMIAIRE; ETC end of August, to be followed by 2 months' drydocking.
PLATON : Now in berth 102; ETC December, to be followed by 3 weeks' drydocking.
CONDE : Undergoing 1 month's repairs at berth 80 before replacing collier AISNE.

Port de Bouc.

SUDEST : Awaiting spare parts from U.K.
PORT DE BOUC : ETC end of September, when for a short time vessel may be used to lighten tankers.
DAUPHINE : ETC end of 1945.
VILLE D'ALGER : Ing. Audouard reported that stripping had commenced in preparation for lengthy repairs.

La Ciotat.

G.G. CHANZY : ETC end of September.
FLORIDA : Ing. Audouard said this vessel was now being stripped, and estimated entire repairs to last about 9 months.

117. BIDS FOR REPAIRS: ref. 111.

SIDI BRAHIM : Work to commence at the beginning of September.
GRAND QUEVILLY: 1½ months' general repairs at the end of August. 1209
ANDRE MOYRAND : Commencement of diesel engine repairs postponed till 20/8.
PROVIDENCE : Information awaited regarding conversion.
VILLE D'AJACCIO: General overhaul and refitting of oil burning plant at the beginning of October.
CANADA : Due to arrive at the end of August for 3 months' general overhaul. Ing. Poirier suggested she occupy berth 80 on completion of CONDE.
ERIDAN : Commr. Nettle stated that, as the engine replacements required by this vessel were being manufactured in Paris and Marseille, it was considered most practicable for repairs to be carried out here, and he would request a suitable berth from the Port Commandant. Owners had been asked to ascertain the date of readiness of the spares, probably the end of August, and, taking as example the INDOCHINOIS, work would last 2 months.

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118. BIDS FOR DRYDOCKING: ref. 112.

Toulon.

SAHEL : To dock 16/8 for 5 days to strengthen patches.
ANDRE LEBON: As soon as possible for permanent repairs.

119. CHELMA: ref. 115. The Chairman agreed Ing. Audouard's request to write to London concerning the furnaces ordered for this vessel.

120. (Chairman)

SMALLCRAFT: ref. 77. Ing. Fabre produced lists of smallcraft repairing in Marseille for which bids had not been made to the Repair Committee, and which included French naval tugs, river barges and local craft in daily use in port. As it had been decided, however, that as from 1/9 no further naval smallcraft would be accepted for repair in Marseille, the Committee agreed the present position could stand.

121. A letter dated 25/7 from the Secretary, MEDBO, asking that names of French naval vessels be omitted from weekly drydocking signals and from minutes of meetings, was noted.

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MEDITERRANEAN SHIPPING BOARD

South of France Repair Committee.

MINUTES OF MEETING HELD ON 13TH AUGUST, 1945.

No.22.

Present: Mr. R.R. Campbell, M.W.T.R., Chairman.
Mr. J.A. MacConochie, M.W.T.R.
Mr. G.S. Ramsdale, M.W.T. Surveyor.
Mr. P. Le Bars, M.W.T. French Liaison.
Commr. A.R. Mackewn, R.N.R., O.B.E., S.S.T.L.O.
I.G.M. Principal R. Audouard, Marine Marchande.
I.G.M. P. Fabre, PREMAR III.

ACTION BY:

122. SHIP REPAIRS: ref. 116.

Marseille.

KOUTOUBIA : Commr. Mackewn reported that the U.S. Port Authority had agreed to hold at the disposal of S.T.O. a heavy lift crane to facilitate repairs. ETC end of November.
VENDEMIAIRE : ETC beginning of January.
CAPT. PRIEUR : ETC January, 1946.
EDEA : ETC end of 1945.
FORT DE FRANCE: Undergoing 1½ months' diesel engine repairs prior to completing outside of Southern France.
G.G. LEPINE : EDS 20/8.
CENS : Ing. Audouard said that drydocking might be preceded by certain short term vessels, and if the required materials could be found elsewhere there was a possibility CENS would finish outside the area.
PLATON : ETC December. Owing to the bad condition of patches, Ing. Audouard said it might be necessary to dock this vessel immediately after the French naval vessel now at La Ciotat.
CONDE : ETC 6/9.

Port de Bouc.

SUDEST : Awaiting spare parts from U.K., due to arrive in October.
PORT DE BOUC : ETC end of September.
DAUPHINE : ETC end of 1945.
VILLE D'ALGER : Presently being stripped prior to lengthy repairs.

La Ciotat.

G.G. CHANZY : ETC end of September.
FLORIDA : Specifications in preparation.

123. BIDS FOR REPAIRS: ref. 117.

1208

SIDI BRAHIM : Work to commence at the beginning of September.
GRAND QUEVILLY: 1½ months' general repairs at the end of August.
ANDRE MOYRAND : 2 months' diesel engine repairs due to commence on 20/8.
PROVIDENCE : Information awaited regarding conversion.
VILLE D'AJACCIO: 1½ months' overhaul and refitting of oil burning plant at the

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I.G.M. P. Fabre, PREMAR III.

ACTION BY:

122. SHIP REPAIRS: ref. 116.

Marseille.

KOUTOUBIA : Comdr. Mackewn reported that the U.S. Port Authority had agreed to hold at the disposal of S.T.O. a heavy lift crane to facilitate repairs. ETC end of November.
VENDEMIAIRE : ETC beginning of January.
CAPT. PRIEUR : ETC January, 1946.
EDEA : ETC end of 1945.
FORT DE FRANCE: Undergoing 1½ months' diesel engine repairs prior to completing outside of Southern France.
G.G. LEPINE : EDS 20/8.
CENS : Ing. Audouard said that drydocking might be preceded by certain short term vessels, and if the required materials could be found elsewhere there was a possibility CENS would finish outside the area.
PLATON : ETC December. Owing to the bad condition of patches, Ing. Audouard said it might be necessary to dock this vessel immediately after the French naval vessel now at La Ciotat.
CONDE : ETC 6/9.

Port de Bouc.

SUDEST : Awaiting spare parts from U.K., due to arrive in October.
PORT DE BOUC : ETC end of September.
DAUPHINE : ETC end of 1945.
VILLE D'ALGER : Presently being stripped prior to lengthy repairs.

La Ciotat.

G.G. CHANZY : ETC end of September.
FLORIDA : Specifications in preparation.

123. BIDS FOR REPAIRS: ref. 117.

SIDI BRAHIM : Work to commence at the beginning of September.
GRAND QUEVILLY: 1½ months' general repairs at the end of August.
ANDRE MOYRAND : 2 months' diesel engine repairs due to commence on 20/8.
PROVIDENCE : Information awaited regarding conversion.
VILLE D'AJACCIO: 1½ months' overhaul and refitting of oil burning plant at the beginning of October.
CANADA : 3 months' overhaul at the end of August.
ERIDAN : Comdr. Mackewn reported that his bid for a berth in Marseille had for the present been refused, and suggested diversion to another port on the coast. Ing. Fabre offered to ascertain whether the shipyard at La Seyne could accept.

(Ing. Fabre)

1208

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124. BIDS FOR DRYDOCKING: ref. 118.

Toulon: M.2 - ANDRE LEBON for 5 weeks' permanent repairs, to be followed by a French warship.

La Ciotat: French naval vessel - ETC end of August;
SAHEL for 5 days to strengthen patches;
CENS for 6 weeks.

125. TROOPSHIP REPAIRS. In order to expedite repairs being carried out on troopers, Commr. Mackewn suggested that all shortages of materials should be reported to the Committee with a view to hastening deliveries. In reply the Chairman considered the Committee's terms of reference did not imply direct action in the matter of obtaining materials, while Mr. Ramsdale outlined the present procedure, which was that contractors furnished him with lists of materials unprocurable in France and he forwarded these to Headquarters. As a matter of fact, one list of requirements for the KOUTOUBIA had already been despatched, and another was now completed. After some discussion, the Committee agreed the following motion tabled by Commr. Mackewn:-

"That the surveyors should report to the Committee any shortage of materials which affected the repairs of ships in the area, in order that they might examine the possibility of taking action to remedy the situation."

126. LA CIOTAT. Mr. Ramsdale reported that La Ciotat was very short of materials, especially steel, of which FLORIDA was estimated to require at least 200 tons, CENS 150 tons, and SAHEL a considerable quantity. Ing. Fabre agreed to investigate the position fully and report at the next meeting. (Ing. Fabre)

127. The Chairman referred to the imminent departure of Lt. Commander Nettle from the area, and asked Commr. Mackewn to express to him the Committee's good wishes and thanks for his valuable help when he had represented S.S.T.L.O. at their meetings.

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POSITION LIST OF ITALIAN ETC. VESSELS. No. 15th AUGUST, 1945.

VESSEL.	FLAG.	TYPE.	SIZE. G.R.T.	SPEED.	SPECIAL FEATURES. A/C.	OPERATED MEDBO.	F
HOSPITAL SHIPS.							
PRINCIPESSA GIOVANNA	Br.	s.s.	8955	13	Oil fuel	B.I. 8/2/44	At Geno
TOSCANA	Br.	s.s.	9442	12	8/10/43-13/12/43 (MEDBO)	B.I. 8/2/44	Shuttli
GERUSALEMME			8051				Left L.
TEVERE	It.	s.s.	8289				Sunk Tr
SATURNIA	It.	m.v.	24430	21	Now under U.S.A. Flag U.S. SA.		Left Ta (14/10
PASSENGER TYPE.							
ABBAZIA	It.	m.v.	391		Ferry	Army	In use
ADDAZIA	It.	s.s.	3706	9	250 passengers 1000 T. cargo COGENA		Regular
AQUILEA			9445				Sunk Ma
ARGENTINA	Ic.	s.s.	5014	9	534 pass.	PSTO 3/11/43	Shuttli
BAKAR	YS.	s.s.	344	8	220 pass. 100 cargo YS.	.v.	Acc. ve
BARLETTA	It.	m.v.	1975	14	About 500 pass.	26/10/43.	RIN Aux
CAMPIDOGLIO	It.	s.s.	3702	7	62 pass.	PSTO 17/3/44.	Regular
CAPO SANDALO	It.	s.s.	137		Ferry	RIN	Callaet
CARLOFORTE					Ferry	RIN	Callaet
CHERSO	It.	s.s.	2200	8	Naval Aux	RIN Aux. 26/10/43	Retd. t
CITTA' DI ALESSANDRIA	It.	m.v.	2498	8	120 pass.	PSTO 26/10/43	Shuttli
CITTA' DI BARI	It.	m.v.	3339				Sunk Tr
COLO	It.	s.s.	704		2 Dks. ferrying troops. (30/9/43)	Br. PSTO ME	In midd
GALLURA	It.	s.s.	261			RIN	Shuttle
GENNARGENTU	It.	s.s.	491			RIN	P'mo-Ca
GRADISCA	It.		13870				At Trie
KUMANOVO	YS.	s.s.	1480		Changed Flag 17/10/43 YS.	foundered	Held t
LAMPEDUSA	It.	m.v.	405		Tender		Palermo
LETIZIA	It.	s.s.	391		Pilot Boat	RIN	At Bari
LOUBLJANA	YS.	s.s.	986		Chgd. Flag 15/11/43YS.		Used by
MESSINA	It.	m.v.	1343	8	Ferry A/c Rlygs. 26/10/43		Reggio-
PARTENOPE	It.	s.s.	1650		Tender		Station
PASCOLI			2938				Sunk Ma
PIEMONTE	It.	s.s.	5209	14	ex. "Minnedoca"		Sunk Me

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POSITION LIST OF ITALIAN ETC. VESSELS. N°. 15th AUGUST, 1945. SECRET.

TYPE.	SIZE. G.R.T.	SPEED.	SPECIAL FEATURES. A/U.	OPERATED	EMPLOYMENT.
s.s.	8955	13	Oil fuel	B.I. 8/2/44	At Genoa refitting.
s.s.	9442	12	8/10/43-13/12/43 (MEDDO)	B.I. 8/2/44	Shuttling Adriatic.-Greece.
	8051				Left L. Marques 8/4/44.
s.s.	8289				Sunk Tripoli.
m.v.	24430	21	Now under U.S.A. Flag U.S. SA.		Left Taranto outside Medit. (14/10/43.
m.v.	391		Ferry	Army	In use by Army.
s.s.	3706	9	250 passengers 1000 T. cargo	COGLNA	Regular service Palermo-Naples. (Cagliari.
	9445				Sunk Marseille.
s.s.	5014	9	534 pass.	PSTO 3/11/43	Shuttling W.C. Italy North Afr. (ics.
s.s.	344	8	220 pass. 100 cargo	YS.	Acc. vessel for Partisans.
m.v.	1975	14	About 500 pass.	26/10/43.	RIN Aux. Sunk Bari 2/12/43.
s.s.	3702	7	62 pass. 130	PSTO 17/3/44.	Regular service Naples- (Ca
s.s.	137		Ferry	RIN	Calasetta-Carloforte.
			Ferry	RIN	Calasetta-Porto Vesme.
s.s.	2200	8	Naval Aux.	RIN Aux. 26/10/43	Retd. to RIN 22/3/44.
m.v.	2198	8	120 pass.	PSTO 26/10/43	Shuttling Leghorn-Nic
m.v.	3339				Sunk Tripoli.
s.s.	704		2 Dks. ferrying troops. (30/9/43)	Br. PSTO ME	In middle East service.
s.s.	261			RIN	Shuttle service Sardinia-P'mo.
s.s.	491			RIN	P'mo-Cagliari service.
	13870				At Trieste refitting.
s.s.	1480		Changed Flag 17/10/43 YS.	foundered	Deld to Royalist Malta 21/1/44.
m.v.	405		Tender		Palermo-Ustica service.
s.s.	391		Pilot Boat	RIN	At Bari.
s.s.	986		Chgd. Flag 15/11/43YS.		Used by Partisans since 23/10/43.
m.v.	1343	8	Ferry A/c Rlygs.	26/10/43	Reggio-Messina service.
s.s.	1650		Tender		Stationed Leghorn.
	2938				Sunk Marseille.
s.s.	5209	14	ex. "Minnedoca"		Sunk Messina.

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CONTINUED-

VESSEL.	FLAG.	TYPE.	SIZE.	SPEED.	SPECIAL FEATURES.	A/c.	OPERATED MEDBO.
POLA	It.	s.s.?.	7254		Ferrying troops	Br.	PSTO ME 2/9/43
RAMPINO	It.		301		Cable Ship		R.N.
SORRENTO	It.		242		Passengers		
SERIN	YS.	s.s.	982	11	Storeship	Br.	M.W.T.
VILLE D'AJACCIO	Fr.	m.v.	2000		Naval Aux.	Fr. French	
VULCANIA	It.	m.v.	24468	21	All lifeboats taken by Germans, (taken over by U.S.A.		
TANKERS.							
ARKOLA	It.	s.s.	8640				
ETERNO	It.	s.s.	140	6			26/10/43
ANNARELLA	It.	m.v.	10182	6	Twin screw		19/10/43
CASSALA	It.	s.s.	2700	11	Oil fuel		
CESCO	It.	s.s.	10000	11	" "		
DORA C.	It.	s.s.	8000	10	Oil fuel		
FRIGIDO	It.		200				
FULGOR	It.		8800				
IDRIA	It.	m.v.	200				
ILLYRIA	It.	m.v.	12000				
ISTRIA	It.	s.s.	2000	10			
KORCULA	YS.	s.s.	250		Chgd. Flag 15/11/43 at Brindisi, MWT.		
LAVORO	It.	m.s.	13000				
LETE	It.	s.s.	750	8½			
METAURO	It.		300				
NARENTA	It.	m.v.	625				
NETTUNO	It.	s.s.	6700	9½	Oil fuel - twin screw		11/11/43
OLTENIA	It.	s.s.	8000	9½	Oil fuel - twin screw		
PO	It.		3300	11			26/10/43
POZA RICA	It.	m.v.	11190	9			
PRO PATRIA	It.		1700				
PROMETEO	It.	s.s.	850		Oil fuel		

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TYPE.	SIZE.	SPEED.	SPECIAL FEATURES.	A/c.	OPERATED MEDBO.	EMPLOYMENT.
s.s.	254		Ferrying troops	Br.	PSTO ME 2/9/43	In ME East Service.
	301		Cable Ship		R.N.	In use by R.N.
	243		Passengers			Regular service Gulf of (Naples.
s.s.	982	11	Storeship	Br.	M.W.T.	Mediterranean service.
s.v.	2000		Naval Aux.	Fr. French		On Corsica Traffic.
s.v.	24468	21	All lifeboats taken by Germans, (taken over by U.S.A.			At Trieste fitting.
s.s.	8640					Allocated freetown.
s.s.	140	6				Waterboat - Heel ports.
s.v.	10182	6	Twin screw		26/10/43	Oil fueller Naples.
s.s.	2700	11	Oil fuel		19/10/43	Sunk Bari 2/12/43.
s.s.	10000	11	" "			Left Taranto 25/6 - Arrd. (Naples 29/6 - Towed here (for special service.
s.s.	8000	10	Oil fuel			At Taranto LASF.
	200					Waterboat - Heel ports.
	8800					Repairing Gibraltar.
s.v.	200					At Naples Waterboat.
s.v.	12000					At Taranto for drydocking, (for water transport (Augusta-Malta.
s.s.	2000	10				At Heel - Waterboat.
s.s.	250		Chgd. Flag 15/11/43 at Brindisi, MWT.			[illegible]
s.s.	13000					Due Portsaid 20/8 fnomi. (Abadan.
s.s.	750	8½				At Taranto harbour fuller.
	300					At Heel Waterboat.
s.v.	625					Sunk Trapani.
s.s.	6700	9½	Oil fuel - twin screw		11/11/43	Service West Mediterranean.
s.s.	8000	9½	Oil fuel - twin screw			At Gibraltar LASF.
	3300	11				At Augusta Waterboat.
s.v.	11190	9			26/10/43	Service West Coast Ital.
	1700					At Tripoli Waterboat.
s.s.	850		Oil fuel			At Civitavecchia.

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CONTINUED.

VESSEL.	FLAG.	TYPE.	SIZE.	SPEED.	SPECIAL FEATURES.	A/c.	OPERATED MEDBO.	EMP
RONDINE	It.	m.v.	8600	8	Twin screw Left Taranto intown 25/7 loaded.			At Leg
ROSA M.	It.	m.v.	2250	8	On T/C		Tome charter 30/11/43	Under (Ancor (subm
SESIA	It.	m.v.	750	8				At Na
ST. BERNARDETTE	Fr.	s.s.	2500					Towed
SITNITZA	YS.	s.s.	200					At He
STURIA	It.	m.v.	900					" "
TAIGETE	It.	m.s.	8600					Arrd.
TAIPICO	It.	s.s.	7000					At Ve
BASENTO	It.	s.s.	100					At He
TARVISIO	It.	s.s.	8200	8	Oil Fuel		4/12/43	Servic
TIRSO	It.		850	8				At Na
UGO FIORELLI.	It.	m.v.	2000	10			26/10/43	At Bi
ULJERSARA	YS.		600					Bari
URANO	It.	m.v.	8200	9	Twin screw			At Ta
USTICA	It.		500			U.S.A.	1/8/43	At Pa
VITTORIO ZANIBONI	It.	m.v.	2116	11			11/11/43	Shutt
MYNCIO	It.	m.v.	375	9.			11/11/43	At Au
SERGIO LACHI	It.	m.v.	16000					At Ve
CARGO VESSELS.								
COSTINO BERTANI	It.	m.v.	11100		Used BY RN as hulk			At Tr
ACYLIA	It.	s.s.	354	8	Refrig. 80 tons	PSTO	2/10/43	Shutt
ADBISOLA	It.	s.s.	8000	7		PSTO		Arrd. (requ (mont (depe
ALICE		s.s.	1500					Sunk
ALTINO		m.v.	300					Sunk
ANDALUSIA	It.	s.s.	7200					At Ta
ANDREA CONTARINI	It.	s.s.	1800	8	Cogena 26/4/45	COGENA	16/4/5	At Ge
ANDREA GRITTI	It.	m.v.	10929	13	MWT 26/10/43			At Na
ANNA CAPANO	It.	s.s.	1800	6		Br. RN.	17/10/43	Repla

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TYPE.	SIZE.	SPEED.	SPECIAL FEATURES.	A/c.	OPERATED MEDBO.	EMPLOYMENT.
m.v.	8600	8	Twin screw Left Taranto intown 25/7 loaded.			At Leghorn Waterboat.
m.v.	2250	8	On T/C		Tome charter 30/11/43	Under Water explosion. (Ancona Harbour partially (submerged 11/5/45.
m.v.	750	8				At Naples Waterboat.
s.s.	2500					Towed to Taranto.
s.s.	200					At Heel Waterboat.
m.v.	900					" " "
m.s.	8600					Arrd. Ancona 22/3 Deposit.
s.s.	7000					At Venice torpedoed.
s.s.	100					At Heel Waterboat.
s.s.	8200	8	Oil fuel		4/12/43	Service West Coast Medit.
	850	8				At Naples Waterboat.
m.v.	2000	10			26/10/43	At Bizerta deposit.
	600					Bari Oil Fueller.
m.v.	8200	9	Twin screw			At Taranto LASF.
	500			U.S.A.	1/8/43	At Palermo repairing.
m.v.	2116	11			11/11/43	Shuttling Adriatic.
m.v.	375	9.			11/11/43	At Augusta Waterboat.
m.v.	16000					At Venice eposit.
m.v.	11100		Used BY RN as hulk			At Tripoli sunk.
m.s.	354	8	Refrig. 80 tons	PSTO	2/10/43	Shuttling Adriatic.
m.s.	8000	7		PSTO		Arrd. Taranto 11/3/44.
						(requires repairs about 5
						(months, now being used coal
m.s.	1500					(deposit. At Brindisi.
m.v.	300					Sunk Marseille.
m.s.	7200					Sunk Marseille.
m.s.	1800	8	Cogena 26/4/45	COGENA	16/4/45	At Taranto repairing.
m.v.	10823	13			26/10/43	At Gallipoli for Piombino.
m.s.	1800	6		Br. RN.	17/10/43	At Naples for repairis.
						Replacing "Blairesk".

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CONTINUED.

VESSEL.	FLAG.	TYPE.	SIZE.	SPEED.	SPECIAL FEATURES.	A/C.	OPERATED MEDRO.
ANNA MARTINI	It.	m.v.	1650				
APOLLO	It.	s.s.	5200				
APUANIA	It.	s.s.	275	8	Refrig. 80 tons	US.	PSTO 20/10/43
ARSIA	It.	m.v.	1200				COGENA 12/5/45
ASSUNZIONE	It.	s.s.	7000				
ATLANTA	It.	s.s.	6800				
BARI	It.	s.s.	8000		ex. French "EQUATUM" ex. GK "Tasis"		
BIRMANIA	It.	m.v.	9000				
GALLIPOLI	GK.	s.s.	180	6	Chgd. Gr. Flag Brindisi		18/3/44
CAPO FICALO	Fr.	s.s.	4200				
CAPO KELE	It.	s.s.	5700				Commenced loading Cagliari 8/10/44
					(Completed discharge T.Annunziata 4/12/44		
					(Cogena 1/5/45		
CARANIA	It.	s.s.	9000		ex. [illegible] "St.Mihiel" ex. GK. "Chandria"		
CARROA	It.	s.s.	8000				
CELTI	It.	s.s.	8460		ex. [illegible] "Arbutus"		
CEMBRIO	It.	s.s.	1800				
CHATEAU CAMPBELL	It.	s.s.	10000			PSTO	4/10/43
CORTINA D'ANPEZZO	It.	m.v.	31			RN	
CORS JIEU	It.	s.s.	6500				
CRIAD	YS.	s.s.	4880				to 8/11/43
EDE	It.	s.s.	8000	8	2 [illegible] Left Gibraltar 5/4 PSTO		
EGLE	It.	s.s.	1800				
ENRICO	It.	s.s.	2870	6	2 Dks.	MWT	21/10/43
ESTELLA	It.	s.s.	4000				
ESPIGUETTE	Fr.	s.s.	1685		ex. "Sezze"	F. French	
ESTEREL	Fr.	m.v.					
EZILDA CROCE	It.	s.s.	1840	8½	2 Dks.	PSTO	23/10/43
FANNY BRUNNER	It.	s.s.	3480	7	2 Dks. Cogena 11/5/45	PSTO	21/10/43
						(MWT	26/6/45
FIRENZE	It.	s.s.	3450	8	ex. GK. "Elice"		
PORT DE FRANCE	Fr.	m.v.	7000		ex. It. "Belluno"		
GAETA	It.	s.s.	8300			PSTO	11/10/44

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TYPE.	SIZE.	SPEED.	SPECIAL FEATURES.	A/C.	OPERATED MEDPO.	EMPLOYMENT.
.v.	1650					At Trieste for Brindisi for (storing.
.s.	5200					Raised Manfredonia, now Taran-
.s.	275	8	Refrig. 80 tons	US.	PSTO 20/10/43	(to LASF.
					COGENA 12/5/45	Service Adriatic.
.v.	1200					At Naples repairing.
.s.	7000					At Taranto LASF
.s.	6800					Sunk Marseille.
.s.	8000		ex. French "EQUATUM" ex. GK "Tasis"			Sunk Naples.
.v.	9000					At Tripoli - half ship.
.s.	190	6	Chgd. Gr. Flag Brindisi		18/3/44	
.s.	4200					Raised at Cagliari.
.s.	5700			Cagliari	8/10/44	Left Naples 12/8 for Sa-
			(completed discharge T.Annunziata 4/12/44			(vona.
			(Cogena 1/5/45.			
.s.	9000		ex. [illegible] "St.Meon" ex. GK. "Chandria"			Sunk Naples.
.s.	8600					Arrd Taranto 31/8 repairing.
.s.	8400		ex. [illegible] "Empire [illegible]"			Sunk [illegible]
.s.	4100					Sunk [illegible]
.s.	10[illegible]				PSTO 4/10/43	[illegible]-Ha[illegible]
.v.	31[illegible]				RN	[illegible]ain Sardinia.
.s.	6500					At Ta[illegible] damaged.
.s.	4880				8/11/43	At Nap[illegible] discharging thence
.s.	8000	8	2 [illegible]	Left Gibraltar 5/4	PSTO	(Portiglione Pyrites.
						Sunk Cagliari.
.s.	1800					At Naples Storeship.
.s.	2870	6	2 Dks.		MWT 21/10/43	Sunk Cagliari.
.s.	4000					On 'B' List.
.s.	1685		ex. "Sezze"		F. French	Sunk Trapani.
.v.						To shuttle Brindisi-Venice.
.s.	1840	8½	2 Dks.		PSTO 23/10/43	Shuttle service Malta.
.s.	3480	7	2 Dks. Cogena 11/5/45		PSTO 21/10/43	
					(MWT 26/6/45	Changed Flag Malta 8/4/44.
.s.	3450	8	ex. GK. "Elice"			Bizerta repairing.
.v.	7000		ex. It. "Belluno"			At Cagliari discharging;
.s.	8300				PSTO 11/10/44	(then S.Antioco coals.

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VESSEL.	FLAG.	TYPE.	SIZE.	SPEED.	SPECIAL FEATURES.	A/C.	OPERATED MEDBO.	
CALEB	YS.	s.s.	623	ex	ex. "Airone"	YS.		To I
GALILEA	Gr.	s.s.	7000					Sunk
GENEPESCA I.	It.	m.v.	1500	10	Refrig. 260 tons	US. PSTO	14/10/43	Sunk
GENEPESCA II.	It.	m.v.	1500					Sunk
GIAMPAOLO	It.	s.s.	500	5½		Br. RFA	23/10/43	Allo
GIACOMO G.	It.	s.s.	7800					Bei
GIOVANNI BATTISTA	It.		9000		ex. 'Br.'			At T
GIULIA	It.	m.v.	9000		Refrig.			Sunk
GOGGIAM	It.	s.s.	2945					At A
GIUSEPPE MESSINA	It.	s.s.	1000			RN.		Stor
HERMADA	It.	s.s.	7300					Rais
IMPERATORE	It.	m.v.	2500		Oil fuel		23/4/44	At G
ISONZO	It.	s.s.	8500			PSTO	10/11/43	At T
ITU	It.	s.s.	2350	8		COGENA	2/11/43	Ripd
CAPUA	It.	s.s.	1000		ex. Fr. 'Oguro'		(7/6/45	Sunk
LANGANO	It.	s.s.	1860	8				Shut
LIBECCIO	It.	s.s.	100		Temporarily allocated to Jugoslav			
LUANA	It.	s.s.	1800					At T
LUIGI RAZZA	It.	s.s.	7000					Towe
LUCRINO	It.	s.s.	8900			PSTO	4/10/43	Mine
LUCIA C.	It.	s.s.	8500		Left Gibraltar 1/5/44 Fr. PAST			Beac (now
MACERATA	It.	s.s.			ex. Fr. 'Lacydon'		27/1/44	Chgd
MADDALONI	It.	m.v.	2500		ex. Fr. 'Pierre Glaude'			Sunk
MARCO FOSCARINI	It.	m.v.	9000					Sunk
MARCO	Fr.	s.s.	4000		ex. 'Lucera'	Fr: French		On
MISENO	It.	s.s.	1800			Cogena	16/5/45	At G
MODENA	It.	s.s.	5000		ex. Fr. 'Bougaroni'			Rais
MODICA	It.	s.s.	5000		ex. Fr. 'Maurice Dalras'			Sunk
MONDOVI'	It.	s.s.	550		ex. Fr. 'Saint Pierre'			Sunk
MONTERELLO	It.	s.s.	772	6		MWTR	4/10/43	Sunk
MONTECUCCO	It.	s.s.	650	13	Reading craft Type	RN.	2/11/43	Stor
MONTE GRAPPA	It.	s.s.	650	13	" " "	RN.	11/11/43	Stor

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SIZE.	SPEED.	SPECIAL FEATURES.	A/C.	OPERATED MEDBO.	EMPLOYMENT.
623	ex	ex. "Airone"	YS.		To Partisans - Bari.
7000					Sunk Tripoli Blockship.
1500	10	Refrig. 260 tons	US. PSTO	14/10/43	Sunk off Leghorn 26/5/45.
1500					Sunk LASF Bari.
500	5½		Br. RFA	23/10/43	Allocated RN. At Naples for (Malta.
7800					Being raised P'mo.
9000		ex. 'Br.'			At Tripoli blockship.
9000		Refrig.			Sunk Tripoli used as RN. hulk.
2945					At Bari used as Blockship.
1000			RN.		Storeship.
7300					Raised Manfredonia.
2500		Oil fuel		23/4/44	At Gallipoli for Venice.
8500			PSTO	10/11/43	At Naples.
2350	8		COGENA (7/6/45	2/11/43	Riposto for Genoa
1000		ex. Fr. 'Osuro'			Sunk Trapani 17/4/43.
1860	8				Shuttling Cagliari-C'Vecchia.
100		Temporarily allocated to Jugoslav			
1800					At Taranto LASF.
7000					Towed Naples LASF.
8900			PSTO	4/10/43	Mine damage, sunk Cagliari. (29/8/44.
8500		Left Gibraltar 1/5/44 Br. PAST			Beached outside Bari on fire
					(now towed Brindisi.
		ex. Fr. 'Lacydon'		27/1/44	Chgd. Flag Algiers 13/7/44.
2500		ex. Fr. 'Pierre Glaude'			Sunk Castellammare.
9000					Sunk Tripoli.
4000		ex. 'Lucera'	Fr: French		On 'B' List.
1800			Cogena	16/5/45	At Genoa, then Portigione- (Genoa.
5000		ex. Fr. 'Bougaroni'			Raised Palermo LASF.
5000		ex. Fr. 'Maurice Dalras'			Sunk Naples.
550		ex. Fr. 'Saint Pierre'			Sunk Palermo 23/3/43.
772	6		MWTR	4/10/43	Sunk at Pantelleria 31/12/43.
650	13	Reading craft Type	RN.	2/11/43	Store carrier. Now Adriatic.
650	13	" " "	RN.	11/11/43	Store carrier. Now Adriatic.

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CONTINUED

VESSEL.	FLAG.	TYPE.	SIZE.	SPEED.	SPECIAL FEATURES.	A/C.	OPERATED MEDBO.	
CALEB	YS.	s.s.	623	ex	ex. "Airone"	YS.		To P
CALILEA	Gr.	s.s.	7000					Sunk
CENEPESCA I.	It.	m.v.	1500	10	Refrig. 260 tons	US. PSTO	14/10/43	Sunk
CENEPESCA II.	It.	m.v.	1500					Sunk
CIAMPAOLO	It.	s.s.	500	5½		Br. RFA	23/10/43	Allo
CIACOMO G.	It.	s.s.	7800					Bei
CIOVANNI BATTISTA	It.		9000		ex. 'Br.'			At T
CIULIA	It.	m.v.	9000		Refrig.			Sunk
COGGIAM	It.	s.s.	2945					At B
CIUSEPPE MESSINA	It.	s.s.	1000			RN.		Store
CERMADA	It.	s.s.	7300					Raise
IMPERATORE	It.	m.v.	2500		Oil fuel		23/4/44	At Ge
ISONZO	It.	s.s.	8500			PSTO	10/11/43	At Ne
ITU	It.	s.s.	2350	8		COGENA (7/6/45	2/11/43	Repo
CAPUA	It.	s.s.	1000		ex. Fr. 'Osuro'			Sunk
LANGANO	It.	s.s.	1860	8				Shut
LIBECCIO	It.	s.s.	100		Temporarily allocated to Jugoslav			
LUANA	It.	s.s.	1800					At Ta
LUIGI RAZZA	It.	s.s.	7000					Towe
LUCRINO	It.	s.s.	8900			PSTO	4/10/43	Mine
LUCIA C.	It.	s.s.	8500		Left Gibraltar 1/5/44 Br. PAST			Beach
								(now
MACERATA	It.	s.s.			ex. Fr. 'Lacydon'		27/1/44	Chgd
MADDALONI	It.	m.v.	2500		ex. Fr. 'Pierre Glaude'			Sunk
MARCO FOSCARINI	It.	m.v.	9000					Sunk
MARCO	Fr.	s.s.	4000		ex. 'Lucera'	Fr: French		On '
MISENO	It.	s.s.	1800			Cogena 16/5/45		At G
MODENA	It.	s.s.	5000		ex. Fr. 'Bougaroni'			Rais
MODICA	It.	s.s.	5000		ex. Fr. 'Maurice Dalras'			Sunk
MONDOVI'	It.	s.s.	550		ex. Fr. 'Saint Pierre'			Sunk
MONTEBELLO	It.	s.s.	772	6		MWTR	4/10/43	Sunk
MONTECUCCO	It.	s.s.	650	13	Reading craft Type	RN.	2/11/43	Stor
MONTE GRAPPA	It.	s.s.	650	13	" " "	RN.	11/11/43	Stor

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PE.	SIZE.	SPEED.	SPECIAL FEATURES.	A/C.	OPERATED MEDBO.	EMPLOYMENT.
g.	623	ex	ex. "Airone"	YS.		To Partisana - Bari.
s.	7000					Sunk Tripoli Blockship.
v.	1500	10	Refrig. 260 tons	US. PSTO 14/10/43		Sunk off Leghorn 26/5/45.
v.	1500					Sunk LASF Bari.
s.	500	5½		Br. RFA 23/10/43		Allocated RN. At Naples for (Malta.
s.	7800					Being raised P'mo.
	9000		ex. 'Br.'			At Tripoli blockship.
v.	9000		Refrig.			Sunk Tripoli used as RN.hulk.
s.	2945					At Bari used as Blockship.
s.	1000			RN.		Storeship.
s.	7300					Raised Manfredonia.
v.	2500		Oil fuel		23/4/44	At Gallipoli for Venice.
s.	8500			PSTO	10/11/43	At Naples.
s.	2350	8		COGENA (7/6/45	2/11/43	Riposto for Genoa
s.	1000		ex. Fr. 'Osuro'			Sunk Trapani 17/4/43.
s.	1860	8				Shuttling Cagliari-C'Vecchia.
s.	100		Temporarily allocated to Jugoslav			
s.	1800					At Taranto LASF.
s.	7000					Towed Naples LASF.
s.	8900			PSTO	4/10/43	Mine damage, sunk Cagliari. (29/8/44.
s.	8500		Left Gibraltar 1/5/44 Br. PAST			Beached outside Bari on fire (now towed Brindisi.
			ex. Fr. 'Lacydon'		27/1/44	Chgd. Flag Algiers 13/7/44.
s.	2500		ex. Fr. 'Pierre Glaude'			Sunk Castellammare.
s.	9000					Sunk Tripoli.
s.	4000		ex. 'Lucera'	Fr: French		On 'B' List.
s.	1800			Cogena 16/5/45		At Genoa, then Portigione- (Genoa.
s.	5000		ex. Fr. 'Bougaroni'			Raised Palermo LASF.
s.	5000		ex. Fr. 'Maurice Dalras'			Sunk Naples.
s.	550		ex. Fr. 'Saint Pierre'			Sunk Palermo 23/3/43.
s.	772	6		MWTR	4/10/43	Sunk at Pantelleria 31/12/43.
s.	650	13	Reading craft Type	RN.	2/11/43	Store carrier.Now Adriatic.
s.	650	13	" " "	RN.	11/11/43	Store carrier.Now Adriatic.

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CONTINUED.

VESSEL.	FLAG.	TYPE.	SIZE.	SPEED.	SPECIAL FEATURES.	A/C.	SERVICE MEDBO. 8/12/43
MOTIA	It.	s.s.	2730	9			
NIRVO	It.	s.s.	8000		USA Commenced loading Gibraltar 15/8/44		
ORATA	It.	s.s.	12000		PSTO 15/1/43		
PALLADE	It.	s.s.	1739	8	COGENA 9/2/45		
PELAGOSA	It.	s.s.	900	6			
PEGASO	It.	s.s.	295	8			
PERTUSOLA	It.	s.s.	2500	6½	Left Cagliari 6/1/44 PSTO Cogena 10/5/45		
PAOLO	It.	s.s.	7000				
PARTENICO	It.	s.s.	8000		ex. Fr. 'Tlemoen'		
RABELAIS	It.	s.s.	8350		ex. It. 'Todi'		
RESURRECTIO	It.	s.s.	1500				
RINUCCI	It.	s.s.	1750		Cogena 12/5/45 PSTO 1/10/43		
RIV	It.	s.s.	10000				
RUBICONE	It.	s.s.	7300		Left Bone 1/10/43 Struck 9/10/43 (Mine off Tripoli Jan 44 ME. MWTR		
SANTAINA	It.	s.s.	1100				
SANTA ANNA	It.	s.s.	9000		PSTO 21/10/43		
SALVORE	It.	m.v.	2550	8	Left Cagliari 29/5/43 to Antioco.		
SANTA CHIARA	It.	s.s.	1700		(arrd. Taranto 7/7/44 PSTO RIN		
SENIA	It.	s.s.	1400	5⅓	US. / WSA 25/3/44		
SESTRIERE	It.	m.v.	10000	10	Left S.Antioco with 4900 tons coal		
SFINGE	It.	s.s.	8000		(for Gallipoli 20/4/44, arrd. Taranto 24/5/44		
SILENO	It.	s.s.	6000				
SILVANO	It.	s.s.	7000				
SIRIO	It.	s.s.	9000				8/10/43
SOLIN	YS.	s.s.	1200				
TERESA SCHIAFFINO	It.	s.s.	8300		Refrigitor about 275 15/9/44 MEDBO 25/5/45		
TIVOLI	It.	s.s.	2300		ex. Fr. 'Lamarsa'		
TRITON MARIS	It.	s.s.	2336	8½	PWB 29/12/43 (Left RN.		
TURIDDU	It.	s.s.	750	8			
ULISSE	It.	s.s.	3800	6½	Cogena 29/4/45 PSTO 23/10/43		

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TYPE.	SIZE.	SPEED.	SPECIAL FEATURES.	A/C.	SERVICE MEDBO.	EMPLOTMENT.
s.s.	2730	9			8/12/43	Shuttling Adriatic.
s.s.	8000					Arrd. Naples for repairs, (20/4/45.
s.s.	12000		USA Commenced loading Gibraltar 15/8/44			Discharging Bari.
s.s.	1739	8		PSTO	15/1/43	At Naples for Brindisi- (Durazzo.
s.s.	900	6		COGENA	9/2/45	Genoa, then Portigione-Genoa.
s.s.	295	8				At Genoa.
s.s.	2500	6½	Left Cagliari 6/1/44	PSTO Cogena	10/5/45	At Cagliard for Savona, (returns Portiglione for Genoa.
s.s.	7000					Raised Cagliari.
s.s.	8000		ex. Fr. 'Tlemoen'			Sunk Catania fraised & be- (ached.
s.s.	8350		ex. It. 'Toli'			At Palermo - Salvable ?
s.s.	1500					At Brindisi MSF.
s.s.	1750		Cogena 12/5/45	PSTO	1/10/43	At Genoa, then Portiglione- (Genoa.
s.s.	10000					At Tripoli only half ship.
s.s.	7300		Lrft Bari 1/10/43 Struck 9/10/43 (Mine off Tripoli Jan 44 ME.			At Naples for Venice.
s.s.	1100			MWTR		Regular service P'to-Oran. (A/c USA.
s.s.	9900					Sunk Cagliari.
m.v.	2550	8		PSTO	21/10/43	Shuttling Adriatic.
s.s.	1700		Left Cagliari 29/5/43 to Antioco. (arrd. Taranto 7/1/44	PSTO		At Cagliari for Taranto, (Crotone-Cagliari.
s.s.	1400	5½		RIN		Deld Italians 3/7/44.
m.v.	10000	10		US. / WSA	25/3/44	Naples - Oran shuttle.
s.s.	8000		Left S.Antioco with 4000 tons coal (for Gallipoli 20/4/44, arrd. Taranto 24/5/44			At Taranto repairing, exp. (ready end August.
s.s.	6000					Sunk Naples.
s.s.	7000					Sunk Naples.
s.s.	9000					Sunk Tripoli.
s.s.	1200				8/10/43	Trading for Partisans.
s.s.	8300		Refrigitor about 275 15/9/44	MEDBO	25/5/45	S.Antioco coals for Bagnoli.
s.s.	2300		ex. Fr. 'Lamarsa'			Sunk Naples.
s.s.	2336	8½		P"B	29/12/43	Special service for USA. (Left Naples 17/5/45:for Pacific.
s.s.	750	8		RN.		Store ship.
s.s.	3800	6½	Cogena 29/4/45.	PSTO	23/10/43	Left Brindisi for Genoa.

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CONTINUED.

VESSEL.	FLAG.	TYPE.	SIZE.	SPEED	SPECIAL FEATURES.	L/C.	SERVICE NEDRO.	At
VIOLETTE	It.	s.s.	350		Acting Bari - fuelling berth	11/5/44		
VOLODDA	It.	s.s.	8500			PSTO	4/4/44	Shu
TUNISINO	It.	s.s.	1600	7				

CATEGORY	NUMBER OF VESSELS	TOTAL TONNAGE OF VESSELS.	G.R.T
HOSPITAL SHIPS.	4		50878
PASSENGER TYPE.	119		60621
TANKERS & WATERBOATS.	30		138193
CARGO VESSELS.	44		162383

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TYPE.	SIZE.	SPEED	SPECIAL FEATURES.	A/C.	SERVICE MEDBO.	EMPLOYMENT.
s.s.	350					At Barletta for Venice.
s.s.	8500		Acting Bari - fuelling berth		11/5/44	
s.s.	1600	7		PSTO	4/4/44	Shuttling Adriatic.

TOTAL TONNAGE OF VESSELS.

NUMBER OF VESSELS	G.R.T.
4	50878
119	60621
30	138193
44	162383

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

Allied Force Headquarters
Petroleum Section

SUMMARY OF TANKER TONNAGE POSITION IN WESTERN MEDITERRANEAN THEATER AS AT 1200 HOURS 18 AUGUS

	CLEAN		DIRTY		
	No. of Vessels	Cargo Cap. (barrels)	No. of Vessels	Cargo Cap. (barrels)	No. of Ves
A. ON OCEAN SERVICE					
1. With Cargo	3	323,000	3	197,000	6
2. In Ballast	2	190,000	1	92,000	3
3. In dry-dock or repair	-	-	-	-	-
B. ON COASTAL SERVICE (including shuttle or lightening duties but excluding C.D. & E.)					
1. Working	18	499,000	3	157,000	21
2. In dry-dock or repair	21	154,000	6	276,000	27
C. WATER CARRIERS	27	414,000	-	-	27
D. HARBOUR FUELLERS	2 (a)	116,000	10 (b)	190,000	12
E. ON R.N. OPERATIONAL SERVICE	1	6,000	1	6,000	2

REMARKS

(a) = 1 Vessel SERGHIO LAGHI 113,000 bbls., used as Floating Storag

(b) = 1 Vessel [illegible] 66,000 bbls., also used as Floating Storage

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TANKER TONNAGE POSITION IN WESTERN MEDITERRANEAN THEATER AS AT 1200 HOURS 18 AUGUST 1945

1204

CLEAN		DIRTY		TOTAL	
No. of Vessels	Cargo Cap. (barrels)	No. of Vessels	Cargo Cap. (barrels)	No. of Vessels	Cargo Capacity (barrels)
3	323,000	3	197,000	6	520,000
2	190,000	1	92,000	3	282,000
-	-	-	-	-	-
18	499,000	3	157,000	21	656,000
21	154,000	6	276,000	27	430,000
27	414,000	-	-	27	414,000
2 (a)	116,000	10 (b)	190,000	12	306,000
1	6,000	1	6,000	2	12,000

R E M A R K S

(a) = 1 Vessel SERGHIO LAGHI 113,000 bbls., used as Floating Storage

(b) = 1 Vessel PACCHI 68,000 bbls., also used as Floating Storage.

ALLIED FORCE HEAD QUARTERS
PETROLEUM SECTION
APO 512

10 August 1945

SUBJECT : Mediterranean Small Shuttle Tanker Fleet.

TO: Ministry of War Transport,
London, England.

1. We enclose Appendices A - D, constituting a review of the small shuttle tanker requirements in the Mediterranean as requested in your cable 032010 August to NWT Med. Mast 9135.

2. We have included several tankers of over 5000 tons D.W. in this review as they affect the overall picture.

3. It is proposed to turn all French-flag tankers over to French control for operation in Southern France, and North Africa as from 1 September, and the total tonnage should be ample to cover requirements in these areas. We anticipate however that considerable difficulty will be experienced in the early stages owing to the number of French flag tankers that are under repair, and in view of the fact that the French intend to hand back Lac Blanc to U.S. Navy, claiming her unfit for operation. It is therefore considered advisable for a reserve of two 15/20,000 dbl. tankers to be held in the Mediterranean pool to meet such calls for assistance as may be received from the French authorities.

4. "Empire Ganges" will be withdrawn from Southern France at the beginning of September and will then need drydocking. "Empire Russell" and "Antonia" will also be due for drydocking in September and it is proposed to relieve these in turn, on completion of "Empire Ganges".

5. The programme as shown does not include any reserve for repairs etc. and drydocking, which is essential for maintenance of uninterrupted supplies. The total white shuttle tanker capacity required under 5000 tons D.W. is approximately 200,000 bbls. It is considered that the 25 per cent reserve (50,000 bbls. capacity) should consist of one vessel of about 30,000 bbl. capacity and one of about 15/18,000 dbl. capacity e.g. Ugo Fiorelli, if available.

6. It is not considered that shuttle requirements will vary appreciably from those shown up to the end of October although there is a possibility that C. in C. Med. may be willing to accept larger tankers i to Genoa in the future. This would facilitate the supply of bulk POL to that port and might obviate the necessity of shuttling to Genoa. A great deal will however depend upon ANPB setting up tankers loaded in accordance with our request contained in PET 201/7 of 1 August 1945.

7. Considerable repairs are required to the small tankers "Erika", "Edgardo", "Tagliamento" and "Anita", found at Venice and no allocation of these has been made as yet.

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2. We have included several tankers of over 5000 tons D.W. in this review as they affect the overall picture.

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5. The programme as shown does not include any reserve for repairs etc. and drydocking, which is essential for maintenance of uninterrupted supplies. The total white shuttle tanker capacity required under 5000 tons D.W. is approximately 200,000 bbls. It is considered that the 25 per cent reserve (50,000 bbls. capacity) should consist of one vessel of about 30,000 bbl. capacity and one of about 15/18,000 bbl. capacity e.g. Ugo Fiorelli, if available.

6. It is not considered that shuttle requirements will vary appreciably from those shown up to the end of October although there is a possibility that C. in C. Med. may be willing to accept larger tankers to Genoa in the future. This would facilitate the supply of bulk POL to that port and might obviate the necessity of shuttling to Genoa. A great deal will however depend upon ANFB setting up tankers loaded in accordance with our request contained in PET 201/7 of 1 August 1945.

7. Considerable repairs are required to the small coasters "Erika", "Edgardo", "Tagliamento" and "Anita", found at Venice and no allocation of these has been made as yet.

8. No advice of sailing has yet been received of Empire Barlidas or the RFAS Spatrock and Spaback, advised in Admiralty signal 251611 June as sailing in the latter half of July. They have not therefore been allocated.

9. With regard to Item 1 of your cable, this was covered by MWT Med. Mast 5475 of 30 June, which advised

i. If desired by Admiralty, C. in C. Med. could accept a port oiler to relieve MFA Prestol but a vessel of 1500 tons capable of carrying part diesel would be preferred.
ii. Present indications are that no additional water-boats of the type mentioned will be required.

1203

Sgd. M.C. Lascek, Colonel, Inf.

CC: ANFB, MWT MED(2),
C.in C.Med., Plans,
Trans.

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0200

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Appendix "J"

SHUTTLE REQUIREMENTS (DEC E)

Shuttle	Requirement	Turn Around Days	Bare Cgo. Required. 000's bbls.	Present Programme	Total Capacity
Bari/Manfredonia	150,000 bbls. Fono per month	2	10	Vittorio Zambon	15
Bari/Split and Dubrovnik	10,000 bbls. per mo. (3 grades)	5		do.	
Augusta/Ancona	40,000 bbls. Cano per month. Clearance Augusta Cano stocks	10		Antonia	32
Bari, Taranto/Venice Trieste	To augment ocean tanker programme, consequent upon limiting factors of draft at Venice (24'), availability of ocean tankers and ceiling at Trieste (limitation of product to be hold-fixed by CAO)			do.	
Ancona/Venice	25,000 bbls. Fono to be cleared from Ancona. Limitation of loading rate after 10,000 bbls. shore-tank emptied makes use of small tankers advisable			Paola Fernanda Juliana	5 5 5
Venice/Trieste	Sizo, Rose shuttle necessitated by limited ceiling for these products at Trieste. 1280 tons & 1500 tons respectively.			Paola Fernanda Juliana	
Naples/Genoa	90,000 bbls. per mo. (Rose and Cano) Storage facilities limited to 140,000 bbls. Genoa at present limited to vessels not exceeding 5,000 D.W. tons	8	24	Eugenio Russell	40

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0291

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SHUTTLE REQUIREMENTS (with n)

nt	Turn Around Days	Bdrs Cap. Required. 000's bbls.	Present Programme	Total Capacity	Remarks
. Fono	2	10	Vittorio Emanuele	15	
per n)	5		do.		To be routed as and when Manfredonia commitments permit.
Cano Olcarinco stocks	10		Antonia	32	1 voyage per month.
ean tanker onsequent g factors of ies (2/f'), of ocean ceiling at itation of o hold-fixed			do.		
Fono to be 3 Ancona.Limit- ing rate after shore-tank use of small able			Paola Formia Juliana	5 5 5	Vessels only carry 60 hrs. bunkers Expected to be operational prior end August. After completion clearance, reallocation to Venice Trieste shuttle to be considered
rtile by limited ene products 280 tons & pectively.			Paola Formia Juliana		
per mo. (Rono rage Facilities 0,000 bbls. nt limited to xceeding 5,000	8	24	Empire Russell	40	

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Appendix "A"

SHUTTLE REQUIREMENTS (REV 3)

Shuttle	Requirement	Turn Around Days	Bare Ops. Required. 000's bbls.	Present Programme	Total Capacity
Bari/Manfredonia	150,000 bbls. Fono per month	2	10	Vittorio Zanibon	15
Bari/Split and Dubrovnik	10,000 bbls. per mo. (3 grades)	5		do.	
Augusta/Ancona	40,000 bbls. Cano per month. Clearance Augusta Cano stocks	10		Antonia	32
Bari, Taranto/Venice Trieste	To augment ocean tanker programme, consequent upon limiting factors of draft at Venice (24'), availability of ocean tankers and ceiling at Trieste (limitation of product to be hold-fixed by CAO)			do.	
Ancona/Venice	25,000 bbls. Fono to be 3 cleared from Ancona. Limitation of loading rate after 10,000 bbls. shore-tank emptied makes use of small tankers advisable			Paola Fernanda Juliana	5 5 5
Venice/Trieste	Size, Rose shuttle necessitated by limited ceiling for these products at Trieste. 1280 tons & 1500 tons respectively.			Paola Fernanda Juliana	
Naples/Genoa	90,000 bbls. per mo. (Reso and Cano) Storage facilities limited to 140,000 bbls. Genoa at present limited to vessels not exceeding 5,000 D.W. tons	8	24	Empire Russell	40

T-101

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SHUTTLE REQUIREMENTS (WEEK 2)

	Turn Around Days	Bare Cap. Required. 000's bbls.	Present Programme	Total Capacity	Remarks
ono	2	10	Vittorio Zambon	15	
or	5		do.		To be routed as and when Manfredonia commitments permit.
ano urance tocks	10		Antonia	32	1 voyage per month.
an tanker equent factors of e (24'), f ocean ling at ation of hold-fixed			do.		
one to be 3 naona.Limit- ng rate after ore-tank ge of small le			Paola Fernanda Juliana	5 5 5	Vessels only carry 60 hrs. bunker. Expected to be operational prior end August. After completion clearance, reallocation to Venice Trieste shuttle to be considered
tle limited e products 0 tons & tively.			Paola Fernanda Juliana		
r no. (Reno ge facilities 000 bbls. t limited to eeding 5,000	8	24	Expire Russell	40	

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SHUTTLE REQUIREMENTS

Appendix "A"

Shuttle	Requirement	Turn Round Average Days	Bare Cap Required.	Present Programme	Total Capacity
Naples/Piraeus (25' draft white tankers)	150,000 bbls. per month (5 grades)	10	50	Erinna (loaded to draft 23' at request of master)	60
Piraeus/Volos/ Salonika	60,000 bbls. per mo. 80 Octane, Unleaded and Gas Oil	6	12	Y-92 Y-99	6 6
Naples, Taranto/ Sicily, Corsica, Sardinia	50,000 bbls. per mo. (5 grades)			Y-97 Y-96	6 6

'Y' is presently repairing at Casablanca where vessel required to release Epiro Harbour. Indications are that Y/ engaged on this shuttle service in addition to Volume after latter has dry-docked. If this is not the case, Y/ 100 Octane commitment in Greece for return of displaced persons, advised since completion of this review.

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SHIPPING REQUIREMENTS

nt	Turn-round Days	Bare Cap Required.	Present Programme	Total Capacity	Remarks
r month	10	50	Erinna (London to draft 25' at request of master)	60	In view of master's objections to berthing facilities at Piraeus, propose Espire Gain and tanker of similar capacity, capable of carrying two grades. This would release Erinna
r no. ended	6	12	Y-92 Y-99	6 6	
r no.			Y-97 Y-96	6 6	Y-96 presently clearing 100 Octane stocks from San Stefano to Leghorn

ca where vessel required to release Espire Harbour. Indications are that Y74 may be permanently
ition to Volunia after latter has dry-docked. If this is not the case, Y74 will be employed on a new
tion of displaced persons, advised since completion of this review.

APPENDIX C

PORT REQUIREMENTS

HARBOUR FUELLERS, FLOATING STORAGE, ETC.

PORT	REQUIREMENT	Proposed Programme	Capacity	Remarks
GIBRALTAR		Empire Guernsey	(000's bbls.) 3	
MALTA		Viscol	7	
		Bunol	7	
NAPLES		Annarella	55	Immobilised
		North Star	15	Releasing
		Promete	4	Procatol
		Maria Carrola	3	
ANCONA	Floating Navy Special Storage	Taigete	66	
PIRAEUS	Harbour Fueller	Prometheus	3	
GRECIAN WATERS	Operational	Y-98	6	
		Condor	4	Allocation under consideration
ADRIATIC	Operational (CinC Med.)	Kerrite	6	

APPENDIX D

FRENCH FLAC TANKERS TO BE LOADED CRUDE FOR SOUTH FRANCE AND NORTH AFRICA SHUTTLE

TANKER	Capacity 000 bbls.	Present Status
LAC CHAMSON	12	Shuttling & lightening in S.France.
LAC PAVIN	18	Shuttling & lightening at Venice
LAC TCHAD	18	Shuttling & lightening at Bizerte
LAC BLANC	18	Repairing at Bizerte, etc. Indefinite
LAC NOIR	18	Repairing at Bizerte, etc. 10 Sept.
LAC BONLE SAP	12	Repairing at Bizerte, etc. 20 August.
LE DROME	9	Shuttling Bard/Ancona
OCTANE	20	Repairing at Palermo etc. 15 Aug. then to S.France.
SUROIT	6	Shuttling Piraeus/Volos/

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NAPLES		Armoredio	55	Immobilised
		North Star	16	Refueling
		Procute	4	Prestol
		Maria Carmela	3	
ANCONA	Floating Navy Special Storage	Taigete	66	
PIRAEUS	Harbour Fueller	Prometheus	3	
GRECIAN WATERS	Operational	I-98	6	
		Condor	4	Allocation under consideration
ADRIATIC	Operational (CinC Med.)	Nusprite	6	

APPENDIX D

ITALIAN WAC TANKERS TO BE MANNED OVER FOR SOUTH FRANCE AND NORTH AFRICA SHUTTLE

TANKER	Capacity 000 bbls.	Present Status
LAC CHASSON	12	Shuttling & Lightening in S.France.
LAC DANIE	18	Shuttling & Lightening at Venice
LAC TCHAD	18	Shuttling & Lightening at Biserte
LAC BLANC	18	Repairing at Biserte, etc. indefinite
LAC NOIR	18	Repairing at Biserte, etc. 10 Sept.
LAC TCHAD SAP	12	Repairing at Biserte, etc. 20 August.
LE DRONE	9	Shuttling Bari/Ancona
OCEANE	20	Repairing at Palermo etc. 11 Aug. then to S.France.
SUROIT	6	Shuttling Piraeus/Voloc/ Salonika

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Appendix "A"

SHUTTLE REQUIREMENTS

Shuttle	Requirement	Turn Round Days	Bare Cap Required.	Present Programme	Total Capacity	
Naples/Piraeus (25' draft white tankers)	150,000 bbls. per month (5 grades)	10	50	Erinna (loaded to draft 23' at request of master)	60	In view certain present similar two grad Erinna
Piraeus/Volos/ Salonika	60,000 bbls. per mo. 80 Octane, Unloaded and Gas Oil	6	12	Y-92 Y-99	6 6	
Naples, Taranto/ Sicily, Cordica, Sardinia	50,000 bbls. per mo. (5 grades)			Y-97 Y-96	6 6	Y-96 pre stocks

'Y' 74 presently repairing at Casablanca where vessel required to release Espiru Harbour. Indications are that Y74 may be engaged on this shuttle service in addition to Volusina after latter has dry-docked. If this is not the case, Y74 will be 100 Octane commitment in Greece for return of displaced persons, advised since completion of this review.

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SHUTTLE REQUIREMENTS

	Turn Around Days	Bore Cap Required.	Present Programme	Total Capacity	Remarks
nth	10	50	Erimo (landed to draft 23' at request of master)	60	In view of the P.M.O.'s objections to berthing facilities at Piraeus, prepare Empire Cain and tanker of similar capacity, capable of carrying two grades. This would release Erimo
o. d	6	12	Y-92 Y-99	6 6	
o.			Y-97 Y-96	6 6	Y-96 presently clearing 100 Ostume stores from San Stefano to Leghorn

where vessel required to release Epire Harbour. Indications are that Y74 may be permanently on to Belusina after latter has dry-docked. If this is not the case, Y74 will be employed on a new h of displaced persons, advised since completion of this review.

0301

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DREDGING COMMITTEE.

8th August, 1945.

To: Ports & Warehouse Division, A.C.
From: Secretary, Dredging Committee.

Enclosed are 2 copies of the Minutes of the 8th Meeting of the Dredging Committee held on 2nd August, 1945.

At the MEDBO Meeting yesterday it was agreed that the dredging at Civitavecchia took priority over that required at Piombino and arrangements are therefore being made for "DIULIO" to proceed to the former port on completion of the work now in progress at Leghorn.

Margaret Wiche

Secretary,
Dredging Committee.

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Copy to: Transportation Sub-Commission, ✓
A. C.

AC/28/Tm 6

S E C R E T.

MEDITERRANEAN SHIPPING BOARD.

D R E D G I N G C O M M I T T E E.

No.8.

MINUTES OF MEETING HELD AT 1500 HOURS ON THE 2nd AUGUST, 1945.

Chairman:	Captain P.R. Robinson R.N.V.R.	F.C.B. to C in C Med.
Present:	Commander I.G.Crawford, R.N.V.R.	A.F.C.B. to C in C Med.
	Capitaine de Vaisseau M.Adam	F.N.L.O. to C in C Med.
	Lt.Col. Sellars	Tn. (Br.)
	Major A.G.Torfield	G.4 Mov. & Tn. (Br.)
	Mr.J. Gibson Graham	M.W.T.A. Med.
	Mr. A. de Chouberzky	ALLMI (Minerals Div.)
	Mr. V. Mesaros	U.S.A. (C.S.H.C.)
	Mr. A.C.Allmen	Ports & Warehouse Div. A.C.
	Mr. H.J.Richardson	B.C.M.C. Representative
	Miss M.M.Michie	Secretary

ACTION BY

It was regretted that a Representative of the Travaux Maritimes had been prevented from being present at the Meeting which was attended on his behalf by Capitaine de Vaisseau Adam, French Naval Liaison Officer to C in C Med.

81. SFAX. Ref. 56. The Chairman informed the Meeting that the French Minister of Marine had stated the necessity of "AFRICAINE" proceeding to Oran for important work there, but in view of the great urgency attached to the completion of the work at Sfax, the British Embassy in Paris had taken up the matter and the Chairman of MEDBO had written to Admiral Monaco requesting that before the dredger were taken away, the Minister of Marine should be asked to confirm whether or not "AFRICAINE" could first be allowed to complete the work there. Although a telegram had now been received from the British Embassy in Paris saying that the French Govt. were willing for the dredger to remain at Sfax meanwhile, the Chairman reported that "AFRICAINE" had already been towed away by the French Navy, with the result that dredging at Sfax had ceased entirely. Mr. Chouberzky pointed out that exports of phosphates from Sfax now reached about 50,000 tons a month and that it was wished this amount be increased to some 150,000 tons a month, which could not be achieved until the necessary dredging had been finished. Once this were done he confirmed to the Chairman that there were sufficient stocks of phosphates for exports to be maintained at the required figure.

The agreement at the last meeting that "CAIMAN" should be towed from Casablanca to Sfax had not been put into effect, as preparation of the craft was postponed several times and the Chairman reported that the French Ministry of Marine then directed that "CAIMAN" proceed to Dunkirk where the commitment was said to be of importance and to which the Dredging Committee agreed. It was now understood, Mr. Chouberzky said, that this proposal was not to be put into effect, saying that there was no requirement for the dredger in Morocco, and suggesting that CAIMAN therefore be towed to Sfax as soon as possible so that the programme need not be longer delayed.

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Mr. A. de Chouberskiy — AIEMA (Minerals Div.)
Mr. V. Meserms — U.S.A. (C.S.A.C.)
Mr. A.C.Allmer — Ports & Warehouse Div. A.C.
Mr. H.J.Richardson — D.C.H.C. Representative
Miss M.M.Michie — Secretary

ACTION BY

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The possibility of moving "KIL" from La Goulette was discussed, but as the export of phosphates affected not only N. Africa, but also France, Greece and Italy, for which countries imports were programmed, Mr. Graham suggested that a dredger be transferred from Italy to Sfax. The Chairman said he would investigate the possibility of transferring a dredger from the East Coast of Italy as owing to several dredgers having been found in Venice one could be released from that port. Mr. Choubersky enquired if the dredger to be chosen would have its own tug and string of barges, and the Chairman said the barges used at Sfax by "AFRICAINE" would have to be provided, Mr. Graham adding that M.W.T. could make a tug available, but as its length was 136 feet did not know if it would prove suitable. As the dredger would have an Italian crew/

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crew, Mr. Choubersky asked what arrangements for their feeding and accommodation and provision of fuel for the dredger would be made. Captain Adam said these points would be taken care of by the French Navy, adding that he would take up the matter. Chairman: Capt. Adam.

82. LA GOULETTE. Ref. 5. On completion of the dredging at this port by "KIL" the craft would then be sent to Sfax as originally agreed.

83. ALGIERS. Ref. 56. If the dredger "CAIMAN" were not needed in Morocco, Mr. Graham thought it could be put to good use at Algiers where, he understood, there was a certain amount of necessary dredging required which had been outstanding for some time, and the Chairman said he would look into this question.
Chairman

84. ORAN. The coal berths at this port had silted up and Mr. Graham thought dredging would be required there shortly if the coal import programme were to be maintained and suggested that "CAIMAN" might well be used for this purpose.

85. LEGHORN. Ref. 66. The dredger "DOLLIO" was presently working at Leghorn and the Chairman said the work should be completed within a few days.

86. CIVITA VECCHIA. Ref. 67. The floating crane "PRINCE" had completed moving obstructions from No.8 berth and Mr. Richardson reported a request from the Port Control Committee at Civitavecchia that dredging of the berth be carried out at the earliest opportunity so that it could be used for liberty type ships. Once this were done an additional liberty could be accepted and Mr. Graham pointed out the importance of Civitavecchia which was the main port for Rome and which was to be used to a very large extent for the import of civil supplies. The dredging at this port could only be undertaken by DOLLIO and after some discussion it was agreed that the craft proceed first to Civita Vecchia rather than Piombino.

87. LEGHORN. Ref. 68. The work in the river had been stopped, Mr. Allman said, so that the Bar could be dredged away, which he said had been satisfactorily completed. There was now no further requirement for dredging at this port.

88. PIOMBINO. Ref. 69. Mr. Allman stated that AFHQ wished to increase the tonnage of cargoes taken through this port and were prepared to take steps to put up the rail clearance to 1,500 tons per day. Dredging was therefore of importance for silting had taken place and he said the depth was at present 26 ft. alongside whereas 28 ft. or 29 ft. were required. The coaster berth had an alongside draft of 18 ft. but Mr. Allman stated the approach had silted up restricting the maximum draft to 15 ft. and dredging was also required. It had not yet been possible to obtain an accurate survey of the bottom at Piombino where there were known to be some obstructions, but he said Genio Civile were now being asked to carry one out. The Chairman emphasised that it was inadvisable to commence dredging until the position of the obstructions were known for the dredger was liable to be damaged, but Mr. Allman anticipated the report would be available within a week. An officer on the Chairman's staff would be available, he said, to go to Piombino to assist in the survey and would be instructed to get in touch with Genio Civile. Mr. Mesaros drew attention to the fact that Piombino was unsafe in winter months, many vessels being unlikely to be accepted there during that period, Mr. Graham adding that

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84. OPAL. The coal berths at this port had silted up and Mr. Graham thought dredging would be required there shortly if the coal import programme were to be maintained and suggested that "CHIMA" might well be used for this purpose.

85. LEGHORN. Ref. 66. The dredger "DUILIO" was presently working at Leghorn and the Chairman said the work should be completed within a few days.

86. CIVITA VECCHIA. Ref. 67. The floating crane "PRIGIONE" had completed moving obstructions from No.3 berth and Mr.Richardson reported a request from the Port Control Committee at Civitavecchia that dredging of the berth be carried out at the earliest opportunity so that it could be used for Liberty type ships. Once this were done an additional Liberty could be accepted and Mr.Graham pointed out the importance of Civitavecchia which was the main port for Rome and which was to be used to a very large extent for the import of civil supplies. The dredging at this port could only be undertaken by DUILIO and after some discussion it was agreed that the craft proceed first to Civita Vecchia rather than Piombino.

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Mr. Graham

89. TORRE ANNUNZIATA. Ref.70. Grain ships putting into Torre Annunziata had presently to lighten at Castellammare to 18 ft. before going alongside the grain elevator and Mr. Allman requested that the quay be dredged down to 25. ft. 6 inches. the depth of the entrance channel. The statement at the last meeting that dredging might undermine the quays was referred to, but it was agreed that after completion of the work at Salerno the dredger "ROMA" proceed to Torre Annunziata to work down to whatever depth were considered safe.

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90. CASTELLAMMARE. Ref. 72. The draft alongside the grain elevator was 26' 6" and Mr.Allman said a depth of 29' was required so that fully loaded ships could go alongside and not first have to lighten in the port. He suggested "ROMA" be sent to CASTELLAMARE after finishing at Torre Annunziata, but Mr.Graham felt that the dredging at Castellamare was of greater importance and pointed out that the work should be completed before the weather broke for lightening at the stern-to berth on the breakwater was considered unsafe in winter months. It had been previously stated that dredging might undermine the elevator piers and the Chairman said this matter would be investigated before the work were put in hand on the arrival of "ROMA" from Torre Annunziata, adding that an endeavour would be made to have it finished before the advent of bad weather.

91. SALERNO. 72. Dredging at this port was now in hand and the Chairman said would be finished by "ROMA" shortly.

92. LICATA. Ref. 73. The Chairman stated that the dredger "SAN MICHELE" was then being repaired at Palermo, on completion of which the craft would be sent to Licata to undertake the dredging required there.

93. BARI. A request had been put forward for the coal berth and other berths at Bari to be dredged and the Chairman said this was being done by "G.N.16" and should be completed within a few weeks.

94. PORTO MARGHERA. In order that deeper draft colliers could be accepted at Porto Marghera and thust obviate lightening at other ports where the coal was not required, a request had been made for dredging to take place and the Chairman said he had signalled NOIC Venice asking what depth could be obtained, a report being expected within a day or two. Mr.Graham stated that the draft alongside in peace time was 25' but if the entrance were deepened he said vessels could then lighten in the port itself before going on berth.

95. VENICE. Six bucket type dredgers had been found in Venice, which the Chairman said were in fair condition, one being in working order, the others requiring overhaul.

96. GENOA. The Chairman reported that one suction and one bucket dredger had been discovered in Genoa but could not yet be moved until further sweeping had taken place. He stated that they were old but appeared to be in good order.

97. CHAIRMANSHIP OF THE DREDGING COMMITTEE. On the forth-coming move of C. in C.Med's Headquarters the Chairman informed the Committee that neither he nor his organisation would be available to continue the work presently undertaken by them in dredging matters. The matter had been discussed at the previous MEDBO Meeting and Mr.Graham said it was felt that none of the members on that Board had sufficient technical knowledge and qualifications to assume those responsibilities and it

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"1. Subject is Dredging policy in the Mediterranean.
2. Up to present date the MEDBO Dredging Committee has had the advantage of the services of the Royal Naval Fleet Civil Engineer Officer as Chairman and the technical advice of his organisation which will shortly move from Italy.
3. Proposal now is that the responsibility of receiving bids and arranging priorities should be taken over by W.S.A./M.W.T.
4. It is felt that as this is a long term matter and is also highly technical, some qualified Engineer experienced in Dredging should be appointed.
5. MEDBO desire your views."

T.O.O. 311422 B July.

It was felt that a reply should be received to this signal before discussing further the future Chairmanship of the Committee, which question would however have to be resolved within four or five weeks.

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S E C R E T.

MEDITERRANEAN SHIPPING BOARD.

D R E D G I N G C O M M I T T E E.

No. 7.

MINUTES OF MEETING HELD AT 11,30 HOURS ON THE 9TH APRIL, 1945.

Chairman:	Captain P.R. Robinson, R.N.V.R.	F.C.E. to C in C Med.
Present :	Commander I.G. Croxford, R.N.V.R.	A.F.C.E. to C in C Med.
	Major V. King	G-4 Mov & Tn. (Br.).
	Lieut. F.E. Yarnell	Tn. (Am.).
	Ingenieur G. Marie	Ingenieur Travaux Maritimes.
	Mr. A. Steedman	ALLIED (Minerals Div.).
	Mr. J.B. Hurley	Ports & Warehouse Div. A.C.
	Mr. R. Hughes	D.O.H.C. Representative.
	Mr. W.E. Feroday	M.W.T.
	Miss M.M. Michie	Secretary.

ACTION BY:-

56. COAL FOR DREDGING PLANT AT SFAX. Ref. 52. Mr. Steedman requested F.O. Tunisia be asked to supply some 300 tons per month coal for "KIL" at Sfax and said that approximately 3,000 tons would be required over the period all the dredgers were working at La Goulette and Tunis. Chairman.

57. GENERAL DIRECTIVE ON DREDGING POLICY. Ref. 53. The letter to the Chairman of MEDBO, requesting the Dredging Co-ordinating Committee be asked to issue a Directive defining the powers and jurisdiction of this Dredging Committee, had been forwarded to London. The Chairman reported that the Dredging Co-ordinating Committee had replied that they did not feel they could decide the areas of control of the Dredging Committee and had, therefore, passed the matter to the Overseas Port and Transit Committee, who were considered a more appropriate body to take such action.

The Chairman was of the opinion that Middle East might be left to follow their own programme and if any dredgers were surplus to their requirements, should make them available to this Committee.

58. SFAX. Ref. 44. A revised allocation of dredgers in North Africa had been agreed by Monsieur Cordonnier and the authorities there, the Chairman reporting it was now intended that "AFRICAINE" should complete the work she was then doing off the Gafsa phosphate quay, after which she would need to repair. A further six weeks dredging in hard ground remained and it was proposed that this dredger should then commence that work, and upon relief by "CAIMAN", which would have to be towed from Morocco, proceed to Mers el Kebir. On completion of the dredging at La Goulette, where "KIL" would work once in commission after repairing, she would be sailed to Sfax and remain there until the dredging were finished.

59. LA GOULETTE. Ref. 45. As arranged at the previous Meeting, the dredging at La Goulette would be done by "KIL", which it was estimated would finish there about the middle of August. As stated above, this dredger would then be sent to Sfax.

Mr. Steedman repeated the high importance attached to the dredging at La

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Lieut. P.E. Parnell	Tn. (Am.).
Ingenieur G. Marie	Ingenieur Travaux Maritimes.
Mr. A. Steedman	AIEEM (Minerals Div.).
Mr. J.B. Hurley	Ports & Warehouse Div. A.C.
Mr. R. Hughes	D.O.H.C. Representative.
Mr. W.E. Ferriday	M.W.T.
Miss M.M. Michie	Secretary.

ACTION BY:-

56. COAL FOR DREDGING PLANT AT SFAX. Ref. 52. Mr. Steedman requested F.O. Tunisia be asked to supply some 300 tons per month coal for "KIL" at Sfax and said that approximately 3,000 tons would be required over the period all the dredgers were working at La Goulette and Tunis. Chairman.

57. GENERAL DIRECTIVE ON DREDGING POLICY. Ref. 53. The letter to the Chairman of MEDBO, requesting the Dredging Co-ordinating Committee be asked to issue a Directive defining the powers and jurisdiction of this Dredging Committee, had been forwarded to London. The Chairman reported that the Dredging Co-ordinating Committee had replied that they did not feel they could decide the areas of control of the Dredging Committee and had, therefore, passed the matter to the Oversees Port and Transit Committee, who were considered a more appropriate body to take such action.

The Chairman was of the opinion that Middle East might be left to follow their own programme and if any dredgers were surplus to their requirements, should make them available to this Committee.

58. SFAX. Ref. 44. A revised allocation of dredgers in North Africa had been agreed by Monsieur Coriondier and the authorities there, the Chairman reporting it was now intended that "AFRICAINE" should complete the work she was then doing off the Gafsa phosphate quay, after which she would need to repair. A further six weeks dredging in hard ground remained and it was proposed that this dredger should then commence that work, and upon relief by "CARMEN", which would have to be towed from Morocco, proceed to Mers el Kebir. On completion of the dredging at La Goulette, where "KIL" would work once in commission after repairing, she would be sent to Sfax and remain there until the dredging were finished.

59. LA GOULETTE. Ref. 45. As arranged at the previous Meeting, the dredging at La Goulette would be done by "KIL", which it was estimated would finish there about the middle of August. As stated above, this dredger would then be sent to Sfax.

Mr. Steedman repeated the high importance attached to the dredging at La Goulette where deep draft vessels were required to discharge, but which at present had to be accepted at Bizerta, an unsatisfactory practice owing to transportation difficulties. The completion of the dredging would also enable Liberties loaded with iron ore, of which large quantities were required for export, to leave the port.

60. BERNSAF. Ref. 46. The Chairman reported that dredging was no longer required at Bernsaf.

61. MERS EL KEBIR. Ref. 39. The dredger "LA MARCHE" at Mers el Kebir was in very/

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/very bad state of disrepair and Ingenieur Marie said that there was then no dredger in working condition at that port, where there was a large programme of dredging in hard ground to be carried out. He anticipated repairs to "LA MARCH" would take about 5/6 months.

62. TUNIS. There was a small amount of work required at the phosphate quay in Tunis which Mr. Steedman said would be done by "KIL" on her way to La Goulette.

63. TOWS FOR DREDGERS. The Chairman stated that arrangements could be made for towing the dredgers to their stations, but as the tug "LE PORTIER" was the only one in Morocco she could not be used to take "CALMAN" to Sfax as proposed by Admiral Renaroth. A tug would, however, be made available for this tow.

64. "KHEREDDINE". This suction dredger, with a depth of about 4 metres, had been taken over by the French Air Ministry to work at the Air Port in Tunis but for the last two years had been lying idle and Mr. Steedman said that the Travaux Publics asked whether it would be possible to use her at the shallow quays at La Goulette. It was understood that the Air Ministry would release her if the Committee agreed to the allocation and that she would be run by the Travaux Publics. Mr. Steedman did not know whether a hopper was available but informed the Chairman that it was believed she would be discharged on to land.

65. "WAAL". Mr. Steedman had understood from Flag Officer, Tunisia that this large dredger at Bizerta was to be raised, but Ingenieur Marie said she was lying in deep water and would be difficult to salve. Once raised, he estimated she would need about the same extent of repairs as "KIL".

66. DREDGING AT LEGHORN. Ref. 48. The Chairman reported that "ROMA" was unsuitable for the work required at Leghorn, which Lt. Yarnell said was of operational importance and necessitated several berths for personnel ships being deepened to 26 ft., as also the coal berth with a present draft of 24 ft. to the same depth. There was a large outloading programme at this port, which was dependent on the use of these berths, and he said it was therefore of great importance that the dredging, estimated at six weeks duration, be completed at an early date. The Committee agreed that Leghorn took first priority and the Chairman said that "DVILLIO" from Olbia would be routed there. A reply to an enquiry as to whether the dredger and crew would be ready for tow on receipt of a sailing signal, was awaited.

67. CIVITA VECCHIA. Ref. 47. A.C. had a heavy programme for the import of cargoes on civil account into Civita Vecchia and, Mr. Hurley said, requested that a high priority be given. It was agreed that after completing the dredging required at Leghorn "DVILLIO", which was the only dredger suitable for Civita Vecchia, should proceed there. In about two months, the Chairman stated another dredger "SAN MICHELLE" would be available, but she was very old.

68. FIUMICINO. Ref. 49. As the draft in the river was about 3 ft. and was less than the depth over the Bar, where dredging had originally been requested, the Chairman said it had now been decided there was no immediate need for the work to be done, although a requirement would ultimately arise. There was a small dredger in Rome which he said A.C. would use meanwhile in the river.

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69. PIOMBINO. Ref. 50. Mr. Hurley informed the Chairman that only about a weeks' dredging was necessary at this port, but as it was believed there were a certain number of sunken concrete blocks, recommended if a suction dredger were sent that a diver should first examine the bottom. The Chairman suggested arrangements for such an examination should, in any event, be made. Mr. Hurley.

70. TORRE ANNUNZIATA. Pereday stated that a request had come from this port for dredging to be carried out and it was believed the deposit was ash from the Vesuvius eruption last year. An opinion had, however, been expressed that dredging might undermine the quays. If dredging were carried out, Major King/

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/King suggested deeper draft wheat ships might be accepted than those at present which had first to lighten to 17 ft. at Castellamare. As present arrangements were satisfactory, Mr. Hurley did not consider any priority could be requested at the moment.

71. CASTELLAMARE. This port had also asked that the depth alongside the grain elevators be increased to 27 or 28 ft. so that a ship of 26 ft. would have ample depth. It was believed that a certain amount of ash had to be moved and there was again some doubt that dredging might undermine the elevator piers. The Chairman considered this should be verified before any arrangements for dredging were made.

72. SALERNO. At present ships of only 22 ft. draft could enter as the channel had silted up whereas the draft alongside was 26 ft. The Chairman said that after the extension to "ROMA" was complete in about two weeks' time, she would dredge the channel down to 25 ft. and then the harbour to an overall depth of 24 ft. Major King said, that subject to A.C. confirmation, there was to be a large increase in the civil imports through Palermo from July onwards and he therefore stressed the importance of the work to be done, which the Chairman considered should be completed in about a month or six weeks, as he understood there was only pure silt to be moved. "G.N. 16" would then be available for use elsewhere.

73. LICATA. A.C. had put forward a requirement for the dredging of about 200,000 cubic metres to be done at Licata, which port was to be used for exports of sulphur and imports of phosphates from N. Africa, which latter Mr. Steedman however said were not yet being shipped owing to some financial difficulty that had arisen. At the moment, the Chairman said no suitable dredger was available, although there was one about to be repaired at Palermo and a sunken one at Trapani which Mr. Foreday understood was only lying in a few feet of water. It was felt that after completing at Salerno, "ROMA" might be towed across during fine weather and be used at Licata.

74. BRINDISI. The dredger "ITALIA" at Taranto would be available, the Chairman said, to undertake the work at Brindisi which Major King estimated at about 200,000 cubic metres.

75. ANCONA. Major King believed berths Nos. 20 and 21 at Ancona needed dredging and the Chairman suggested "G.N. 16" might proceed there whilst waiting onward passage to Venice, where she would ultimately be stationed. Major King would obtain confirmation that the dredging was required. Major King.

There was a small dredger that had been repaired at Ancona which the Chairman said was about to dredge the canal at Pesaro.

76. RAVENNA. Advice had been received that the dredging required in the canal, about 200,000 cubic metres, would not be finished on time and the Chairman asked Major King what date had been set by the Army for its completion. The latter said A.C. intended to use Ravenna for import and export of civil supplies and that there was now no operational priority. "SAN LEANO" was at present working in the canal there.

77. GREECE. Ref. 51. The Chairman reported that there were probably two spare dredgers in Greece, one of bucket type, but that the repairs cats were not known.

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77. GREECE. Ref. 51. The Chairman reported that there were probably two spare dredgers in Greece, one of bucket type, but that the requirements were not known. It was understood that the Greek Government were anxious to re-open the Corinth Canal which he did not think could take place for some time as the channel would first have to be swept, and no priority could be given to it.

1192

78. ITALIAN DREDGERS. Various Italian dredgers were chartered by the Italian Navy or Ministry of Public Works and the Chairman said a procedure was in force by which these craft received supplies by application to the Port Control Committee in ports under Military control, and to the Italians in ports under their control./

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/control. Difficulties, however, arose in the case of those dredgers under charter to the Italian Government which were run by private firms and the Chairman proposed that more responsibility should be borne by the Italian Government and that all Italian dredgers be requisitioned, taken up on an approved charter and run by the Italian Ministry of Marine. Mr. Hurley supported this view which he said was in line with A.C. policy and it was agreed the Chairman take action accordingly. Chairman.

79. DREDGERS IN THE MIDDLE EAST. Mr. Hurley suggested the Italian Ministry of Marine might be willing to hire or purchase any dredgers surplus to the Middle East requirements and it was agreed the price of those previously offered by t Suez Canal Company should be ascertained. The Chairman pointed out that most of these were in need of repairs which could not be undertaken in this area and would therefore have to be done at some port in the Levant other than Alexandr which had a very heavy programme. Secretary.

80. JUGOSLAVIA. In reply to the Chairman who asked whether any requirements were likely to arise in Jugoslavian ports, Major King said the existing conditions allowed the shipping programme to be met. U.N.R.R.A. were shortly taking ov upon which he anticipated the programme would be considerably increased, but further informati s awaited from U.N.R.R.A. on this subject. Drafts at Port Cruz and Dub ik were 25 and 24 ft. respectively and Kastel Bay 24 ft., but Major King sai that all Liberty type ships were first lightening in the Heel.

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SECRET

MEDITERRANEAN SHIPPING BOARD.

No. 117.

MINUTES OF MEETING HELD AT 1100 HOURS ON 19TH JUNE, 1945.

	Mr. J. Gibson Graham	Chairman.
Members:	Captain F.H.D. Byron, R.N.	N.C.S.O. Med.
	Captain P.W. Williams, R.N.R.	C.S.O. to P.S.T.O. Med.
	Captain W.E. Erskine, U.S.N.	U.S. Navy.
	Commander J.S. Sharp, R.N.R.	S.O.S. to C in C Med.
	Colonel J.T. Dardaker, U.S. Army	G-4 Mov & Tn. (Am.).
	Colonel G. Ackerley	G-4 Mov & Tn. (Br.).
	Colonel M.G. Lassek	Petroleum Section.
	Lt.Colonel A.W. John	Q.M. Coal Section.
	Captain J.C. Martin, U.S. Army	D.D.O.H.C.W.Med.
	Mr. C.W. Kalloch	Reg.Dir., W.S.A. Med.
Present:	Commander G.B. Stuart, R.N.V.R.	S.O.S. to P.S.T.O. Med.
	Colonel K.D. McKenzie, U.S. Army	G-4 Mov & Tn. (Am.).
	Major A.A.A. Laurier	Petroleum Section.
	Major G.B. Godfrey	Trans. Sub-Commission, A.C.
	Major J. Eustard	G-4 Mov & Tn. (Br.).
	Mr. R. Miool	Deputy Dir., W.S.A., W.Med.
	Mr. A.C. Hogarth	D.D.W.T.A.
	Mr. F.J.O. Graham	D.M.W.T.R. Greece.
	Mr. J.H. Henderson	D.D.W.T.R.
	Mr. W.M. Oak-Rhind	D.D.W.T.A.
	Mr. S. Regan	D.D.W.T.A., Rome.
	Mr. W.F. Foreday	D.D.W.T.R.
	Mr. H.J. Richardson	D.O.H.C. Representative.
	Miss M.M. Michie	Secretary.

ACTION-EH:-

On behalf of the Board the Chairman welcomed to the Meeting Colonel K.D. McKenzie in his new position of Chief of Transportation, U.S. Army.

2137. The Minutes of Meeting No. 116 dated 12th June, 1945, were approved.

2138. ITALIAN STEVEDORING CONTRACT. Ref. 2112. The A.C. Instruction, setting out the procedure to be followed in engaging stevedoring labour through the Compagnia Portuale, had been agreed and Major Godfrey said it was hoped the new system would start on 1st July, 1945. Particulars of stevedore rates at all the ports had not yet been received from the Italian Government, and he asked whether the Board were willing for the Instruction to go out without such particulars being attached. As the local authorities were aware of the rates concerning them, the Chairman felt no delay need be occasioned and that as from 1st July, 1945, stevedoring labour should be engaged through the Compagnia Portuale at all ports except Leghorn, Naples, Taranto, Bari and Trieste, at which places the military authorities wished to be in control of the labour working on their account. It was also considered that if at any time the Compagnia Portuale at any port should not adequately carry out their obligations, the Board would be entitled to take such action necessary to avoid resultant delays to shipping.

2139. HARBOUR CRAFT. Ref. 2115. C in C Med. had been requested to agree the allocation of the floating crane "TRIPOLI" to Bizerta Vacuity but Under Sec-

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	Captain J.C. Martin, U.S. Army	D.D.O.H.C.W.Med.
	Mr. C.W. Kalloch	Reg.Dir., W.S.A. Med.
Present:	Commander G.B. Sturt, R.N.V.R.	S.O.O. to P.S.T.O. Med.
	Colonel K.D. McKenzie, U.S. Army	C-in-C, Mov & Tn. (Am.).
	Major A.A.A. Launder	Petroleum Section.
	Major G.E. Godfrey	Trans. Sub-Commission, A.C.
	Major J. Mustard	C-in-C Mov & Tn. (Br.).
	Mr. R. Nicol	Reg.Dir., W.S.A., W.Med.
	Mr. A.C. Hogarth	D.[illegible] A.H.Q.
	Mr. F.J.C. Gaukrn	D.M.W.T.R. Greece.
	Mr. J.H. Henderson	D.M.W.T.R.
	Mr. W.M. Calt-Rhind	D.[illegible]
	Mr. S. Regan	R.S.A., Rome.
	Mr. W.F. Faraday	D.M.W.T.R.
	Mr. H.J. Richardson	D.O.M.C. Representative.
	Miss M.M. Michie	Secretary.

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2139. HARBOUR CRAFT. Ref. 2115. C in C Med. had been requested to agree the allocation of the floating crane "TRIESTE" to Civita Vecchia, but Major Godfrey was informed that no reply had yet been received. 1191

2140. SALVAGE. Ref. 2116. Mr. Nicol said he was awaiting confirmation that the/

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/the vessel in question was "TIMOTHY PICKERING".

The small Italian passenger ferry "CITTA DI BENGHAZI" was lying on her side in Naples, and as it was understood she was not badly damaged, the Chairman suggested A.C. put in a bid for her salvage. There was a proposal that a permanent landing craft base be built over the vessel, which the Chairman pointed out would be most useful on a ferry service and Major Godfrey said he would take up the matter.

Major Godfrey.

2141. PORTS UNDER A.C. CONTROL. Ref.2117. In reply to Major Godfrey who enquired if the Report of the "Campbell Committee" had yet been authorised by A.F.H.Q., Colonel Ackerley said he would look into the present position. Col. Ackerley.

A.C. had received a letter from G-5 who had been informed that the security classification with regard to movements, arrivals and departures within the Theatre, of Merchant Ships, other than troop ships, was now removed, and Major Godfrey therefore asked if shipping Sitreps might be passed "in clear", which was confirmed by Commander Sharp.

In order to increase storage space at Civita Vecchia, Piombino, and possibly some other ports, Mr. Regan asked if Nissen huts could not be made available, for at present some unloaded cargoes were uncovered and some under tarpaulins. The Chairman considered that if possible the huts should be provided, and Major Godfrey understood that the requisition had already gone through A.C., but Colonel Ackerley doubted if it could be met.

2142. "LAMPEDUSA" & "USTICA". Ref. 2118. Advice had been received from CO.GE.MA. that "USTICA" would have to be taken off service for survey and repairs and they suggested, the Chairman said, that she be replaced by "LAMPEDUSA" to run between Palermo and the Egadi Islands. Major Godfrey said this was approved by A.C. and the allocation was agreed, as also his request that on completion of repairs, "USTICA" should return to service on A.C. account.

2143. PREVEZA. Ref. 2121. The Chairman reported that C in C Med. concurred in no further coaster sailings to Preveza being permitted until full details of the recent strandings and their causes were known. It was presumed that R.A.S.C. Italian manned schooners routed to that port would fly the defaced blue ensign.

2144. NAVICERTS. Ref. 2122. Mr. Kalloch was informed that no particulars concerning the necessity for navicerts had yet been received from the British Consulate General at Naples.

2145. SHIPMENTS OF AMMUNITION THROUGH SUEZ CANAL. Ref. 2123. Two days previously, Colonel Dunaher, Colonel Ackerley and Mr. Kalloch had gone to Bari to investigate whether the loading of ammunition ships could not be expedited and what steps were necessary in order to do so. It was clear, Mr. Kalloch said, that there were insufficient men, stevedores and carpenters to carry out the work and that additional labour did not appear to be available locally. Owing to the recent explosion, Colonel Ackerley did not consider that many civilians could be persuaded to work on ammunition ships, but said he was examining the possibility of obtaining a Docks Operating Company from the North and of whether the Engineers could provide carpenters, in which event three shifts a day could be worked, and he anticipated that future vessels could then be sheathed and loaded in about 20 days. U.S.A. had received instructions that the loading of "STEEL ENGINEER" was to cease, that the bombs already on board were to be discharged and had been informed that the Air Corps could obtain supplies from another source. Mr. Kalloch understood that the U.S.Army were being advised accordingly, but Col

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/that U.S. Army had not been instructed in the same sense as W.S.A., it was agreed that Colonel Danaher, Colonel Ackerley and Mr. Kalloch should together draft an interim reply to the authorities in America. Col.Danaher:Col.Ackerley: Mr. Kalloch.

2146. ITALIAN SCHOONER POSITION. Ref. 2131. The restriction on Sicilian schooners and other vessels sailing North of Reggio, Captain Byron stated, had now been raised.

2147. WATER SITUATION IN SOUTH FRANCE. Ref. 2134. Now that MEDLOC would shortly commence, Colonel Lassek enquired if there had been any reply to NASAB 702, in which the allocation of additional "Y" tankers for use at Naples and Marseilles had been requested, to which the Chairman replied in the negative. The latter reported that M.W.T. were committed to release three water tankers from the area and felt that, although the agreement had been made some months previously, it should be adhered to, though once the MEDLOC requirements were known, London might be advised of the consequences that would arise from the tankers' withdrawal and asked to reconsider the position in the light of changed conditions. The Chairman understood, however, that Petroleum Section, with the F.E.O., would first look into the possibility of replacing those water boats by tankers presently used on the East Coast. Colonel Lassek said two such tankers could probably be released, but this was dependent on the availability of small Italian tankers found in East Coast ports and could only be agreed if present demands remained static. It was hoped MEDLOC would start in early July when Colonel Ackerley said that in both directions, 750 men would pass through Toulon each day and the number would subsequently reach 1,500. The exact figures as regards U.S. redeployment were not known, but Colonel McKenzie said a reasonable estimate could be given shortly and it was considered an examination of the situation should then be made in order to support a request to London for additional water boats, and the Chairman said he would draft a signal for co-ordination with the appropriate authorities. Chairman.

2148. MEDITERRANEAN COAL RECEPTION SUB-COMMITTEE. Ref. 2124. Item 2 on Agenda. Liberty type vessels could still not be accepted at Genoa and Colonel Ackerley drew attention to the fact that three colliers destined for that port, "LYMAN BEECHER" already having been diverted to Bari, would have to be held until the position clarified. Permission for one Liberty ship to be discharged at anchor into barges at Genoa had been granted by C in C Med., a cereal ship now being unloaded in this manner, and in order to ease the coal situation, the Board agreed that C in C Med. should be requested to authorise the discharge at anchor of a second vessel, and Commander Sharp said he would take up the matter, it being understood from Captain Martin that sufficient craft were available. After a lengthy discussion to consider where the remaining vessels could most conveniently be discharged, it was agreed that "TERESA SCHIAFFINO", with Sardinian coal for Civita Vecchia, should be diverted to a Sicilian port, and that the resulting vacant berth should be occupied by "BEN T. OSBORN", originally due for Genoa. The Board also agreed that until Genoa were open to Liberty type vessels, the loading of Sardinian coal should be discontinued, and that the cargoes of colliers bound for that port should be trans-shipped at Civita Vecchia or Piombino into the smaller vessels thus available, and sailed to Genoa. Chair. Sharp.

2149. REPAIR SUB-COMMITTEE. Ref. 2125. Item 3 on Agenda. Noted.

2150. MEDITERRANEAN CIVIL SUPPLIES. Ref. 2126. Item 4 on Agenda. With reference to Minute 265 of the Report, and to para. 3 of Minute 2126, Colonel Ackerley said that military responsibility for delivery of U.N.R.R.A. supplies to

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changed conditions. The Chairman understood, however, that Petroleum Section, with the F.E.O., would first look into the possibility of replacing those water boats by tankers presently used on the East Coast. Colonel Lassek said two such tankers could probably be released, but this was dependent on the availability of small Italian tankers found in East Coast ports and could only be agreed if present demands remained static. It was hoped MEDLOC would start in early July when Colonel Ackerley said that in both directions, 750 men would pass through Toulon each day and the number would subsequently reach 1,500. The exact figures as regards U.S. redeployment were not known, but Colonel McKenzie said a reasonable estimate could be given shortly and it was considered an examination of the situation should then be made in order to support a request to London for additional water boats, and the Chairman said he would draft a signal for co-ordination with the appropriate authorities. Chairman.

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2149. REPAIR SUB-COMMITTEE. Ref. 2125. Item 3 on Agenda. Noted.

2150. MEDITERRANEAN CIVIL SUPPLIES. Ref. 2126. Item 4 on Agenda. With reference to Minute 265 of the Report, and to para. 3 of Minute 2126, Colonel Ackerley said that military responsibility for delivery of U.N.R.R.A. supplies to Albania continued until 31st July, 1945, although the question of U.N.R.R.A. assuming that responsibility at the end of June was under consideration.

In reply to Mr. Nicol who asked whether bulk grain could yet be accepted at Trieste, Colonel Ackerley said that bagged grain was presently being shipped/

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/shipped there, but that A.M.C. were to investigate the position shortly and would report on the matter.

Owing to flag restrictions on vessels putting into Albania, the Chairman pointed out that when the provision of shipping for carriage of civil supplies fell on M.W.T./W.S.A., it might not be possible to meet the U.N.R.R.A. programme in its entirety, and suggested that the question of Italian schooners then being permitted to sail to Albanian ports might be taken up, which Commander Sharp said he would do. Cmdr. Sharp.

A.C. considered that civil supplies required at Venice and Trieste could be lifted in vessels allocated on their account, but Major Godfrey said that if the liner sailings were to be affected through lifting supplies to Genoa, additional shipping would be asked for. Colonel Ackerley stated that tonnage could not be provided to lift A.C. supplies from Sicily and that cargoes from military ports only could be combined with shipments on military account. In view of the possibility of 700,000 tons of phosphates a year being imported into Italy, the Chairman was of the opinion that A.C. would in future have to make a more selective programme than at present and pointed out that possibly only a slight increase in shipping above the present allocation would be available.

So far as imports of meat into Italy from the Argentine were concerned, C.C.S. had enquired, Colonel Ackerley said, whether the Italian Government would be willing to negotiate for Argentine shipping to be used.

As regards wheat shipments to Italian ports (vide para. 2, Minute 2100), Colonel Ackerley stated, in reply to the Chairman, that a request had been made for the August call forward of approximately 36,000 tons to be deferred indefinitely and for the July call forward of about 200,000 tons to be spread over July and August.

In order that the increased imports into Italy could be accepted, Mr. Nicol considered a detailed examination of the situation would be necessary.

2151. TANKER COMMITTEE. Ref. 2128. Item 5 on Agenda. Major Launder reported that C in C Med. now permitted tankers to gas free on their normal routes in the Mediterranean and stated that no delay through gas freeing should now be experienced.

Resulting from high priority shipments being required in the Pacific, the policy had been established that no oil bunkers were to be given to any ships not on intra Mediterranean service, and Colonel Lassek explained that, only in cases where an additional demand for fuel had been made in advance, could such vessels be bunkered. The case of South African colliers was raised by Colonel Ackerley who pointed out that if they took on fuel at Port Said, their drafts would preclude acceptance at all but two berths in Italian ports, but it was felt such vessels should postpone bunkering until the return voyage.

2152. FUNCTIONS OF MEDBO. Ref. 2036. Item 6 on Agenda. The Board noted signal D.SAN 110, suggesting the functions of MEDBO in relation to Zone 3 of U.N.R.R.A., and the signal M.SAN 716, sent in reply.

2153. FRENCH SHIPPING. Ref. 2062. No objection was seen to the proposal, reported by Colonel Ackerley, that a French officer should visit Italy and Sardinia for the purpose of examining French vessels.

2154. WATER SITUATION AT NAPLES. Ref. 1490. It was reported that the taking on of water by "TOILDINE" at Naples was slow and Colonel Lassek understood that the possibility of using a "Y" boat from the Capri service to help fill the former vessel, and so expedite her sailing to Leghorn, was being considered. Colonel Dunbar said the question was dependent on the needs of Capri, where Major Launder thought there were now sufficient stocks to release a "Y" boat temporarily, but as Colonel Dunbar believed "TOILDINE"'s intake was good, the Chairman said he would look into that matter. Chairman.

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In order that the increased imports into Italy could be accepted, Mr. Nicol considered a detailed examination of the situation would be necessary.

2151. TANKER COMMITTEE. Ref. 2120. Item 5 on Agenda. Major Launder reported that C in C Med. now permitted tankers to gas free on their normal routes in the Mediterranean and stated that no delay through gas freeing should now be experienced.

Resulting from high priority shipments being required in the Pacific, the policy had been established that no oil bunkers were to be given to any ships not on intra Mediterranean service, and Colonel Lassek explained that, only in cases where an additional demand for fuel had been made in advance, could such vessels be bunkered. The case of South African colliers was raised by Colonel Ackerley who pointed out that if they took on fuel at Port Said, their draft would preclude acceptance at all but two berths in Italian ports, but it was felt such vessels should postpone bunkering until the return voyage.

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2155/ .....

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2155. SHIPPING LIAISON OFFICER, ADRIATIC. A suggestion by F.O.T.A.L.I. that the appointment of S.L.O.A. should lapse, was referred to by Colonel Ackerley who proposed, in that event, that instead of vessels for the Heel being routed to Augusta for subsequent call forward by S.L.O.A., they should be sailed to Taranto for orders.

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Mediterranean Shipping Board,
A.F.H.Q. C.M.F.

16th April, 1945.

DREDGING COMMITTEE.

To: J. B. Hurley Esq.,
Ports & Warehouse Division, A.C.
From: Secretary, Dredging Committee.

Dredging Committee Minutes.

The Minutes of the 7th Meeting of the Dredging Committee on 9th April, 1945 are enclosed, together with those of Meetings 1 - 6 inclusive, as requested by you.

A copy of the Minutes of each future Meeting of the Dredging Committee will be forwarded to you.

Senior Naval Officer, Red Sea and Canal Area has been requested to obtain from the Suez Canal Company particulars of price of those dredgers they are willing to sell or hire, and when received, his reply will be passed to you. In the meantime copy correspondence between the Suez Canal Company and Naval Authorities on this subject, is sent for your information.

margaret hickie.

Secretary,
Dredging Committee.

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(Dredging Committee)

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 347
Ref. ~~AC/S-4/307/Amd~~

JBH/lml
16 April 1945

INTER-OFFICE MEMORANDUM

SUBJECT : Dredging Meeting.

TO : Mr. R. M. Buttenwella
Chief, Port & Wtwy. Division

On Monday April 9th, a meeting was held at AFHQ by the Mediterranean Shipping Board Dredging Committee and the question of dredging the following ports was raised:

Leghorn: It was decided that this port would receive No. 1 Priority because of its importance in handling military and civilian supplies - work to begin immediately and estimated completion six weeks.

Civitavecchia: Work will commence at this port as soon as dredging equipment is released at Leghorn.

Licata: This work will be taken care of by a dredge allocated to North Africa.

Piombino: It was suggested that an inspection by divers be made at this port, in order to ascertain the condition of the bottom in regards to scrap metal, debris, etc. C. C. MEMO is being requested to supply divers.

Torre Annunziata and Castellammare: Further investigation being made at these ports to determine the extent of work and time necessary to have dredging equipment on spot.

Storms for Dredges: Decided to request the Italian Government to furnish supplies necessary for dredging equipment.

After the meeting adjourned I asked Captain Robinson if it would be possible to have Lt. Marens attend future meetings of this Committee with a representative from this Division. Captain Robinson suggested that you write a letter to the Chairman of the Mediterranean Shipping Board. I feel that Lt. Marens would be very helpful to the representative of this Division, if its possible for him to attend future meetings of this committee.

Attached herewith you will find copy of minutes of previous meetings and correspondence in connection with dredging.

1187

JAMES H. HILLEY

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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 347
Ref. AC/3.2/27/Tn6

JBH/lml
16 April 1945

INTER-OFFICE MEMORANDUM

SUBJECT : Dredging Meeting.

TO : Mr. R. M. Bazzenella
Chief, Port & Whse. Division

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Piombino: It was suggested that an inspection by divers be made at this Port, in order to ascertain the condition of the bottom in regards to scrap metal, debris, etc. C. C. MEDBO is being requested to supply divers.

Torre Annunziata and Castellammare: Further investigation being made at these Ports to determine the extent of work and time necessary to have dredging equipment on spot.

Stores for Dredges: Decided to request the Italian Government to furnish supplies necessary for dredging equipment.

After the meeting adjourned I asked Captain Robinson if it would be possible to have Lt. Marena attend future meetings of this Committee with a representative from this Division. Captain Robinson suggested that you write a letter to the Chairman of the Mediterranean Shipping Board. I feel that Lt. Marena would be very helpful to the representative of this Division, if its possible for him to attend future meetings of this Committee.

Attached herewith you will find copy of minutes of previous meetings and correspondence in connection with dredging.

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JAMES B. HURLEY

Attachments: As stated above

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12

1 Apr 45

C-4(Mov & Tn) 5/117/GEN

HANDLING OF LICATA

1. C-4(Mov & Tn) CINC Med 1 Apr 1. HQ Allied Commission has advised that the port of LICATA is silting and the general depth is now only 16 ft. It is essential that the port be kept open for the import of phosphate rock and export of sulphur.

2. It is requested, therefore, that consideration be given to the dredging of the port. The quantity to be dredged is approximately 200,000 cubic meters. The bottom is sand and mud. The required depth is 21 ft.

V. [illegible], Major,
for Brigadier,
D.Q.M.G. (Mov & Tn)

VL/KFS

Copy to 1 MMFR

0328

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DUPLICATE

Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters.
27th March, 1945.

Med.45/1089/4/6.
G-4 (MOV & TN), ALLIED FORCE HEADQUARTERS.
(Copies to:-
Headquarters Allied Commission,
Transportation Sub-Commission.
The Director of Harbour Craft, Allied
Force Headquarters.
G-5, Allied Force Headquarters).

DREDGING SALERNO -- USE OF "ROMA".

With reference to your G-4 (MOV & TN)5/117/GDM dated 25th February 1945, the dredger in question can not at present dredge to the depth required at Salerno. An extension to the suction pipe is being prepared however, and it should be possible to undertake the work at Salerno after the completion of work for which the dredger is at present allocated at Fuimicino.

2. It will be necessary for the Allied Commission to arrange supervision of dredging at Salerno in due course.

J.W.S. Hounsell

COMMODORE ADMINISTRATION

1184

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COPY for Mr. Darley

Ports Warehouse Div

ALLIED FORCE HEADQUARTERS
G-4(Mov & Tn) 5/117/GEM

25 Feb 45

Subject : Dredging SALERNO.

To : C-in-C Med.

Tel: FREEDOM 302

1. Application has been made by HQ Allied Commission for a dredging operation at SALERNO, which if carried out will increase the port capacity.

2. There is a bar with 22' draft which could be dredged to 25'. A passage 8 metres wide could be cleared in 15 days, which would be sufficient to admit a Liberty. It is estimated that it would take six weeks to give an overall depth of 24'

3. It is estimated that 2160 cu feet will require to be dredged to clear a passage over the Bar.

4. The West Quay has a draft of 24' and such a dredging operation would obviate lightening to 22' at CASTELLAMMARE.

5. It is suggested that the dredger 'ROMA' be sent to SALERNO to carry out this work.

CS/EW/MS

(Sgd) (C.F. RUSSELL) Lt Col
for Brigadier,
DQMG (Mov & Tn)

Copy to : HQ Allied Commission, Tn Sub-Commission
DOHC
G-5

MEDITERRANEAN SHIPPING BOARD.

26TH JANUARY, 1945.

NOTIFICATION OF DREDGING REQUIREMENTS.

It is requested that authorities requiring dredging to be undertaken at any time should carry out the following procedure:-

1. Authorities requiring dredging work to be done should signal by the 7th of each month to MEDBO, for Dredging Committee, the following information:-
   a. Port where dredging is required and whether in harbour or open water.
   b. Approximate quantities involved and nature of bottom.
   c. Present and required depth of water.
   d. Purpose for which required.

2. Projects once reported need not be repeated.

3. Nil returns are not required.

(sgd) MARGARET MICHIE

Assistant Secretary,
MEDBO.

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bottom.

c. Present and required depth of water.

d. Purpose for which required.

2. Projects once reported need not be repeated.

3. Nil returns are not required.

(sgd.) MARGARET MICHIE

Assistant Secretary,
MEDBO.

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

SECRET.

Chairman

MEDITERRANEAN SHIPPING BOARD.

DREDGING COMMITTEE.

No. 6.

MINUTES OF MEETING HELD AT 1430 HOURS ON THE 18TH JANUARY, 1945.

Chairman:	Captain P.R. Robinson R.N.V.R.	F.C.E. to C in C Med.
Present :	Commander I.G. Cromford R.N.V.R.	A.F.C.E.to C in C Med.
	Major V. King	G-4 Mov & Tn. (Br.).
	Captain F.J. Quinn, U.S. Army	Tn. (Am.).
	Monsieur le Terrier	Ingenieur Travaux Maritimes.
	Mr. R. Nicol	Dep.Reg.Dir., W.S.A. Med.
	Mr. A.C. Hogarth	D.M.W.T.R.
	Mr. A. Steedman	ALLIED (Minerals Div.).
	Mr. R. Hughes	D.C.M.C. Representative.
	Miss M.M. Michie	Assistant Secretary.

A signal had been received from the Middle East regretting that a representative could not be sent to the Meeting.

44. SFAX. Ref. 32. The loss of the dredger "ORION", on passage to Sfax, was reported by the Chairman, who did not think it would be possible to replace it by one from Italy, as suggested by Monsieur le Terrier, on account of the lengthy tow involved. The two hopper barges had, however, been saved and, after repairs to one of them had been completed at Philippeville, they would both be in working condition.

Two proposals were then put forward to meet the changed situation at Sfax, the dredging of which port Mr. Steedman re-iterated was of high importance, for additional exports of phosphates from Sfax would have to be considered to meet increased demands and maintain the overall programme which had been reduced through lack of electricity in Morocco for drying phosphates, shipments of which had declined as a result.

Mr. Steedman suggested that when repairs to the dredger "KIL" at Bizerta were completed on 1st March, the date given by Flag Officer, Tunisia, in conjunction with the French Admiral, she should proceed to La Goulette and complete the dredging there, a matter, he considered, of about three months. By that time the weather would have improved sufficiently to allow the passage of a dredger around Cap Bon and he therefore proposed that "KIL" should then go to Sfax and do the dredging there, which would take some four months, and should be finished only a short time after the original completion date given. The "AFRICAINE" was presently working at Sfax and dredging off the quay so that vessels of 25ft. 6" draft could load there and sail on the high tides, but once the "KIL" had commenced work at Sfax it was suggested that the former dredger should be released to Mers el Kebir or for use elsewhere.

As Monsieur le Terrier felt doubtful that repairs to "KIL" could be finished by the date given, he proposed this dredger should, when ready, work on test at Bizerta where, if necessary, further repairs could be undertaken. "SALMAN", he suggested, should be towed from Morocco to Sfax, not La Goulette, (vide Minute 37, para 2.) the same tug returning with "AFRICAINE" to Mers el Kebir and then taking "LA MARCHE" from there to La Goulette. On completion of the work at La Goulette, "LA MARCHE" would then proceed to Sfax. The Chairman pointed out, however, that these towe could not be undertaken until the summer months and that although the channel in Bizerta lake had silted up to some extent it was still deeper than the entrance canal from which the wrecks had not yet been

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Mr. A. Steedman — D.C.P.S. Representative.
Mr. R. Hughes — Assistant Secretary.
Miss D.M. Michie

A signal had been received from the Middle East regretting that a representative could not be sent to the Meeting.

44. SFAX. Ref. P2. The loss of the dredger "ONION", on passage to Sfax, was reported by the Chairman, who did not think it would be possible to replace it by one from Italy, as suggested by Monsieur le Terrier, on account of the lengthy tow involved. The two hopper barges had, however, been saved and, after repairs to one of them had been completed at Philippeville, they would both be in working condition.

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As Monsieur le Terrier felt doubtful that repairs to "KIL" could be finished by the date given, he proposed this dredger should, when ready, work on test at Bizerta where, if necessary, further repairs could be undertaken. "CAIMAN", he suggested, should be towed from Morocco to Sfax, not La Goulette, (vide Minute 37, para 2.) the same tug returning with "AFRICAINE" to Mers el Kebir and then taking "LA MARCHE" from there to La Goulette. On completion of the work at La Goulette, "LA MARCHE" would then proceed to Sfax. The Chairman pointed out, however, that these tows could not be undertaken until the summer months and that although the channel in Bizerta lake had silted up to some extent it was still deeper than the entrance canal from which the wrecks had not yet been cleared, and he therefore did not consider that dredging at Bizerta could yet be undertaken, and it was agreed that other projects took precedence over it.

The Committee agreed that the former proposal appeared the more practicable and that it should be put into operation. It was emphasised that the execution of this plan was dependent on the repairs to "KIL" being completed by 1st March and that every endeavour should be made to ensure that the dredger would be ready at that date, if not earlier. If by some chance this should not be possible,/

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/possible, the question of towing "CALAO" from Morocco could then be considered.

45. La GOULETTE. Ref. 33. As stated in the preceding Minute, the dredging at this port would be carried out by "KIL" once she had been put into working condition. The Chairman said he would arrange for the necessary supply of coal for this dredger and also for the two barges from "ORION" to be sent to La Goulette. Chairman.

A letter from the Ministry of Supply stating that exports of Iron Ore from North Africa would probably have to be increased to 150,000 tons a month, was quoted by Mr. Steedman, who said that a great part of additional shipments would take place from La Goulette and it was therefore most important that the dredging be completed to 27 feet in order to allow Liberty type vessels to load there.

46. BENISAF. This port, with a normal draft of 24ft. 6", had silted up and Mr. Steedman said that in view of the necessity of exporting 250,000 tons of Iron Ore a year from Benisaf, it was recommended that dredging take place. There was only a small dredger there at the moment and Mr. Steedman proposed that "LA MARNE" be transferred from La Goulette to Benisaf where, he considered, the work could then be done in four months. It was agreed that C in C Med. be requested to instruct F.C.W.M. to approach the Governor General of Algeria to obtain his permission to this transfer. If the proposal were not agreed the question of obtaining a dredger from Morocco would be gone into. Chairman.

47. DREDGING AT CIVITA VECCHIA. Major King reported that A.C. had requested the use of a bucket dredger in four to six weeks' time at Civita Vecchia, in order, primarily, to clear away rubble against the quay. The work was of importance for it was intended to increase the port capacity so that additional shipments could be handled, and in particular augment the supply of coal to Rome. The only bucket dredger available in the vicinity was one at Olbia, Sardinia, belonging to the Italian Government, which the Chairman thought might be suitable. Mr. Nicol suggested that A.C. send a representative to examine this dredger and if found to be satisfactory the Chairman said arrangements would be made for it to be sent to Civita Vecchia, provided the tow was agreed by C in C Med. Maj. King.

48. DREDGING AT NAPLES & LEGHORN. The dredging at Naples, Captain Quinn reported, was in hand but a certain amount of silting up had occurred at Leghorn and it was requested that dredging take place as soon as possible. The Chairman stated that the shallow draft suction dredger "ROMA", at Naples, was the only one that could be made available for this work and suggested the Italian Government should be requested to make a contract with the owners for its use.

49. FIUMICINO. A.C. had also put forward a request for dredging at this port and Major King said once the wreck had been cleared a shallow draft dredger would be required to work in sheltered water at the entrance of the Fiumicino-Rome canal by which coal would be taken to Rome. The "ROMA", mentioned above, had been seen by an A.C. representative who recommended it be used at Fiumicino, but the Chairman felt that as this dredger would have to serve Leghorn as well, a priority between the two requirements should be established. Major King and Captain Quinn said they would take up this matter. Maj. King. Capt. Quinn.

There was a very small and very slow dredger at Ischia, which could work down to 15ft. which the Chairman thought might be used, provided the volume of material to be moved was not too great and Major King said he would ascertain the extent of dredging required. The Chairman said he would look into the possibility of moving both these craft from their present locations, and thought if long range weather forecasts could be provided, they might make the passage

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50. PIOMBINO. This port was to be opened up by A.C. who, Major King said, wished the depth of water increased from 14ft. to 18ft. which he understood could be done as the harbour had only silted up and rock was not found until 19ft. "ROMA" would also have to be used at this port but it was agreed that Leghorn and Fiumicino/

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/Fiumicino should be handled first. The use of the dredger from Ischia would also be considered.

51. DREDGERS FOUND IN GREECE. Ref. 40. Repairs to these dredgers had been somewhat delayed by disturbed conditions and the Chairman said that financial difficulties had arisen.

52. COAL FOR DREDGING PLANT AT SFAX. Ref. 41. Flag Officer, Tunisia, had been authorised to issue 300 tons/coal from naval stocks, but Mr. Steedman said this amount was required each month and the Chairman agreed to take up the matter again.

Chairman.

53. GENERAL DIRECTIVE ON DREDGING POLICY. Ref. 42. As the powers of the component members of the Dredging Committee extended to areas beyond the jurisdiction of MEDBO, the Chairman felt further discussions on the Directive should be deferred until Mr. Gibson Graham's return from London.

54. NOTIFICATION OF DREDGING PROJECTS. As it was felt that some authorities might not be aware of the correct procedure to be followed in putting forward present and future dredging requirements, it was agreed that details of the information needed by the Dredging Committee should be passed to MEDBO with the request that the members should accordingly instruct their various departments concerned.

Secretary.

55. MOGADISHU. A request had been received from the Dredging Co-Ordinating Committee for MEDBO to lend a dredger to carry out a 2/3 months requirement at Mogadishu but the Chairman said it had been replied that this was not possible owing to existing commitments. It had, however, been suggested that a suction dredger owned by the Suez Canal Co., which they were willing to hire or sell, might be of use.

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FIUMICINO — Dock outside entrance of Fiumicino is, since a few months, greater than inside the port-canal itself.
For removing some of the obstructions in the port-canal will require a dredger with a depth of 4 m. in the port-canal will require cofferdam from the outside the cofferdam existing at the port-entrance be raised by some of 3 m.
On other hand dredging of entrance of Fiumicino is not considered as immediately necessary and other port needs be given priority.

RIVER TIBER — Dredger "Bucket" called FERRARIS, owned by "Genio Civile" is actually on the river in Rome, at Porto di Ripa Grande. Dredger is in working condition and is always kept used in normal times by Genio Civile for river dredging. Personnel, barges and tug boat are required for operation.
2 Diesel barges owned by same Genio Civile have been located by A.C. near Porto at FIUMICINO but Genio Civile has been advised and will arrange for their transfer to Rome. A.C. will have to provide for tug-boat.
A 120 HP diesel boat, recently salvaged and owned by Royal Italian Navy, is actually under release at Fiumicino.
A.C. has already got authority to ask Navy to let

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The above sections drawings of entrance of steamboats is not considered an immediate necessity and also not thought to be very necessary.

RIVER TIGER Dredge (Suction) "CAMILLO CERRERIS" owned by "GENIO CIVILE" is actually on the river in Rome, at "Porto San Paolo". Dredge is in working condition and is always kept used in annual draft by Genio Civile, for river deepening. Dumping barges and tug boat are required for operation.

2 dumping barges owned by same Genio Civile Rome have been located by A.E. recent party at TALAMONE Genio Civile has been advised and will arrange for these transfer to Rome. A.E. will have to provide for tug-boat.

A 120 HP diesel boat, recently salvaged and owned by Royal Italian Navy, is actually lying idle at Fiumicino.

A.E has already got authority to have to let Genio Civile use the diesel boat for dredging dredges on the river.

Under the circumstances, it will not be necessary to send a dredge to work on the river since neither a couple of weeks local equipment as erected to be ready to start operation.

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SILLEXNO

Suction Tank, vertical, 4' dia. x 8' high, must be recommended by users to the customs at the time of the entrusion of the bank and after completion of this for proper working of the whole system or increase according to the state of advance of the construction of the additional provisions to be made to some of the above as not at the entrance of the work to be completed to meet the above needs must be made to the and if necessary.

(PIONEERING)

A certain Quantity of dredging is required in the inlet on the South Western Side of Port Level and along the Western side of Garden Level

It is expected work will not require the use of a dredger for more than a week at a time.

A Suction dredger is available to the port if it is required for maintenance by divers to make surveys of the bottom of the channel in order to ascertain the state of the bottom in regard to sand, metal debris etc.

CIVIL ENGINEERING

A Breakwater is required there to improve depth of water in order to have safe distance depths at C.D. without altering level at Berths

If equipment is available it is suggested that port be given priority in all the Ports on account of the importance of deep water of Lagos.

to this end it necessary.

(PIONEERING) A certain amount of pioneering is required in this unit on the South Western Block of Fratoli Level and also the Western side of Eastern Level. It is doubtful work will not require the use of a dredge & more than a week at a time.

A suction dredge is available for the job & it is suggested the operation be carried on continuously for 24 hours in order to ascertain the rate of the bottom is moved to keep water debris, etc.

DIFFERENCING A dredge is required there to improve depth of water is main to have steep discharge channels at E.V. not less than four feet at low tide.

If equipment is available it is suggested the job be given priority on all the Valley on account of the importance of this area of this.

LIGHTS Lights required in the shoal that the entrance of that unit is considerably lifted. Consideration should be given also to this unit if safety is planned to stop this.

for 16 ft to 21 feet.

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0342

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COPY.

Suez Canal Company Dredging Plant.

From: Senior Naval Officer, Red Sea and Canal Area.

Date: 11th December, 1944. No. R.S. 1001/11.

To : Secretary, MEDBO Dredging Committee, A.F.H.Q., C.M.F.
(Copy to:- Flag Officer, Levant and Eastern Mediterranean).
(No. 5529/R.S. 1001/11).

Enclosed are copies of letters received from the Suez Canal Company and the Repair Officer Canal Area concerning dredging equipment which the Company are willing to hire or sell to Admiralty.

2. Briefly the position is as follows: The Canal Company are willing to hire out six dredgers and two hoppers and to sell two additional hoppers, on the following understanding:-

(a) craft to be returned to Canal Company if required by them six months notice to be given

(b) craft seriously damaged or lost during period of hire to be replaced by Admiralty

(c) dredging equipment required by Canal Company to receive priority for repairs

(d) craft to be taken up by Admiralty only if considered absolutely necessary for the conduct of the war.

3. Repair Officer Canal Area states he is unable to give an accurate description of the condition of the dredgers and hoppers without slipping them. He does not consider the expense justified at this stage of the negotiations but he gives details of the size, capacity etc., of the craft in question.

4. Particulars as regards price have not yet been received from the Canal Company. They will be forwarded as soon as received.

(Sgd) W.W. SITWELL

for COMMODORE.

No. 1178

0343

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COPY

ROYAL NAVAL REPAIR OFFICE,
CANAL AREA,
PORT FOUAD,
6th December, 1944.

Ref. No. R.C/7867/44

SENIOR NAVAL OFFICER, RED SEA AND CANAL AREA.

Submitted.

With reference to your No. RS. 1001/11 dated 15th November, 1944.

2. To carry out a survey of all these craft would necessitate slipping for docking and opening up of machinery and boilers and would involve considerable expense.

3. It is therefore suggested that the following list of details be forwarded in the first case. Surveys could then be undertaken if the vessels are likely to be required.

4. It will be noted that those offered for sale are all old and the remainder are far from new. It is not considered that these craft could make an ocean voyage in tow or steaming.

(sgd) (?)

CAPTAIN R.N.
ROYAL NAVAL REPAIR OFFICER.
CANAL AREA.

0344

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COPY.

Canal Company Dredging Plant.

From: Senior Naval Officer, Red Sea and Canal Area.

Date: 15th November, 1944. No. R.S. 1001/11.

To : Repair Officer, Canal Area.

The Suez Canal Company have supplied me with a list of dredgers and hoppers which they would be willing to sell or charter to Admiralty if required.

The list is given below and it is requested that you arrange a survey of these craft and inform me of their general condition and the approximate time required for any necessary repairs.

Craft.	Location.	Terms
Dredger No. 11	Ismailia	Charter
Dredger No. 2	Suez	Charter
Dredger No. 4 x	Port Said	Charter
Dredger No. 5 bis	Ismailia	Charter
Dredger No. 6 bis. x	Port Said	Charter
Dredger No. 9	Suez	Charter
Hopper No. 33 xx	Uncertain	Charter
Hopper No. 45	Suez	Charter
Hopper No. 58	Ismailia	Sale
Hopper No. 64	Suez	Sale

x. - These two dredgers are at present in use as Boom Vessels at Port Said.

xx - This hopper moves up and down the Canal. Her location will be discovered when date of survey is decided.

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(sgd) D. YOUNG-JAMIESON.

COMMODORE.

0345

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HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
(Movements Division)

JJS/vb

Tel: Ext. 318

9th March, 1945.

820/1/Tn.3.

SUBJECT: Payment of Stevedores.

TO : Finance Sub-Commission.

1. Reference conversations Brigadier Grafftey-Smith/Colonel Sieff of various dates, attached hereto are copies of Minutes 1660, 1703, and 1808 of the Mediterranean Shipping Board meetings.

2. It is probable that further discussions on the method of payment will take place at meetings of the Campbell Committee which has just started work. In the meantime could you please say if there is anything in Minute 1809 which you feel will cause problems in the future which could be avoided by taking action different to that outlined in this Minute.

for MERRITT H. TAYLOR,
Director,
Transportation Sub-Commission.

cc. Shipping Sub-Commission.
M.F.T.
W.M.A.
Port & Warehouse Division, Tn. S/C.

Encl.

COPY

MINUTES OF MEETINGS OF MEDITERRANEAN SHIPPING BOARD

Minute No. 1660 of Meeting held on 16th January, 1945.

Italian Stevedoring Contract:

A draft form of contract put forward by Mr. Gibson Graham was discussed by the Board. Captain Williams maintained that the Italian Government were liable, under the Armistice Agreement, to provide the services of stevedores, free of charge, for the unloading of military cargoes. It was pointed out, however, that this would cause extra work to fall on accounting departments who would not be able to undertake it with present staffs. The question then arose as to whether stevedores could be considered to form part of "local resources or services" to be supplied to the United Nations under the terms of the Armistice, or whether they were classified as man power necessary for the function of these services. The Board considered this a matter that they could not decide and it was agreed that Captain Williams should draft a Memorandum to be forwarded through the appropriate channels to J.A.C. for a ruling on this point.

Minute No. 1703 of Meeting held on 30th January, 1945.

Italian Stevedoring Contract:

Ref. 1660. The Chairman reported that a reply had been received from J.A.C. Branch who considered that the interpretation of the terms or conditions of the Italian Armistice Agreement was a matter for the Allied Commission and that the Board's letter had accordingly been forwarded to G-5. Commodore Perryman said, however, that a copy of an earlier letter from Navy Sub-Commission to C-in-C. Med. had been received, which stated that the Italian Government was responsible for providing stevedoring services directly, or funds for the payment thereof. This letter also stated that the procedure was in accordance with Admiralty Fleet Order No. 1628 of 23rd March, 1944.

Minute No.1808 of Meeting held on 27th February, 1945.

Italian Stevedoring Contract:

Ref. 1703. In order to ensure the most efficient use of stevedores, the Chairman was of the opinion that a stevedoring contract should be brought into force for use at all Italian ports. He felt the operator of the ship, Sea Transport, M.W.T. or F.R.A., as the case might be, should then employ the stevedores

SECRET

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MEDITERRANEAN SHIPPING BOARD

Italian Stevedoring Contract

1. It has been agreed by the Board that a uniform document of Stevedoring Contract should be in use for Italian, Sicilian, and Sardinian ports.

2. It has also been agreed that the "SHIP" shall engage and pay the stevedores, i.e. Sea Transport will deal with Sea Transport vessels, W.S.A. or their agents with W.S.A. ships, and M.W.T. similarly, and in the case of American Army transports, Transportation Section, where they employ civilian stevedores.

3. The Board has considered the various expressions of opinion as to who should pay the cost of stevedoring, and are of the opinion that this is still unclear. It was agreed therefore, that whilst the various authorities mentioned above shall engage and pay the cost of loading and discharging in lire, that the resultant accounts may be transmitted to the Allied Commission for a final decision as to whether this should fall on the shoulders of the Italian Government or not.

4. As regards the rates to be paid, the following were the rates which were agreed for the port of Civitavecchia:-

	OUTPUT OR INTAKE PER GANG PER EIGHT HOUR SHIFT	RATE IN LIRE PER TON
Coal	100 tons	58
Zinc in barrels	65 tons	65
Salt in bulk	70 tons	80
Salt in bulk inc. bagging in holds	55 tons	170
Grain in bulk inc. bagging in holds	60 tons	155
Grain in bags	100 tons	54
Food in cases	50 tons	111
Flour in bags	100 tons	59
Cased Cargo	100 tons	56

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4. As regards the rates to be paid, the following were the rates which were agreed for the port of Civitavecchia:-

	OUTPUT OR INTAKE PER GANG PER EIGHT HOUR SHIFT	RATE IN LIRE PER TON
Coal	100 tons	58
Wine in barrels	85 tons	65
Salt in bulk	70 tons	80
Salt in bulk inc. bagging in holds	55 tons	170
Grain in bulk inc. bagging in holds	60 tons	155
Grain in bags	100 tons	54
Food in cases	50 tons	111
Flour in bags	100 tons	59
Casked Cargo	100 tons	56
Sugar in bags	100 tons	59

These tonnage rates apply to cargo worked between the hours of 08.00 and noon and between 13.00 and 17.00. For cargo worked at other times or at any time on Sundays, the rates are subject to an increase of 50%. All rates are per ton of 1000 kilos.

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5. For your guidance, the basis on which these were made up are as follows:-

I) The basic tonnage rates payable to the men as agreed by all parties concerned including U.S.A. and as set out in attached Minutes of Meeting held on 28/11/44, plus

2)/

ep24/4/46

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2) Insurance contributions payable by the Master Stevedore plus -

3) Overheads and profit of Master Stevedore

For example, COAL:

1)	Rate payable to men	Lire	29.00
2)	Accident Insurance (on tonnage basis)	"	4.00
	Pensions Insurance (on percentage)		0.90
	Family Indemnity (on ")		5.25
	53rd Week (on ")		0.75
	Sickness Insurance (on ")		0.75
			40.65
3)	Use of gear (on tonnage basis)		3.00
	Insurance of gear (on " ")		2.00
	Insurance 3rd party (on " ")		4.00
	Foremen (day and night) (salaries)		1.00
	Transport of key men and staff		4.00
	Offices, staff, profit		3.00
			57.65

Hence the rate of Lire 58 for Coal. All other rates have been worked out on the same basis.

It is understood that these rates of freight may vary from port to port although there should not be any violent fluctuations in view of the fact that A.C. have fixed the cost of labour.

6. It is requested that you shall take this matter up within your Port Committees and advise the proper authority to whom you are responsible i.e. P.S.T.O., W.S.A.R., or M.W.T.R. as and when you have been able to make satisfactory arrangements within these terms.

Sgd. J. GIBSON GRAHAM

Chairman, Mediterranean Shipping Board.

28th February, 1945.

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2)	Accident Insurance (on tonnage basis)	"	4.00
	Pensions Insurance (on percentage)		0.90
	Family Indemnity (on ")		5.25
	53rd Week (on ")		0.75
	Sickness Insurance (on ")		0.75
			10.65
3)	Use of gear (on tonnage basis)		3.00
	Insurance of gear (on " ")		2.00
	Insurance 3rd party (on " ")		4.00
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Sgd. J. GIBSON CRAIGIE

Chairman, Mediterranean Shipping Board.

28th February, 1945.

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STEVEDORING CONTRACT

The following are the terms of an agreement made this day between:-

.....

and .....

the latter herein after referred to as "the Stevedore"

1) GENERAL CONDITIONS

The Stevedore agrees:-

(a) to undertake the discharging or stevedoring of cargo as may be directed by or their Representatives at the rates and under the conditions hereinafter set out.

(b) to lift the cargo from the holds of the vessel(s) and place it into such railway wagons, trucks, vehicles or craft as may be provided in immediate proximity to ships' side or alternatively to deposit the cargo on the quay within the limit of the reach of the vessels' tackle or, inversely and under the same conditions.

(c) to lift the cargo from the quay or such wagons, trucks, vehicles or craft as may be placed immediately adjacent to the ship and to stow the cargo in the holds of the ship as may be directed by or the Master or his Officers.

(d) to supply all gear necessary for the performance of his obligations under this agreement.

(e) to supply two winchmen per hatch for hatches with two winches and gangmen as necessary for hatches operated by one winch.

(f) to accept full responsibility and make reimbursement for all damage to vessels, their gear and cargoes arising from the negligence of or sabotage by persons employed by him in the discharge or loading, and for expenses incurred through delays arising from such damage and for all third party risks to persons and property arising from such negligence or sabotage.

(g) to strip off hatches and beams prior to commencement of discharge or loading, to clean holds to the satisfaction of ships' Officers on completion of discharge of each hold and to beam up on completion of discharge or loading as may be required by ships' officers.

(h) to accept for the purpose of accounts the weights indicated in Bills of Lading or other official documents.

(i) to supply labour when required and when available to work all

The Stevedore agrees:-

(a) to undertake the discharging or stevedoring of cargo as may be directed by or their Representatives at the rates and under the conditions hereinafter set out.

(b) to lift the cargo from the holds of the vessel(s) and place it into such railway wagons, trucks, vehicles or craft as may be provided in immediate proximity to ships' side or alternatively to deposit the cargo on the quay within the limit of the reach of the vessels' tackle or, inversely and under the same conditions.

(c) to lift the cargo from the quay or such wagons, trucks, vehicles or craft as may be placed immediately adjacent to the ship and to stow the cargo in the holds of the ship as may be directed by or the Master or his Officers.

(d) to supply all gear necessary for the performance of his obligations under this agreement.

(e) to supply two winchman per hatch for hatches with two winches and guymen as necessary for hatches operated by one winch.

(f) to accept full responsibility and make reimbursement for all damage to vessels, their gear and cargoes arising from the negligence of or sabotage by persons employed by him in the discharge or loading, and for expenses incurred through delays arising from such damage and for all third party risks to persons and property arising from such negligence or sabotage.

(g) to strip off hatches and beams prior to commencement of discharge or loading, to clean holds to the satisfaction of ships' Officers on completion of discharge of each hold and to beam up on completion of discharge or loading as may be required by ships' officers.

(h) to accept for the purpose of accounts the weights indicated in Bills of lading or other official documents.

(i) to supply labour when required and when available to work all hatches twentyfour hours per day for seven days per week.

2) RATES PER TON DISCHARGED OR LOADED

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Accounts for tonnage discharged or loaded shall be settled at the following rates, the Stevedore guaranteeing to discharge or load the quantities indicated per gang per eight hour shift, no extra to be paid for work done in overtime to complete guaranteed minima when these for any reason whatsoever have not been reached in the eight hour shift:-

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	OUTPUT OR INTAKE PER GANG PER EIGHT HOUR SHIFT	RATE IN LIEU PER TON
COAL		
WINE in barrels		
SALT in bulk		
SALT in bulk inc. bagging in holds		
GRAIN in bulk inc. bagging in holds		
GRAIN in bags		
FOOD in cases		
FLOUR in bags		
CASKED CARGO		
SUGAR in bags		

These tonnage rates apply to cargo worked between the hours of 08.00 and noon and between 13.00 and 17.00. For cargo worked at other times or at any time on Sundays, the rates are subject to an increase of 50%. All rates are per ton of 1000 kilos.

3) HOURS OF WORK AND OVERTIME

(a) Work will normally be carried on twentyfour hours per day seven days per week unless in specific cases it is agreed between the parties to this agreement that this is either not practicable or not desirable.

(b) The guaranteed outputs and intakes aforementioned are minima and no gang will cease work because its minimum has been reached before the expiration of its eight hour shift.

(c) Any excess over the guaranteed minima discharged or loaded in any eight hour day will be paid at the agreed tonnage rate plus bonus at the rate of twenty five per cent, such bonus to be paid in full to the men.

(d) In cases of failure for any reason to discharge or load the stipulated minima in any eight hour shift day or night the Stevedore will discharge the short quantity, or accumulated short quantities, at first opportunity, by night if necessary and without payment of overtime rates or bonuses.

(e) In cases of stoppages through failure of winches, defects of vessels,

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inc. bagging in holds .....

GRAIN in bags .....

FOOD in cases .....

FLOUR in bags .....

CASHEW CARGO .....

SUGAR in bags .....

These tonnage rates apply to cargo worked between the hours of 08.00 and noon and between 13.00 and 17.00. For cargo worked at other times or at any time on Sundays, the rates are subject to an increase of 50%. All rates are per ton of 1000 kilos.

3) HOURS OF WORK AND OVERTIME

(a) Work will normally be carried on twentyfour hours per day seven days per week unless in specific cases it is agreed between the parties to this agreement that this is either not practicable or not desirable.

(b) The guaranteed outputs and intakes aforementioned are minima and no gang will cease work because its minimum has been reached before the expiration of its eight hour shift.

(c) Any excess over the guaranteed minima discharged or loaded in any eight hour day will be paid at the agreed tonnage rate plus bonus at the rate of twenty five per cent, such bonus to be paid in full to the men.

(d) In cases of failure for any reason to discharge or load the stipulated minima in any eight hour shift day or night the Stevedore will discharge the short quantity, or accumulated short quantities, at first opportunity, by night if necessary and without payment of overtime rates or bonuses.

(e) In cases of stoppages through failure of winches, defects of vessels, absence of craft or vehicles, quay congestion or from causes beyond the control of the stevedore, the Stevedore will be paid pro rata to the current rate of daily pay authorised by Allied Commission for the period of waiting per man employed.

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4) In consideration of the Stevedore complying with the terms and conditions of this contract undertakes to employ him for the discharge and or loading of their vessels and to pay for the work at the rates set out above.

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5) DURATION OF CONTRACT.

This contract shall have effect from the commencement of discharge or loading of first vessel undertaken by the Stevedore after signing this agreement and shall remain valid until completion of discharge or loading of any vessel which may have commenced work before midnight thirteenth/ fourteenth February in the year one thousand nine hundred and forty five.

Nevertheless, in the event the Stevedore failing to adhere to all and every obligation arising from this agreement shall have the option of terminating the contract without notice.

6) ARBITRATION.

Any dispute arising under this agreement will be referred to the Arbitration of the Mediterranean Shipping Board or any Referees appointed by that Board and both parties agree to be bound by the decisions of the Board or such Referees.

IN WITNESS WHEREOF THE AFORESAID PARTIES HAVE set their hands this

.....day of 1945

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.....

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IN THE PRESENCE OF:-

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COPY.

TRANSLATION.

16th November, 1944.

Suez Canal Company,
Ismailia.

No. 673. D.

Monsieur le Commodore,

In the course of our conversation of the 14th November, 1944, I had the honour to inform you - in connection to my letter No. 636-d dated 16th October - that the Company would much prefer not to relinquish dredging equipment which would be of great assistance in the work which it will have to undertake after the cessation of hostilities in Europe and for which the programme has not yet been fixed.

I added that, nevertheless, if the Admiralty considered the assistance of the Company in this matter to be indispensable for the allied war effort, the Company was prepared to hire out any dredging equipment whose use is not at present foreseen for its present needs.

I have the honour - while confirming these statements - to give once again a list of this equipment and also the conditions under which it could eventually be loaned to the British authorities:

I. List of Craft which can be hired.

One drague marine No. 11 refouleuse.
One drague refoulelse No. 2.
Four dragues a deversoir Nos. 4, 5 bis, 6 bis and 9.
Two porteurs of 400 m3 Nos. 33 and 45.
Two porteurs of 200 m3 Nos. 58 and 64.

as I have already pointed out the hull and engines of these craft are not generally speaking in a good state of repair.

II. Conditions of Hire.

(1) "Here are given details of craft to be retained by the Company which require repairs".

(2) The conditions of hire will allow in particular that - at our request - the craft will be returned to us subject to six months notice being given.

that - craft seriously damaged or lost during period of hire will be replaced by the Admiralty.

(3) The cost of hire of various craft still remains to be examined. This will be submitted as soon as possible to our London Committee, of whose decision I shall inform you as soon as it is received. 1769

I should be obliged if you would inform me whether you agree in principle to these conditions.

I would also point out that the Suez Canal Company would be prepared to/

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/to sell to the Admiralty - instead of hiring - the two porteurs of 200 m3 Nos. 58 and 64 listed above.

If the Admiralty is interested in this proposition, I will inform you of the price at which these two porteurs can be sold after having referred the matter to our London Committee. I should be glad if you would inform me concerning this matter.

In conclusion I confirm - with reference to your letters R.S.1001/1 of the 25th October and 10th November - that a Naval representative can get in touch with the Bureau du Controle du Material of the Company at Ismailia (Mr. A. Fontaine) in order to arrange the date for the inspection of the equipment which is available for hire.

I have the honour to be, etc.

(sgd)

L'Agent Superieur en Egypte.

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Displacement loaded Metric Tons	Maximum Depth of Dredging feet	Capacity of Buckets Cubic feet	Power of Dredging Engine H.P.	Capacity of the hold Cubic feet	Power of Main Engine H.P.	Speed when loaded knots
4.200	42' 7"	30,0	400	42.378	1440	8,75 knots
1.040	44' 4"	19,42	250	(Oil-burning)	-	-
1.200	49' 3"	30,0	400	-	-	-
1.200	49' 3"	19,42	400	-	-	-
1.200	49' 3"	19,42	400	-	-	-
594	49' 3"	14,12	180	-	-	-
1.500	-	-	-	-	2 Engines of 350 HP each	8,9 knots
1.450	-	-	-	-	2 Engines of 350 HP each	8,9 knots
607	-	-	-	-	2 Engines of 150 HP each	7,6 knots
607	-	-	-	-	2 Engines of 150 HP each	7,6 knots

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PARTICULARS OF DREDGERS AND HOPPERS PROPOSED FOR CHARTER OR SALE.

Number	Name of ship	Allocation	Builders	Taking on Service	Length feet	Beam Feet	Draught Loaded feet
II	PTOLEMEE	Marine pump dredger (Drague marine refoulante)	LOBNITZ et Cº	1905	270' 2"	47'	16' 5"
2	-	Pump-dredger (Drague refouleuse)	FORGES et CHANTIERS de la MEDITERRANEAN	1909	155' 6"	36' 1"	7' 3"
4	-	Sheet - dredger (Drague a deversoir)	LOBNITZ et Cº	1912	170'	40'	7' 3"
5bis	-	Sheet - dredger	LOBNITZ et Cº	1916	170'	40'	7' 3"
6bis	-	Sheet - dredger	LOBNITZ et Cº	1916	170'	40'	7' 3"
9	-	Sheet - dredger	FORGES et CHANTIERS de la MEDITERRANEAN	1883	126' 4"	29' 6"	7'
33	-	Hopper II.326 cubic feet (Porteur)	LOBNITZ et Cº	1906/7	180'	31'10"	10' 2"
45	-	Hopper II.326 cubic feet	SAULNIERS et Cº	1906/7	180'5"	31' 2"	10' 2"
5(	-	Hopper 5.663 cubic feet	LOBNITZ et Cº	1887/88	137'6"	25'	10' 6"
64	-	Hopper 5.663 cubic feet	LOBNITZ et Cº	1887/88	137'6"	25'	10' 6"

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PARTICULARS OF DREDGERS AND HOPPERS PROPOSED FOR CHARTER OR SALE.

ship	Allocation	Builders	Taking on Service	Length Feet	Beam Feet	Draught loaded Feet
LIBRE	Marine pump dredger (Drague marine refoulante)	LOBNITZ et Cº	1905	270' 2"	47'	16' 5"
-	Pump-dredger (Drague refouleuse)	FORGES et CHANTIERS de la MEDITERRANEAN	1909	155' 6"	36' 1"	7' 3"
-	Sheet - dredger (Drague a deversoir)	LOBNITZ et Cº	1912	170'	40'	7' 3"
-	Sheet - dredger	LOBNITZ et Cº	1916	170'	40'	7' 3"
-	Sheet - dredger	LOBNITZ et Cº	1916	170'	40'	7' 3"
-	Sheet - dredger	FORGES et CHANTIERS de la MEDITERRANEAN	1883	126' 4"	29' 6"	7'
-	Hopper II.326 cubic feet (Porteur)	LOBNITZ et Cº	1906/7	180'	31'10"	10' 2"
-	Hopper II.326 cubic feet	SAILAERS et Cº	1906/7	180'5"	31' 2"	10' 2"
-	Hopper 5.663 cubic feet	LOBNITZ et Cº	1887/88	137'6"	25'	10' 6"
-	Hopper 5.663 cubic feet	LOBNITZ et Cº	1887/88	137'6"	25'	10' 6"

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Issue No. 54.
Copy No. 2

SECRET.

MEDITERRANEAN SHIPPING BOARD.

POSITION SHEET.

I T A L I A N S C H O O N E R S.

Saturday, 20th January, 1945.

Reg.No.		Schooner.	Cat.	A/C.	Position.
		ADA TO.51			
1075	Ch.	ADDIS ABEBA	2		
67	Ch.	ADELE	6		
		ADELE			
1629	Ch.	ADELINA			
817		ADUA	9	RASC	
343		AENARIA	1		
1337		AGA	2		
		AGATA S. RITA			
199		AGNESE	2		
475		AGOSTINO R.	3		
581		AIDA	3		
831	Ch.	AIDA	14	RASC	Arrived Syracuse 19/I.
		AIDA R.			
1063		ALBANIA	5		
1025	Ch.	ALBERTO			In Palermo 17/I.
1137		ALBERTO			
1473		ALBERTO			
		ALBERTO PADRE			
1109		ALBERTO R. PADRE			
763	Ch.	ALDO COLOMBO	4		
129		ALESSANDRO	15	RASC	
		ALFINA			
683	Ch.	ALFREDO	4	RASC	Sld. 19/I Syracuse/Pozzallo.
725		ALMA	14	RASC	(ETA.19/I.
1155		AMABILE MARIETTA	5		To sail Portici/Palermo .
247	Ch.	AMEDEO DI SAVOIA	4		
1617		AMERIGO VESPUCCI			
		AMMIRAGLIO TOGO			
		ANGELETTA			Arrived Trapani 17/I.
197	Ch.	ANGELINA BUONA MADRE	6		
85	Ch.	ANGELINA E CORNELIA	6		
921		ANGELINA ED ANNINA BRIGNONE	6		
279		ANGELINA MADRE	6	RASC	
1123		ANGELINA MADRE B.			
687		ANGELO	1		
675	Ch.	ANGELO DI DIO	6		
1419		ANGELO E GIOVANNA			
691	Ch.	ANGIOLINA H	11		
217		ANNA	3		
599		ANNA	1		
1527	Ch.	ANNA			

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		ADA TO.51			
1075	Ch.	ADDIS ABEBA	2		
67	Ch.	ADELE	6		
		ADELE			
1629	Ch.	ADELINA			
817		ADUA	9	RASC	
343		ADRIARIA	1		
1337		AGA	2		
		AGATA S. RITA			
199		AGNESE	2		
475		AGOSTINO R.	3		
581		AIDA	3		
831	Ch.	AIDA	14	RASC	
		AIDA R.		Arrived Syracuse 19/I.	
1063		ALBANIA	5		
1025	Ch.	ALBERTO		In Palermo 17/I.	
1137		ALBERTO			
1473		ALBERTO			
		ALBERTO PADRE			
1109		ALBERTO R. PAIRE			
763	Ch.	ALDO COLOMBO	4		
129		ALESSANDRO	15	RASC	
		ALFINA			
683	Ch.	ALFREDO	4	RASC	Sld. 19/I Syracuse/Pozzallo.
725		ALMA	14	RASC	(ETA.19/I.
1155		AMABILE MARIETTA	5		To sail Portici/Palermo .
247	Ch.	AMEDEO DI SAVOIA	4		
1617		AMERIGO VESPUCCI			
		AMMIRAGLIO TOGO			
		ANGELETTA			
197	Ch.	ANGELINA BUONA MADRE	6		Arrived Trapani 17/I.
85	Ch.	ANGELINA E CORNELIA	6		
921		ANGELINA ED ANNINA BRIGNONE	6		
279		ANGELINA MAIRE	6	RASC	
1123		ANGELINA MAIRE B.			
687		ANGELO	1		
675	Ch.	ANGELO DI DIO	6		
1419		ANGELO E GIOVANNA			
691	Ch.	ANGIOLINA H	11		
217		ANNA	3		
599		ANNA	1		
1527	Ch.	ANNA			
109		ANNA MARIA	6		
111		ANNA MARIA PIETRO	7		
233		ANNA S	1		
465		ANNUNZIATA MAIRE	5		
627		ANNUNZIATA MAIRE	10	RASC	
		ANTONIETTA			
405		ANTONIETTA MAIRE	5		
477		ANTONIA MARIA	5	Sld. 19/I Naples/Genoa & Fiumicino.	
619		ANTONINA	1		
331		ANTONINO	1	Arrived Syracuse 18/I.	
187		ANTONIO	9	RASC	
169		ANTONIO	1		

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Reg.No.		Schooner.	Cat.	A/C.	Position.
823		ANTONIO AURELIO	9	RASC.	
		ANTONIO EMILIA			
1043		ANTONIO EMILIA			
165	Ch.	ANTONIO FEOLA	7		
561		A. PONTE	3		
255		AQUILA VITTORIOSA	2		
941	Ch.	ARS	8		
1539		ARALDO			In Palermo 17/I.
827	Ch.	ARSIA	11	RASC.	
429		ASSUNTA C.	1		
227	Ch.	ASSUNTA DEL MONTE	5		
		ASSUNTA DOMENICA			
449		ASSUNTA F.	4		
1193	Ch.	ASSUNTA IN CIELO			
559	Ch.	ASSUNTA MAIRE	5		To sail Portici/Catania.
633	Ch.	ASSUNTA MARIA	6		
507		ATLANTIC	3		
		AUGUSTUS			
		AURELIO			
		AUSILIATRICE			
609	Ch.	AVE MARIA	8	RASC	
1429	Ch.	ALBATROS	8		
1757		ANTONIO	2		
		BAIA			
221	Ch.	BAIA			
805		BALENA	6	RASC	Sld. 18/I Messina/Catani
13	Ch.	BATTISTA	5	RASC	(ia. ETA.21/I.
		BEATA MARIA			
745		BELLA ITALIA	1		
73	Ch.	BELLA MARIA	5	RASC	
173		BELLA S. ROSA	2		
205	Ch.	BELLA VENEZIA	7		
145	Ch.	BELLA VIRGINIA	6		
961		BENEDETTA S. ROSA	1		
751	Ch.	BIANCA ROSA	15	RASC	
1061		BINA	2	RASC	
997		BRIGIDA ROMEO	7		
1309		BUFFALO	1		
		BUFFALO ESPRESSO	1		
		BUONA MAIRE			
1161		BUONA FEDE			
913		BUONI GENITORI	9	RASC	
1133		BERNARDINO	7		

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		ASSUNTA DOMENICA			
449		ASSUNTA F.	4		
1193	Ch.	ASSUNTA IN CIELO			
559	Ch.	ASSUNTA MADRE	5		To sail Portici/Catania.
633	Ch.	ASSUNTA MARIA	6		
507		ATLANTIC	3		
		AUGUSTUS			
		AURELIO			
		AUSILIATRICE			
609	Ch.	AVE MARIA	8	RASC	
1429	Ch.	ALBATROS	8		
1757		ANTONIO	2		
		BAIA			
221	Ch.	BAIA			
805		BALENA	6	RASC	Sld. 18/I Messina/Catani
13	Ch.	BATTISTA	5	RASC	(ia. ETA.21/I.
		BEATA MARIA			
745		BELLA ITALIA	1		
73	Ch.	BELLA MARIA	5	RASC	
173		BELLA S. ROSA	2		
205	Ch.	BELLA VENEZIA	7		
145	Ch.	BELLA VIRGINIA	6		
961		BENEDETTA S. ROSA	1		
751	Ch.	BIANCA ROSA	15	RASC	
1061		BINA	2	RASC	
997		BRIGIDA ROMEO	7		
1309		BUFFALO	1		
		BUFFALO ESPRESSO	1		
		BUONA MADRE			
1161		BUONA FEDE			
913		BUONI GENITORI	9	RASC	
1133		BERNARDINO	7		
		CALABRIA EROICA			
1159		CARLO BATTISTA			
309		CARLO GIORGINI	8	RASC	To sail Procida/Salerno/
97		CARLOTTA	9		(Marsala.
135		CARMELA	7	RASC	Sld. 19/I Syracuse/Reggio.
489		CARMELINA F.	2		
		CARMELO MARIANNA			
		CARMELO SALONIA			
785	Ch.	CARMEN	8	RASC	

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Reg.No.		Schooner.	Cat.	A/C.	Position.
787	Ch.	CARMEN ADELE	8	RASC	
		CARO PEPPINO			
1553		CAROLINA			
1367		CARUDDI			
105		CATERINA			
889		CATERINA BARTOLO	7		
157	Ch.	CATTANI G.	10	RASC	
		CENTRINA			
1353		CECCOTTO			
1351		CECCINA			
965	Ch.	CICCINA MADRE	3		
		CIELO DESTINO			
589		CINQUE FRATELLI	1		
843	Ch.	CITTA DI BARI	11	RASC	Sld. 17/I Bari/Monopoli.
1489	Ch.	CITTA DI VIESTE			(ETA.17/I.
945		CLEMENTE	6		
1125		COLLETINA MADRE			
275		COLOMBA	2		
77	Ch.	COLOMBA	6		
1403		COLOMBO			
1477	Ch.	CONCETTINA			
987		CONCETTINA M.			
1333		CONCETTINA BELLISTRI	2		Sld. 17/I Messina/Syracuse.
1653		CONCETTINA M.			(ETA. 18/I.
715		CONCETTINA R.	8	RASC	To sail Syracuse/Pozzallo/
459		CONCEZIONE	2		(Portici.
699		CONSOLAZIONE	3		
		CONTE DI CAVOUR			
		CONTE DI SAVOIA			
		CONTE ROSSO			
		CORA			
347		CORA	11	RASC	
		CORNELIA P.			
351		COSTANZA	12	RASC	
		COSTANZA P.			
		COSTANZO CIANO			
231		CUORE DI GESU'	2		
273		CUORE DI GESU'	1		
319		CUORE DI GESU'	7		
641	Ch.	CUORE DI GESU'		RASC	In Palermo 17/I.
1011		CUORE DI GESU'	3		
1073	Ch.	CUORE DI GESU'	5		
947	Ch.	CUORE DI MARIA	6		
1637		CHIARINA MADRE			
1795		CARMELINO			
1807		CONCORDIA	5		
155		CROCIFISSO	2		
		DAINO			In Palermo 17/I.
1357		DELFINO			
647		DELIA	1		

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		CINQUE FRATELLI	1		
843	Ch.	CITTA DI BARI	11	RASC	Sld. 17/I Bari/Monopoli.
1489	Ch.	CITTA DI VIESTE			(ETA.17/I.
945		CLEMENTE	6		
1125		COLLETTINA MADRE			
275		COLOMBA	2		
77	Ch.	COLOMBA	6		
1403		COLOMBO			
1477	Ch.	CONCETTINA			
987		CONCETTINA L.			
1333		CONCETTINA BELLISTRI	2		Sld. 17/I Messina/Syracuse.
1653		CONCETTINA M.			(ETA. 18/I.
715		CONCETTINA R.	8	RASC	To sail Syracuse/Pozzallo/
459		CONCEZIONE	2		(Portici.
699		CONSOLAZIONE	3		
		CONTE DI CAVOUR			
		CONTE DI SAVOIA			
		CONTE ROSSO			
		CORA			
347		CORA	11	RASC	
		CORNELIA P.			
351		COSTANZA	12	RASC	
		COSTANZA F.			
		COSTANZO CIANO			
231		CUORE DI GASU'	2		
273		CUORE DI GESU'	1		
319		CUORE DI GESU'	7		
641	Ch.	CUORE DI GESU'		RASC	In Palermo 17/I.
1011		CUORE DI GESU'	3		
1073	Ch.	CUORE DI GESU'	5		
947	Ch.	CUORE DI MARIA	6		
1637		CHIARINA MAIPE			
1795		CARMELINO			
1807		CONCORDIA	5		
155		CROCIFISSO	2		
		DAINO			In Palermo 17/I.
1357		DELFINO			
647		DELIA	1		
1007		DIRCI	5		
911	Ch.	DINA	10	RASC	
767		DIVINA PROVVIDENZA	5		Arrived Palermo 17/I.
361		DOMENICA	8	RASC	
207	Ch.	DOMENICA DONATO	9	RASC	
9	Ch.	DOMENICA MAIRE	13	RASC	
1449	Ch.	DOMENICA MIGLIORACA			
245		DOMENICO F.	9	RASC	
39	Ch.	DOMENICO PADRE	8	RASC	
121	Ch.	DOMENICO PADRE II	5		
1343		DOMENICO S			
183	Ch.	DON GIOVANNI BOSCO	8	RASC	

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Reg.No.		Schooner.	Cat.	A/C.	Position.
11		DOVERE	8	RASC	Sld. 18/I Naples/Reggio.ETA.21/I.
7		DUCHESSA	8	RASC	
1145		DUE FRATELLI			In Palermo 17/I.
407		DUE SORELLE	5		
241	Ch.	DUE SORELLE	6		
1101	Ch.	DOMENICO	8		
547		EDOARDO C	12		
		EDOARDO			
631		ELENA	5	RASC	
719	Ch.	ELENA	6		
749	Ch.	ELENA C.	7	RASC	In Palermo 19/I.
492	Ch.	ELEONORA ONORATO	6		
747		ELISABETTA	3		In Palermo 19/I.
383	Ch.	ELSA	9	RASC	
257	Ch.	EMANUELE FERRIGNO	9	RASC	
875		EMILIA	4		
655	Ch.	EMILIA	5		
577		EMMA LUCCI	3	RASC	
399		ENOSIA	1		
801		ENRICO II	6	RASC	Sld. 19/I Molfetta/Manfredonia. (ETA. 19/I.
1345	Ch.	ENRICO II	1		
367		ERCOLE			Sld. 19/I Palermo/Naples.
1555		ERNESTO	9	RASC	
1385	Ch.	ERNESTO LEONE			
1587	Ch.	ERSELINDA	8	RASC	
353		ESPERO	5		Arrived Marsala 14/I.
		ESPERO	7		
		ETERNO PADRE	4		
773	Ch.	EUGENIO LOFFREDO			
1745		EMANUEL PADRE			
1665	Ch.	ERSILIA M			
1851		E.2.			
1557		FAMIGLIA	8		To sail Barletta/Crotone/V.Valentia.
1433		FAMIGLIA GALLITTO			
		FAMIGLIA RAZIO			

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547		EDOARDO C	12	
		EDOARDO		
631		ELENA	5	RASC
719	Ch.	ELENA	6	
729	Ch.	MARIA O.	7	RASC In Palermo 19/I.
491	Ch.	LEONORA ONORATO	6	
747		ELISABETTA	3	In Palermo 19/I.
397	Ch.	ELSA	9	RASC
237	Ch.	EMANUELE FERRIGNO	9	RASC
675		FAMILIA	4	
859	Ch.	EMILIA	5	
		FAMA IUCCI	3	RASC
399		ENCOSIA	1	
801		ENRICO III	6	RASC Sld. 19/I Molfetta/Manfredonia.
1545	Ch.	ENRICO II		(ETA. 19/I.
387		ERCOLO	1	
1555		ERNESTO		Sld. 19/I Palermo/Naples.
1785	Ch.	ERNESTO LEONE		
1387	Ch.	FR.ELINDA	9	RASC
353		ESUTRO		
		ISPERO		
		ETERNO PADRE	8	RASC
773	Ch.	EUGENIO LOFFREDO	5	Arrived Marsala 14/I.
1745		EMANUEL PADRE	7	
1665	Ch.	ERSILIA M	4	
1851		E.2.		

1557		FAMIGLIA	8	To sail Barletta/Crotone/V.Valentia.
1433		FAMIGLIA GALLITTO		
		FAMIGLIA FAZIO		
325	Ch.	FEDELE PADRE	4	Arrived Syracuse 19/I.
861	Ch.	FELICE PADRE	3	
1071		FELICITA	3	
397	Ch.	FERDINANDO I	7	RASC
225		FERNANDA	11	RASC
219		FERNANDA D	5	RASC
259		FERRERI	3	
679		FIRES	6	
		FIERA DI LEVANTE		
		FILIPPO CORRIDONI		
283	Ch.	FILIPPO CODO	8	RASC
153	Ch.	FILOMENA MADRE	9	RASC
		FIORE		
373		FORTUNATA	1	
1439	Ch.	FORTUNATA S.		
905		FORTUNATO	4	
797	Ch.	FRANCA LEONE	6	RASC
409		FRANCESCA MADRE	6	Sld. 19/I Naples/Maggio & Palermo.
[illegible]		[illegible]	[illegible]	[illegible] Arrd Palermo 22/I.

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Reg.No.		Schooner.	Cat.	A/C.	Position.
445		FRANCESCO DI GREGORIO	10	RASO	
757	Ch.	FRANCESCO E	6	Sld. 19/I	Syracuse/Portici.ETA.
257	Ch.	FRANCESCO PADRE	9		(Pozzallo 19/I.
427		FRANCESCO PADRE	6		
5	Ch.	FRANCO			
283	Ch.	FRATELLI BANDIERA	8		
1389		FULMINE	2		
355		FURIO CAMILLO	11	RASO	
1591	Ch.	FRANKLINA V.	7		
1753		FRANCESCO PADRE	13		
		GALILEO GALILEI			
301		GARIBALDI	8		
739		GEMELLO	4	RASO	
967		GEMELLO II	3		
1027		GENNARO MARIA LIBERA	5		
439		GENNARINO	8		
707	Ch.	GENNARINO F.	8	RASO	
143	Ch.	GENNARO PADRE	7		
607		GESU' GIUSEPPE MARIA	2		
291		GIACOMO FRANCESCO	3		
671	Ch.	GIACOMO S.	8	RASO	Arrived Trapani 18/I.
983	Ch.	GIANCARLO	6		
365	Ch.	GIANNINA P.	7		In Palermo 19/I.
835		GILDA	14	RASO	
39		GILBERTO	7	RASO	
	Ch.	GIORDANO BRUNO	6		Sld. 19/I Naples/Trapani.
99		GIORGINA	12	RASO	
315		GIORGIO	8		
269	Ch.	GIORGIO	11	RASO	
1499	Ch.	GIOVANNESSA	3		To sail Portici/Gaeta/Fiumicin
991	Ch.	GIOVANNINA I	7		
979		GIOVANNA MARRE	8		
1177		GIOVANNI PADRE	6		To sail Portici/Palermo Salem
1	Ch.	GIOVANNI	10	RASO	(Marsala.
1515		GIOVANNI DA PROCIDA	13	RASO	Sld. 18/I Bari/Molfetta.ETA.
705		GIOVANNINA	4		(18/I.
681	Ch.	GIOVANNINA	3		
35	Ch.	GIOVANNINA	3		
103		GIUDITTA			
877		GIUDITTA	8		
1565		GIUDITTA			
467		GIULIA	3		
147	Ch.	GIULIO	3		
1417		GIUSEPPE COSTA			
515		GIUSEPPE P.	7		
57	Ch.	GIUSEPPE PADRE	7	RASO	
123	Ch.	GIUSEPPE PADRE I	6		
915		GIUSEPPE SARDO			

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		GALILEO GALILEI	8		
361		GARIBALDI	4	RASC	
739		GASTALDO	3		
987		GATTALO II	5		
1327		GENNARO MARIA LIBERA	8		
419		GENNARINO	8	RASC	
707	Ch.	GENNARINO F.	7		
143	Ch.	GENNARO PATRE	2		
807		GENOVI GIUSEPPE MARIA	3		
291		GIACOMO FRANCESCO	8	RASC	Arrived Trapani 18/I.
671	Ch.	GIACOMO S.	6		
985	Ch.	GIANCARLO	7		In Palermo 19/I.
385	Ch.	GIANNINA P.	14	RASC	
833		GILARDO	7	RASC	
739		GILFREDO	6		Sld. 19/I Naples/Trapani.
	Ch.	GIORDANO BRUNO	12	RASC	
99		GIORGINA	8		
315		GIORGIO	11	RASC	
259	Ch.	GIORGIO	3		To sail Portici/Gaeta/Fiumicin
1499	Ch.	GIOVANNISSA	7		
891	Ch.	GIOVANNINA I	8		
879		GIOVANNI MAIRE	6		To sail Portici/Palermo/ Sale
1177		GIOVANNI PADRE	10	RASC	(Marsala.
1	Ch.	GIOVANNI	13	RASC	Sld. 18/I Bari/Molfetta.ETA.
1515		GIOVANNI DA PROCIDA	4		(18/I.
705		GIOVANNINA	3		
681	Ch.	GIOVANNINA	3		
35	Ch.	GIOVANNINA			
103		GIUDETTA	8		
877		GIUDITTA			
1565		GIUDITTA	3		
467		GIULIA	3		
147	Ch.	GIULIO			
1447		GIUSEPPE COSTA	7		
515		GIUSEPPE P.	7	RASC	
57	Ch.	GIUSEPPE PADRE	6		
123	Ch.	GIUSEPPE PADRE I			Sld. 18/I Naples/Ionia.ETA.22/1
915		GIUSEPPE SARDO			
1615	Ch.	GIUSEPPE CAMARA	1		
649		GIUSEPPE VERDI			
		GIUSEPPE ZANNI	2		
211		GIUSEPPINA	3		
573	Ch.	GIUSEPPINA	7		
21	Ch.	GIUSEPPINA I	4		
1033	Ch.	GIUSEPPINA BELLISTRI			
1115		GIUSEPPINA R	15	RASC	
3		GLORIA C			
		GLORIOSO S. GIUSEPPE			

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Reg. No.		Schooner.	Cat.	A/C.	Position.
1327		GUGLIELMO OBERDAN	10		
1379	Ch.	GUGLIELMO MARCONI			Arrived Trapani 18/I.
1105		GUSTAVO			
1681	Ch.	GILDA E. R.	6		
1721	Ch.	GIUSEPPINA P.	5		
1779		GESU E MARIA	8		
793		HELAPA	1	RASC	
1183		IRENE	4		
23		I BUONI AMICI	7	RASC	
425		IDA	5		
131		IDA			
253		I DUE COGNATI	6		
		I DUE FRATELLI			
25	Ch.	I DUE FRATELLI	7	RASC	
155		I DUE FRATELLI	2		
1017	Ch.	I DUE FRATELLI L.	6	RASC	
541		ILARIC	1		
925		IL NUOVO GUERRIERO	6		
213	Ch.	IL NUOVO ORSINI	6		
1091		IMMACOLATA	2		
1409		IMMACOLATA			
1461		IMMACOLATA			
333	Ch.	IMMACOLATA C	7		
431		IMPARA	6		
1175		IMPARA			
777		IMPERATORE	16	RASC	
721		IMPERO	1		Arrived Palermo 17/I.
1157		IMPERO			Sld. 20/I Augusta/Reggio. ETA. 22/I.
365		INES C	7		
1317	Ch.	INTREPIDO	6		
1095	Ch.	INVIDIATO	5		
509		IOLANDA	2		
1401		IRMA M.			
281	Ch.	ISOLINA	10	RASC	
1625		ITALIA			
743	Ch.	ITALIA S.	7		Sld. 18/I Naples/Reggio. ETA. 21/1.
657		I TRE FRATELLI	1		
523		ITALIA [illegible]	1		
1431		L'ANGELINA			
1009		LA BELLA ANNINA	1		
		LA BELLA BONINA			
		LA BELLA LIBIA			
177		LA BELLA VINCENZINA	2		
749	Ch.	LA CAPITALE	2		
1411		LA[illegible]			

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23		I BUONI AMICI	7	RASC
425		IDA	5	
131		IDA		
253		I DUE COGNATI	6	
		I DUE FRATELLI		
25	Ch.	I DUE FRATELLI	7	RASC
155		I DUE FRATELLI	2	
1017	Ch.	I DUE FRATELLI L.	6	RASC
541		ILARIO	1	
925		IL NUOVO GUERRIERO	6	
213	Ch.	IL NUOVO ORDINI	6	
1091		IMMACOLATA	2	
1409		IMMACOLATA		
1461		IMMACOLATA		
333	Ch.	IMMACOLATA C	7	
431		IMPARA	6	
1175		IMPARA		
777		IMPERATORE	16	RASC
721		IMPERO	1	Arrived Palermo 17/I.
1157		IMPERO		Sld. 20/I Augusta/Reggio.ETA.22/I.
365		INES C	7	
1317	Ch.	INTREPIDO	6	
1095	Ch.	INVIDIATO	5	
509		IOLANDA	2	
1401		IRMA M.		
281	Ch.	ISOLINA	10	RASC
1625		ITALIA		
743	Ch.	ITALIA S.	7	Sld. 18/I Naples/Reggio. ETA. 21/
657		I TRE FRATELLI	1	(1.
523		ITALIA [illegible]	1	

1431		L'ANGELINA		
1009		LA BELLA ANNINA	1	
		LA BELLA BONINA		
		LA BELLA LIBIA		
177		LA BELLA VINCENZINA	2	
749	Ch.	LA CAPITALE	2	
1411		LADY MARGERY		
959		LA GIUSEPPINA	5	
795		LAGOSTA	7	RASC Arrived Barletta 18/I. sld.18/I.
1405	Ch.	LA LUCCICLA		
937		LA NUOVA ANNUNZIATA	4	
79	Ch.	LA NUOVA GRAZIELLA	6	
1013		LA NUOVA PASQUA		Sld. 19/I Syracuse/Riposto.ETA.
		LA NUOVA STELLA	2	(19/I.
357		LA ROSALIA	1	
839		LAURA	15	RASC

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Reg. No.		Schooner.	Cat.	A/C.	
755	Ch.	LEDA	5		
151	Ch.	LEONARDO B.	8	RASC	Sld. 19/I Naples/Messina & Reggio. ETA. Messina 22/I.
1305	Ch.	LEONARDO DA VINCI	8		
		LEONARDO ROSARIO			
527	Ch.	LEONE	4		
1085		LETIZIA	3		In Palermo 19/I.
		LIBECCIO			
1057		LIBERA	9	RASC	
		LIBIA			In Palermo 19/I.
327	Ch.	LILLA B.	7	RASC	
1129		LILLA RUGGERO			
1171		LILIANA			
181	Ch.	LINA			
663		LINA			
263	Ch.	LINDA	11	RASC	
835		LIRIJA	8	RASC	
953	Ch.	LORENZO			In Palermo 19/I.
239		LUCIA	2		
1389	Ch.	LUCIA			
251		LUCIA A	2	To sail Ischia/Gaeta/Fiumicino.	
1015	Ch.	LUCIA C.	6		
55	Ch.	LUCIA MAIRE	4		
1089		LUCIA MAIRE	5		Sld. 18/I Naples/Anzio. ETA. 20/I.
1413	Ch.	LUCIA MAIRE			
69	Ch.	LUCIA SCOTTO	6		
555		LUIGI	5		
1595	Ch.	LUIGI II			In Palermo 19/I.
1603		LUIGI CIACCIO			
577	Ch.	LUIGINO	5		
133	Ch.	LUIGI PADRE	6		
531		LUIGI PADRE	1		
185		LUISA	2		
93	Ch.	LUISA MAIRE	4		
299		LURZIA	5		
1593		LUIGI II	3		

215	Ch.	MADDALENA P.	8	RASC	
1139		MADDALENA G.			
957		MADONNA DEI SETTE VELI	4		
919	Ch.	MADONNA DEL CARDILLO	10	RASC	Sld. 19/I Brindisi/Gallipoli.
563		MADONNA DEL CARMINE	1		(ETA. 19/I.
1397		MADONNA DEL CARMINE			
1609		MADONNA DEL PARADISO			Arrived Palermo 17/I, in P'mo 19/I.
33	Ch.	MADONNA DELLA CIVITA	4		
865	Ch.	MADONNA DI MONTE NERO	8	RASC	
		MADONNA DI MONTE VERGINE			
1303	Ch.	MADONNA DI POMPEI			
433	Ch.	MADONNA ROSARIO DI POMPEI	4		
525		MAIRE ADDOLORATA	4		Sld. 18/I Syracuse/Marsala.

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263	Ch.	LINDA	11	RASC
835		LIRIJA	8	RASC
953	Ch.	LORENZO		In Palermo 19/I.
239		LUCIA	2	
1389	Ch.	LUCIA		To sail Ischia/Gaeta/Fiumicino.
251		LUCIA A	6	
1015	Ch.	LUCIA C.	4	
55	Ch.	LUCIA MADRE	5	Sld. 18/I Naples/Anzio.ETA. 20/I.
1089		LUCIA MADRE		
1413	Ch.	LUCIA MADRE	6	
69	Ch.	LUCIA SCOTTO	3	
555		LUIGI		In Palermo 19/I.
1595	Ch.	LUIGI II		
1603		LUIGI CIACCIO		
577	Ch.	LUIGINO	5	
133	Ch.	LUIGI PADRE	6	
531		LUIGI PADRE	2	
185		LUISA	2	
93	Ch.	LUISA MADRE	4	
299		LUIZIA	5	
1593		LUIGI II	3	
215	Ch.	MADDALENA P.	8	RASC
1139		MADDALENA G.		
957		MADONNA DEI SETTE VELI	4	
919	Ch.	MADONNA DEL CARDILLO	10	RASC Sld. 19/I Brindisi/Gallipoli.
563		MADONNA DEL CARMINE	1	(ETA.19/I.
1397		MADONNA DEL CARMINE		Arrived Palermo 17/I, in P'mo 19/I.
1609		MADONNA DEL PARADISO		
33	Ch.	MADONNA DELLA CIVITA	4	
865	Ch.	MADONNA DI MONTE NERO	8	RASC
		MADONNA DI MONTE VERGINE		
1303	Ch.	MADONNA DI POMPEI		
433	Ch.	MADONNA ROSARIO DI POMPEI	4	
525		MAIRE ADDOLORATA	4	Sld. 18/I Syracuse/Marsala.
667		MAIRE ANTONIA	2	Sld. 20/I Naples/Reggio. ETA.
617		MAIRE DEL CARMELO		(24/I.
		MAIRE DELLA PROVVIDENZA		
601		MAFALDA		
825		MAIPAQUET	15	RASC
1113		MAMA TINA		
117		MARCO CARMELA		
		MAROCHIO		
313	Ch.	MARCUS	7	
		MARECHIARO		

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Reg.No.		Schooner.	Cat.	A/C	Position.
783	Ch.	MARE NOSTRUM	10	RASC	
971	Ch.	MARIA DEL GRECO	8	RASC	
845		MARIA	12	RASC	Sld. 19/I Brindisi/Gallipoli.
289		MARIA	4		(ETA.19/I.
1003		MARIA ASSUNTA	8		
1023		MARIA ASSUNTA	1		
551		MARIA ANTONIETTA	2		
453		MARIA B.	6		
885		MARIA CARMELA	5		
539		MARIA CARMELA	2		
		MARIA CAROLIA			
435		MARIA CIRA MADRE	1		
		MARIA COSTANTINO			
1029		MARIA COSTANTINO	7		
789		MARIA CRISTINA			
349		MARIA DELLA CATENA	10	RASC	
		MARIA DELL'ARCO			
243		MARIA DELLA MANNA	6		
229		MARIA DELLA SALVAZIONE	6	RASC	
949		MARIA DELLA LUCE	6		
163	Ch.	MARIA DELLE GRAZIE	8	RASC	
1065	Ch.	MARIA DEL SACRO MONTE			
1555		MARIA DEL SOCCORSO			
		MARIA DI CORSIGNANO			
		MARIA DI MONTE CARMELO			
969		MARIA DI POMPEI	4	RASC	
1365		MARIA DI POMPEI	6		
		MARIA DI PORTO SALVO			Sld. 19/I Naples/Ionia.
1041		MARIA DI PORTO SALVO	6	RASC	(ETA.23/I.
		MARIA DI PUGLIANO			
1325		MARIA E.	6		In Palermo 19/I.
437		MARIA G.	8		
		MARIA GESU' GIUSEPPE			
521	Ch.	MARIA GIORGINA	6		
771		MARIA GIUSEPPE	2		
727	Ch.	MARIA GIUSEPPINA	5		
		MARIA IMMACOLATA			
901	Ch.	MARIA LUIGIA	6		In Palermo 19/I.
59	Ch.	MARIA LUISA	7	RASC	In Palermo 19/I.
201	Ch.	MARIA M.	5	RASC	
483		MARIA MADDALENA	2		
1153		MARIA MADRE			
1445		MARIA MAGGIORE DI SIPONTO			
857	Ch.	MARIANNINA	7	RASC	
1469	Ch.	MARIA NUNZIA			In Palermo 19/I.
		MARIA PIA			
		MARIA ROSARIA			
377	Ch.	MARIA S.	8	RASC	
1065		MARIA SACRO MONTE	4		
307	Ch.	MARIA SANTISSIMA	8	RASC	
161	Ch.	MARIA S.S. AUSILIATRICE	10	RASC	
567		MARIA S.S. DELLA LIBERA	1		
		MARIA STELLA DEL MARE			
1147		MARIA V.			

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349		MARIA DELLA CATENA	10	RASO	
		MARIA DELL'ARCO			
243		MARIA DELLA MANNA	6		
229		MARIA DELLA SALVAZIONE	6	RASO	
949		MARIA DELLA LUCE	6		
163	Ch.	MARIA DELLE GRAZIE	8	RASO	
1065	Ch.	MARIA DEL SACRO MONTE			
1555		MARIA DEL SOCCORSO			
		MARIA DI CORSIGNANO			
		MARIA DI MONTE CARMELO			
969		MARIA DI POMPEI	4	RASO	
1365		MARIA DI POMPEI	8		
		MARIA DI PORTO SALVO			Sld. 19/I Naples/Ionia.
1041		MARIA DI PORTO SALVO	6	RASO	(Etd.23/I.
		MARIA DI PUGLIANO			
1325		MARIA E.	6		In Palermo 19/I.
437		MARIA G.	8		
		MARIA GESU' GIUSEPPE			
521	Ch.	MARIA GIORGINA	6		
771		MARIA GIUSEPPE	8		
727	Ch.	MARIA GIUSEPPINA	6		
		MARIA IMMACOLATA			
901	Ch.	MARIA LUIGIA	6		In Palermo 19/I.
59	Ch.	MARIA LUISA	7	RASO	In Palermo 19/I.
201	Ch.	MARIA M.	5	RASO	
483		MARIA MADDALENA	2		
1153		MARIA MADRE			
1445		MARIA MAGGIORE DI SIPONTO			
857	Ch.	MARIANNINA	7	RASO	
1469	Ch.	MARIA NUNZIA			In Palermo 19/I.
		MARIA PIA			
		MARIA ROSARIA			
377	Ch.	MARIA S.	6	RASO	
1065		MARIA SACRO MONTE	4		
307	Ch.	MARIA SANTISSIMA	6	RASO	
161	Ch.	MARIA S.S. AUSILIATRICE	10	RASO	
567		MARIA S.S. DELLA LIBERA	1		
		MARIA STELLA DEL MARE			
1147		MARIA V.			
		MARIE JOSE			
1035		MARIE JOSE	2		
329		MARIELLO			
		MARIETTA			
379	Ch.	MARINA D.	5	RASO	
1079	Ch.	MARIO COSTANTINO	7		
		MARISA			
269		MARIUCELLA	6		To sail Portici /T.del Greco.
		MENFI			
267	Ch.	MESSICANO	3		
1773	Ch.	MARINA	3		
1199		MAURIZIO	3		
1743	Ch.	MARIA L.	4		
1763		META			

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Reg. No.		Schooner.	Cat.	A/C.	
897		MICHELINA DI GIORGIO	9	RASC	
137		MILANINA	2	RASC	
847		MILINO	11	RASC	
		MINETTA			
1407		MINERVA	7		
1121		MINO			
651		MONELLA	1		
		MONTE CELIO			
		MONTE DI RUGGIA			
1641	Ch.	MADONNA DELLE GRAZIE	2		
1435		MARGHERITA MADRE	2		
1531		MARIA PACE FEOLA	7		
1741		MARIA	2		
1725	Ch.	MARIA MADRE	5		
1671	Ch.	MARIANNINA MADRE	7		
1783		MARIA R.	8		
821		MARIO (Refrig.)	6	RASC	
855		MARILLA	1		
779		MARY	6		
791		MEDEA	8	RASC	
1655		MELLO			
1321		MENCO	1		
345		MERINA	3		
297		MINERVO			
321		NICOLA	6		
1117		NICOLA			
1151		NICOLETTA PUGLIA			
		NINA			
643	Ch.	NINETTA	14	RASC	
945		NINETTA MARIA STELLA	2		
493		NINI' A MARE	3		
933		NINO DI GIOGIO	2		
927		NINO DI MARSIC	2		
597		NUNZIA	5		In Palermo 19/I.
621		NUNZIATA	2		
623		NUNZIATA	1		In Palermo 19/I.
659		NUNZIATA	2		
1057		NUOVA ADELE	1		
33	Ch.	NUOVA AMALIA	6		
		NUOVA AURELIA			
981		NUOVA CARMELINA	3		
1977	Ch.	NUOVA CECCINA	3		
1971	Ch.	NUOVA FORTUNA			
473		NUOVA GEMMA	3		Sld. 20/I Augusta/Reggio.
1417		NUOVA GIUSEPPINA			
955	Ch.	NUOVA ITALIA	9	RASC	
917	Ch.	NUOVA LIBERIA	5		
75	Ch.	NUOVA LIBERA MADRE	5		Arrived Palermo 18/I.
379		NUOVA LUISA	2		
441	Ch.	NUOVA MARIA	7		Arrived Palermo 19/I.
751		NUOVA MARIA	4		
		NUOVA MARIA DI PUGLIANO			

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1671	Ch.	MARIANNINA MAIRE	7		
1783		MARIA R.	8		
821		MARIO (Dottrig.)	6	RASC	
855		MARNINA	1		
775		MARY	6		
791		MEDDA	8	RASC	
1655		MELO			
1021		MENEO	1		
345		MERINA	3		
297		MERTINO			
342		MESOLA	6		
1127		MICOLA			
1151		MICOLETTA PUGLIA			
		MINA			
643	Ch.	MINETTA	14	RASC	
945		MINETTA MARIA STELLA	2		
493		MINI' A MARE	3		
933		MINO DI MAGGIO	2		
927		MINO DI MAGGIO	2		
597		MUNZIA	5		In Palermo 19/I.
821		MUNZIATA	2		
823		MUNZIATA	1		In Palermo 19/I.
859		MUNZIATA	2		
1057		NUCVA ADELE	1		
33	Ch.	NUCVA AMALIA	6		
		NUCVA AUREA .			
981		NUCVA CARMELINA	3		
1777	Ch.	NUCVA GIOCINA	3		
1771	Ch.	NUCVA PORTINA			
473		NUCVA GEMMA	3		Sld. 20/I Augusta/Reggio.
1467		NUCVA GIUSEPPINA			
955	Ch.	NUCVA ITALIA	9	RASC	
917	Ch.	NUCVA LIBERA	5		
75	Ch.	NUCVA LIBERA MAIRE	5		Arrived Palermo 18/I.
375		NUCVA LUISA	2		
413	Ch.	NUCVA MARIA	7		Arrived Palermo 19/I.
751		NUCVA MARIA	4		
		NUCVA MARIA DI PUGLIANO			
1567	Ch.	NUCVA MARIA JOSE			
413		NUCVA NUNZIATA	3		To sail Ischia/Gaeta/Fiumicino.
		NUCVA PASQUA			
139		NUCVA TERESA	2		
503	Ch.	NUCVO FELICE	7		
		NUCVO FERRUCCI MICHELE			
569	Ch.	NUCVO GENNARO	3		
		NUCVO GRAZIELLO			
225	Ch.	NUCVO IMPERO			
519		NUCVO LEONARDO MICHELE	1		
505		NUCVO LETTO SANTO	3		
65	Ch.	NUCVO MARIO	4		

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Reg. No.		Schooner.	Cat.	M/C.	Position.
		NUOVO MATTEO			
		NUOVO ORIENTE			
45		NUOVO PIETRO	7	RASC	
769	Ch.	NUOVO SALVATORE	5		
447		NUOVO S. BIAGIO	4		
741	Ch.	NUOVO S. BIAGIO	6		In Palermo 19/I.
61	Ch.	NUOVO S. CIRO	5		
43	Ch.	NUOVO S. FRANCESCO	4		
993		NUOVO S. GIOVANNI	2		
863		NUOVO S. GIUSEPPE	4		
1383	Ch.	NUOVO S. GIUSEPPE			
1045		NUOVO S. GIUSEPPE	2		
1683		NUOVO S. GIUSEPPE			
389		NUOVO S. GIUSEPPE LABBRE	4		
311		NUOVO S. GIUSEPPE PAIRE	6		
463		NUOVO S. PIETRO	4		
887		NUOVO S. ROCCO	5		
		NUOVO S. VINCENZO			
1571		NUOVO S.FRANCESCO			
1581	Ch.	NIOBE	3		Arrived Palermo 18/I.
1733		NUOVO CONCETTINA	2		
349		NUOVA MARIA DELL CATENA		10	
1787		NUOVA TPINITA			
829		OCEANIA	9	RASC	
479		OLGA	3		
415	Ch.	ONDINA			
		ORGOGLIO			
29	Ch.	ORIETTA	16	RASC	
		ORIULE			
653	Ch.	ORSENSIA MARIA DELLA LIBERA	6		
1865		PADRE MERICA	9		To sail T.Del Greco/Gallipoli/
865		PADRE ETERNO	5	RASC	
807		PADRE S. GIUSEPPE	6	RASC	(S.Lucia.
1149		PAGHERAI	2		
		PALMA LEDIA			
		PALMA MAIRE			
		PALMA MADRE			
1421	Ch.	PAPA GIUSEPPE			
1545	Ch.	PAPA GIUSEPPE A.			
611	Ch.	PAPA MICHELE	11	RASC	
1047		PAPPAGALLO			
		PASQUALINO			
		PATRIARCA S. GIUSEPPE			
149	Ch.	PENSIERO	8	RASC	
1459		PEPPINO			
1521		PEPPINO			
		PICCOLO			
		PICCOLO GAETANO			

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1683		NUOVO S. GIUSEPPE		
389		NUOVO S. GIUSEPPE LABBRE	4	
311		NUOVO S. GIUSEPPE PADRE	6	
463		NUOVO S. PIETRO	4	
887		NUOVO S. ROCCO	5	
		NUOVO S. VINCENZO		
1271		NUOVO S.FRANCESCO		
1281	Ch.	NIOBE	3	
1733		NUOVO CONCETTINA	2	. Arrived Palermo 18/I.
349		NUOVA MARIA DELL CATENA	10	
1787		NUOVA TRINITA		
829		OCEANIA	9	RASO
479		OLGA	3	
415	Ch.	ONDINA		
		ORGOGLIO		
29	Ch.	ORIETTA	16	RASO
		ORIULE		
653	Ch.	ORSENSA MARIA DELLA LETTERA	8	
1865		PADRE MERICA	9	To sail T.Del Greco/Gallipoli/
865		PADRE ETERNO	5	RASO
807		PADRE S. GIUSEPPE	4	RASO (S.Lucia.
1149		PAGHERAI	2	
		PALMA LIDIA		
		PALMA MADRE		
		PALMA MADRE		
1421	Ch.	PAPA GIUSEPPE		
1545	Ch.	PAPA GIUSEPPE A.		
611	Ch.	PAPA MICHELE	11	RASO
1047		PAPPAGALLO		
		PASQUALINO		
		PATRIARCA S. GIUSEPPE		
149	Ch.	PENSIERO	8	RASO
1459		PEPPINO		
1521		PEPPINO		
		PICCOLO		
		PICCOLO GAETANO		
		PICCOLO SEBASTIANO		Sld. 20/I Augusta/Reggio.
461		PIERINA	2	
1359		PIETRO APOSTOLO		
1059		PINA	2	RASO
		PIO DECIMO		
191	Ch.	PORTO SALVO	3	RASO
209		PORTO SALVO	4	
661		PREVIDENZA	1	
383		PRIMA STELLA	1	
1395		PROVVIDENZA		
1659	Ch.	PROGRESSO	6	
1751	Ch.	PEPPINO M.	4	In Palermo 19/I.

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Reg.No.		Schooner.	Cat.	A/C.	Position.
31		QUO VADIS	9	RASC	Sld. 18/I Barletta/Giulianova.
903		QUO VADIS	4		
873		RAFFAELUCCIO	3		(ETA.22/I.
454-7	Ch.	REDENTORE			
841		REX	3		
925	Ch.	RIFUGGINO	6		In Palermo 19/I.
939		RICA	13	RASC	
1399	Ch.	RIVA			
195	Ch.	ROBERTO	6		
295		ROLANDO	7		
439	Ch.	ROMA	7	RASC	
1315		ROSALINA	2		
341	Ch.	ROSARIO			
755		ROSA	1		In Palermo 19/I.
455		ROSA L.	6		
		ROSARIO CORNICELLA			
		ROSARIO MARINO			In Palermo 19/I.
435		ROSINA	1		
597		ROSINA VICTORIA	5		
1039		ROSINA MARIE	1		
1443		ROSINA S.			To sail Portici/S.Lucia/
449		RUGGERO II	2		(Palermo.
1481		ROSINA			
1437		ROSINA T.			
1501		ROSA MARIA	4		In Palermo 19/I.
1761		ROSA M.	12		
511	Ch.	S. AGATA	3		
703		S. ANGELO	5		
883	Ch.	S. ANDREA	8		
17	Ch.	S. ANDREA	4		
1451		S. ANGELA			
849		S. ANNA	1		
1009	Ch.	S. ANNA	3		Sld. 19/I Naples/Gaeta & Fiu-
1349		S. ANNA D.			(micino Gaeta
43	Ch.	S. ANNA DI CACCHI	5		(20/I.
423		S. ANNA MARIE	5		
701		S. ANTONINO	6		
1407		S. ANTONINO			
57	Ch.	S. ANTONIO	5		
599		S. ANTONIO	8	RASC	In Palermo 19/I.
441		S. ANTONIO	7		
523		S. ANTONIO	1		
569		S. ANTONIO	1		
731		S. ANTONIO	1		
1591	Ch.	S. ANTONIO			
677		S. ANTONIO D.			
1591		S. ANTONIO DI PADOVA			
81	Ch.	S. ANTONIO DI PADOVA	5		
1347		S. ANTONIO DI PADOVA			
625		S. ANTONIO L.	8	RASC	
57	Ch.	S. ANTONIO ROSA	5	RASC	

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1515		ROSETTA	2		
321	Ch.	ROSOLINO			
775		ROSA	1		In Palermo 19/I.
455		ROSA D.	6		
		ROSARIO CORONELLA			
		ROSARIO SALEMI			In Palermo 19/I.
485		ROSINA	1		
557		ROSINA FIORELLA	5		
1059		ROSINA MARIA	1		
1643		ROSINA S.			To sail Porticci/S.Lucia/
469		ROSOLINO EL	2		(Palermo.
1481		ROSINA			
1437		ROSINA T.			
1601		ROSA MARIA	4		In Palermo 19/I.
1761		ROSA M.	12		
511	Ch.	S. AGATA	3		
703		S. ANGELO	5		
993	Ch.	S. ANDREA	8		
17	Ch.	S. ANDREA	4		
1051		S. ANDREA			
249		S. ANNA	1		
1069	Ch.	S. ANNA	3		Sld. 19/I Naples/Gaeta & Piu-
1349		S. ANNA D.			(cicino. Sld. Gaeta
		-Sld. 17/I Naples/Ischia.			(20/I.
41	Ch.	S. ANNA DI NAPOLI	5		
483		S. ANNA MARIA	5		
701		S. ANTONIO	6		
1407		S. ANTONIO			
87	Ch.	S. ANTONIO	5		
959		S. ANTONIO	8	RASC	In Palermo 19/I.
1111		S. ANTONIO	7		
529		S. ANTONIO	1		
569		S. ANTONIO	1		
1341		S. ANTONIO			
1931	Ch.	S. ANTONIO			
677		S. ANTONIO D.			
1581		S. ANTONIO DI PADOVA			
81	Ch.	S. ANTONIO DI PADOVA	5		
1347		S. ANTONIO DI PADOVA			
645		S. ANTONIO E.	8	RASC	
57	Ch.	S. ANTONIO ROMA	5	RASC	
1081		S. AGOSTINO	2		
277		S. BARBARA	4	RASC	
673		S. BIAGIO	2		In Palermo 19/I.
		S. CATALDO	3		
1057		S. CIRO	3		Arrived Mazzara 15/I.
391		S. CIRO DI TORRE DEL GRECO	2		
557	Ch.	S. CRISTOFORO	9		
1301		S. DOMINICO	1		
1483		S. EUFEMIA	6		In Palermo 19/I.
555		S. FRANCESCO	1		
15		S. FRANCESCO	8		
501	Ch.	S. FRANCESCO D.	10	RASC	

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Reg.No.		Schooner.	Cat.	A/C.	Position.
497	Ch.	S. FRANCESCO D'ASSISI	4	RASC	
27	Ch.	S. FRANCESCO DI PAOLA	10	RASC	
697	Ch.	S. FRANCESCO DI PAOLA	3		
899		S. FRANCESCO DI PAOLA	10		
951		S. FRANCESCO DI PAOLA	1		
995		S. FRANCESCO DI PAOLA	7		
1099	Ch.	S. FRANCESCO DI PAOLA	7		
1529	Ch.	S. FRANCESCO DI PAOLA			
339		S. GABRIELE	3	RASC	
759		S. GAETANO	1		
1019		S. GAETANO	3		
895		S. GAUDENZIO	8	RASC	
49	Ch.	S. GENNARO	8		
193		S. GENNARO	6		
709		S. GENNARO	10	RASC	
853		S. GENNARO	11	RASC	
1031		S. GENNARO	1		
101		S. GIORGIO	14	RASC	
695		S. GIORGIO GIUSEPPE	1		
593	Ch.	S. GIORGIO SECONDO	7	RASC	
1551		S. GIOVANNI			
659		S. GIOVANNI	4	RASC	In Palermo 19/I.
687		S. GIOVANNI			
977	Ch.	S. GIOVANNI	4		In Palermo 19/I.
1415		S. GIOVANNI			
		S. GIOVANNI BATTISTA			
1375		S. GIOVANNI C.			
71	Ch.	S. GIOVANNI GIUSEPPE	4		
587		S. GIOVANNI GIUSEPPE	1		
869		S. GIOVANNI GIUSEPPE	1		
591		S. GIOVANNI GIUSEPPE DELLA CROCE	1		
171		S. GIUSEPPE	4		
235	Ch.	S. GIUSEPPE	2		
389	Ch.	S. GIUSEPPE			
605	Ch.	S. GIUSEPPE	3		
665		S. GIUSEPPE	7		
505	Ch.	S. GIUSEPPE			
669		S. GIUSEPPE	7		
637		S. GIUSEPPE	1		
711		S. GIUSEPPE	1		
753		S. GIUSEPPE	1		
765		S. GIUSEPPE	1		
931		S. GIUSEPPE	4		
973		S. GIUSEPPE	1		
1049		S. GIUSEPPE	1		
1083		S. GIUSEPPE	5		
1067	Ch.	S. GIUSEPPE	6		
1107		S. GIUSEPPE			
1321	Ch.	S. GIUSEPPE N.	5		To sail Catania/Anzio, return Naples
1331		S. GIUSEPPE P.	2		

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193		S.	GENNARO	6		
709		S.	GENNARO	10	RASC	
853		S.	GENNARO	11	RASC	
1031		S.	GENNARO	1		
101		S.	GIORGIO	14	RASC	
695		S.	GIORGIO GIUSEPPE	1		
593	Ch.	S.	GIORGIO SECONDO	7	RASC	
1551		S.	GIOVANNI			
659		S.	GIOVANNI	4	RASC	In Palermo 19/I.
687		S.	GIOVANNI			
977	Ch.	S.	GIOVANNI	4		In Palermo 19/I.
1415		S.	GIOVANNI			
		S.	GIOVANNI BATTISTA			
1375		S.	GIOVANNI C.			
71	Ch.	S.	GIOVANNI GIUSEPPE	4		
587		S.	GIOVANNI GIUSEPPE	1		
869		S.	GIOVANNI GIUSEPPE	1		
591		S.	GIOVANNI GIUSEPPE DELLA CROCE	1		
171		S.	GIUSEPPE	4		
235	Ch.	S.	GIUSEPPE	2		
389	Ch.	S.	GIUSEPPE			
605	Ch.	S.	GIUSEPPE	3		
665		S.	GIUSEPPE	7		
505	Ch.	S.	GIUSEPPE			
669		S.	GIUSEPPE	7		
637		S.	GIUSEPPE	1		
711		S.	GIUSEPPE	1		
753		S.	GIUSEPPE	1		
765		S.	GIUSEPPE	1		
931		S.	GIUSEPPE	4		
973		S.	GIUSEPPE	1		
1049		S.	GIUSEPPE	1		
1083		S.	GIUSEPPE	6		
1067	Ch.	S.	GIUSEPPE			
1107		S.	GIUSEPPE			
1321	Ch.	S.	GIUSEPPE N.	5		To sail Catania/Anzio,return Naples
1331		S.	GIUSEPPE P.	2		
1373		S.	GIUSEPPE			
1377		S.	GIUSEPPE Z.			
1519		S.	GIUSEPPE			
1645		S.	GIUSEPPE I			
1649		S.	GIUSEPPE			
1651		S.	GIUSEPPE			
265		S.	GIUSEPPE PATRIARCA	2		
917		S.	GIUSEPPE S.	8		
		S.	IMMACOLATA			
629		S.	LORENZO MAIORANA	5	RASC	To sail Molfetta/Palermo.
545		S.	LUIGI	2		
729		S.	MARIA	1		

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Reg. No.		Schooner.	Cat.	A/C.	
335		S. MARIA A MARE	1		
93		S. MARIA ANTONIETTA			
19	Ch.	S. MARIA DELL'ARCO	5		
284	Ch.	S. MARIA DEL PRINCIPIO	4		
		S. MARIA MADDALENA			
420		S. MICHELE	1		
496		S. MICHELE	1		
578	Ch.	S. MICHELE	5	RASC	
603	Ch.	S. MICHELE	5		
1931	Ch.	S. MICHELE	7		
		S. MICHELE ARCANGELO			
322		S. NICOLA	4		
859	Ch.	S. NICOLA	6		
1,03		S. PASQUALE	2		
2074		S. PIETRO	4		
150		S. RAFFAELE	4		
248		S. ROSA	6		
257		S. ROSA	7		
1291	Ch.	S. ROSA	5		
295		S. VINCENZO			
519		S. VITO ANNA DI PAOLA			
		SANTA MADDALENA			
		SANTO CRISTO	5		
		SANTO CRISTO			
	Ch.	SARACENA			
		SARACENA			
		SARACENA			

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In Palermo 19/I.

10 RASC

10 RASC

15 RASC

To sail Baia/C'Mare/Marsala/Portici.

RASC

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RASC In Palermo 19/I.

In Palermo 19/I.
To sail T.Annunziata/Palermo.

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	Schooner	Cat. A/C.	
	SAN VINCENZO	7	
	SAN VITO		
	SANTA ALBERTO		
	SANTA ANNA		
	SANTA ANTONIA	4	
	SANTA ANA	1	
	SANTA ANTONIO	7	
	SANTA ANTONIO		
	SANTA ANTONIO	2	
	SANTA CATERINA		
	SANTA CECILIA	1	
	SANTA CECILIA		
	SANTA CRUZ		
	SANTA MARIA DELLA PIETA	1	
	SANTA ROSA		
	SANTA ROSA	7	
	SANTISSIMO DE SOCORRO	5	
	SAN VINCENZO	7	
	SANTO		
	SANTO		
	SANTA MARIA DELLA	8	RASC
	SANTA ROSA	5	
	SANTA		
	SANTA		
	SANTA

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Reg.No.	Schooner.	Cat.	A/C.	Position.
	TARANTO			
1705	TARQUINIA	3		
1319 Ch.	TEA	2		
819	TERESA	10	RASC.	
	TRAPANI			
	TRENTO			
553	TRE EL	2		
1131 Ch.	TRIESTE	5		
1725 Ch.	TRIONFO	6		
	TUTTI SANTI			
737 Ch.	UMBERTO I	7		
975	UMBERTO	1		
1053	UNIONE	2		Arrived Palermo 18/I.
	USTICA			In Palermo 19/I.
1853	ULRICO M.			RASC.
1081 Ch.	VELIA AMICI	5		
811	VERA UNIONE	9	RASC.	
119 Ch.	VERGINE CLEMENTE	4		
1447 Ch.	VERGINE DI LOURDES			To sail Portici/Palermo/Portici.
127 Ch.	VERGINE DI POMPEI	4	RASC	
257 Ch.	VERI AMICI	10	RASC.	
1005 Ch.	VI DIRO'C	7		To sail Molfetta/Bari/Palermo.
405	VILMA			
1769	VINCENZINA			
	VINCENZINA			
141	VINCENZINO	3		
735	VINCENZINO C.	2		
1569	VINCENZINO D.			
203 Ch.	VINCENZO CLAROVOLO	6	RASC	
	VINCENZO PADRE			
761	VITA SUL MARE	1		
929 Ch.	VITO ARFAGNA	6		
	VITO R.			
417 Ch.	VITTORIA	9		
51 Ch.	VITTORIA MADRE	8	RASC.	In Palermo 19/I.
693	VITTORIO	6		
	VOLTURNO			
113 Ch.	VULCANO	6		
	VIOLETTE	13		To sail Palermo/V.Valentia.
1765	VOLONTA DI DIO			
1717 Ch.	VINCENZO ONORATO	12		
813	YLLIRITES	5	RASC	
1093	ZANCLEA	2		
223	ZUECA I	9	RASC	

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757	Ch.	UMBERTO I	7		
975		UMBERTO	1		
1053		UNIONE	2	Arrived Palermo 18/I.	
		USTICA		In Palermo 19/I.	
1853		ULRICO M.		RASC.	
1081	Ch.	VELIA AMICI	5		
811		VERA UNIONE	9	RASC.	
119	Ch.	VERGINE CLEMENTE	4		
1447	Ch.	VERGINE DI LOURDES		To sail Portici/Palermo/Portici.	
127	Ch.	VERGINE DI POMPEI	4	RASC	
357	Ch.	VERI AMICI	10	RASC.	
1005	Ch.	VI DIRO'C	7	To sail Molfetta/Bari/Palermo.	
405		VIIMA			
1769		VINCENZINA			
		VINCENZINA			
141		VINCENZINO	3		
735		VINCENZINO S.	2		
1569		VINCENZINO D.			
203	Ch.	VINCENZO CLARCVOLO	6	RASC	
		VINCENZO PADRE			
761		VITA SUL MARE	I		
929	Ch.	VITO ARRAGNA	6		
		VITO R.			
417	Ch.	VITTORIA	9		
51	Ch.	VITTORIA MARE	8	RASC. In Palermo 19/I.	
695		VITTORIO	6		
		VOLTURNO			
113	Ch.	VULCANO	6		
		VIOLETTE	13	To sail Palermo/V.Valentia.	
1765		VOLONTA DI DIO			
1717	Ch.	VINCENZO ONORATO	12		
813		YLIBRITES	8	RASC	
1093		ZANCLEA	2		
223		ZUECA I	9	RASC	

Schooners have been classified as follows:- 1158

Under 10	tons	DWT	Cat. 1.	150-200	tons	DWT	Cat. 9.
10-20	"	"	" 2.	200-250	"	"	" 10.
20-30	"	"	" 3.	250-300	"	"	" 11.
30-40	"	"	4.	300-350	"	"	12.
40-50	"	"	" 5.	350-400	"	"	" 13.
50-75	"	"	" 6.	400-500	"	"	" 14.
75-100	"	"	" 7.	500-600	"	"	" 15.
100-150	"	"	" 8.	Over 600	"	"	" 16.

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Reg.No.	Schooner.	Cat.	A/C.	Position.
367	SAN VINCENZO	7		
	SAN VITO			
	SAN VITO PADRE			
	SANT'ALBERTO			
1481 Ch.	SANT'ANDREA	3		
89 Ch.	SANT'ANGELO	4		
395	SANT'ANNA	1		
1055	SANT'ANTONIO	7		
1639	SANT'ANTONIO	2		
1087	SANT'ANTONINO	2		
1361	SANTA CATERINA			
689	SANTA LUCIA	1		
1369	SANTA LUCIA			
1123	SANTA MADRE			
613	SANTA RESTITUTA	1		
1363 Ch.	SANTA RITA			
517 Ch.	SANTO PADRE	7		
367	SANTUARIO DI POMPEI	5		
1573	SAN VINCENZO	5		
	ARENO			
651 Ch.	SAVERIO GIARDINA	8	RASC.	
107	SAVERIO MARIO			
893	SAVERIO MARIO	6		
	SEBASTIANINO			
	SEBASTIANO			
381	SEMPRE AVANTI	1		
	SFINGE			
	SILVERIO			
47 Ch.	SILVIA STARITA	10	RASC.	
505	SINUESSA	1		
549 Ch.	SIRIO	2		
533	SOFIA	1		
471	SPARVIERO	3		
1393	SPARVIERO			
	SPERANZA			
261	S.S. CROCEFISSO	6		
645 Ch.	STELLA DEL MARE			
1511	S. CATERINA	3		
1599	SAN GAETANO	3		
1611 Ch.	SANT'ANTONIO	2		In Palermo 19/I.
1613	SAN GIUSEPPE			
1677 Ch.	S. GIUSEPPE	5		
1669 Ch.	SAN GIUSEPPE	2		
1693 Ch.	S. LORENZO	6		
1729 ...	SAN GIUSEPPE	2		
1735	SANT'ANTONIO	2		
1739	S. TARVISIO	2		
1743	SAN CATALDO	2		
1799 Ch.	SICILIA	5		
1805	SAN GIUSEPPE	6		

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615		SANTA PESTITUTA	1	
1363	Ch.	SANTA RITA		
317	Ch.	SANTO PADRE	7	
107		SANTUARIO DI POMPEI	5	
1573		SAN VINCENZO ARINO	5	
651	Ch.	SAVERIO GIARDINA	8	RASO.
107		SAVERIO MARIO		
893		SAVERIO MARIO SEBASTIANINO SEBASTICINO	6	
361		SEMPRE AVANTI SFINGE SILVERIO	1	
47	Ch.	SILVIA STARITA	10	RASO.
505		SIDUESSA	1	
549	Ch.	SIRIO	2	
533		SOFIA	1	
471		SPARVIERO	3	
1393		SPARVIERO SPERANZA		
261		S.S. CROCEFISSO	6	
645	Ch.	STELLA DEL MARE		
1511		S. CATERINA	5	
1599		SAN GAETANO	3	
1611	Ch.	SANT'ANTONIO	2	In Palermo 19/I.
1613		SAN GIUSEPPE		
1677	Ch.	S. GIUSEPPE	5	
1689	Ch.	SAN GIUSEPPE	2	
1693	Ch.	S. LORENZO	6	
1729	..	SAN GIUSEPPE	2	
1735		SANT'ANTONIO	2	
1739		S. TARVISIO	2	
1743		SAN CATALDO	2	
1799	Ch.	SICILIA	6	
1805		SALVATORE	6	
1831		SAN GIUSEPPE	5	
1835	Ch.	S. MARCO		
1841		SAN FRANCESCO	2	To sail Pozzallo/Catania/ Portici.
1847		SORELLE	7	
1849		SANT'ANTONIO	4	
1855		SALVATORE ROCCIA	6	
1861		SORELLE MILE	7	To sail Licata/P.Empedocle/Portici.
1867		SANT'ANTONIO	8	

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Copy No.

SECRET.

MEDITERRANEAN SHIPPING BOARD.

POSITION SHEET.

ITALIAN SCHOONERS.

Thursday, , 18th January, 1945.

Reg.No.		Schooner.	Cat. A/C.	Position.
		ADA TO.51		
1075	Ch.	ADDIS ABEBA	2	
67	Ch.	ADELE	6	
		ADELE		
1629	Ch.	ADELINA		
817		ADUA	9	RASC
343		AEMARIA	1	
1337		AGA	2	
		AGATA S. RITA		
199		AGNESE	2	
475		AGOSTINO R.	3	
581		AIDA	3	
831	Ch.	AIDA	14	RASC
		AIDA R.		
1063		ALBANIA	5	
1025	Ch.	ALBERTO		In Palermo 16/I.
1137		ALBERTO		
1473		ALBERTO		
		ALBERTO PADRE		
1109		ALBERTO R. PADRE		Sld. 17/1 Naples/Gaeta & Fiumicino
763	Ch.	ALDO COLOMBO	4	(ETA. Gaeta 17/I.
129		ALESSANDRO	15	RASC
		ALFINA		
683	Ch.	ALFREDO	4	RASC
725		ALMA	14	RASC Weatherbound at Catania 11/I.
1155		AMABILE MARIETTA		
247	Ch.	AMEDEO DI SAVOIA	4	
1617		AMERIGO VESPUCCI		
		AMMIRAGLIO TOGO		
		ANGELETTA		Left Reggio 16/I.
197	Ch.	ANGELINA BUONA MADRE	6	Sld. 16/I Palermo/Trapani.
85	Ch.	ANGELINA E CORNELLIA	6	
921		ANGELINA ED ANNINA BRIGNONE	6	
279		ANGELINA MAIRE	6	RASC
1123		ANGELINA MAIRE B.		
687		ANGELO	1	
575	Ch.	ANGELO DI DIO	6	
1419		ANGELO E GIOVANNA		
691	Ch.	ANGIOLINA H	11	
217		ANNA	3	
599		ANNA	1	
1527	Ch.	ANNA		

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		ADA TC.51		
1075	Ch.	ADDIS ABEBA	2	
67	Ch.	ADELE	6	
		ADELE		
1629	Ch.	ADELINA		
817		ADUA	9	RASC
343		AENARIA	1	
1337		AGA	2	
		AGATA S. RITA		
199		AGNESE	2	
475		AGOSTINO R.	3	
581		AIDA	3	
831	Ch.	AIDA	14	RASC
		AIDA R.		
1063		ALBANIA	5	
1025	Ch.	ALBERTO		In Palermo 16/I.
1137		ALBERTO		
1473		ALBERTO		
		ALBERTO PADRE		
1109		ALBERTO R. PAIRE		Sld. 17/1 Naples/Gaeta & Fiumicino (ETA. Gaeta 17/I.
763	Ch.	ALDO COLOMBO	4	
129		ALESSANDRO	15	RASC
		ALFINA		
683	Ch.	ALFREDO	4	RASC
725		ALMA	14	RASC Weatherbound at Catania 11/I.
1155		AMABILE MARIETTA		
247	Ch.	AMEDEO DI SAVOIA	4	
1617		AMERIGO VESPUCCI		
		AMMIRAGLIO TOGO		
		ANGELETTA		Left Reggio 16/I.
197	Ch.	ANGELINA BUONA MADRE	6	Sld. 16/I Palermo/Trapani.
85	Ch.	ANGELINA E CORNELIA	6	
921		ANGELINA ED ANNINA BRIGNONE	6	
279		ANGELINA MAIRE	6	RASC
1123		ANGELINA MAIRE B.		
687		ANGELO	1	
675	Ch.	ANGELO DI DIO	6	
1419		ANGELO E GIOVANNA		
691	Ch.	ANGIOLINA H	11	
217		ANNA	3	
599		ANNA	1	
1527	Ch.	ANNA		
109		ANNA MARIA	6	
111		ANNA MARIA PIETRO	7	
233		ANNA S	1	
465		ANNUNZIATA MADRE	5	Sld. 16/I Naples/Gaeta & Fiumicino.
627		ANNUNZIATA MADRE	10	RASC (ETA. Gaeta 17/I.
		ANTONIETTA		1157
405		ANTONIETTA MADRE	5	Sld. 17/I Naples/Gaeta & Fiumicino
477		ANTONIA MARIA	5	(ETA. Gaeta 17/I.
619		ANTONINA	1	
331		ANTONINO	1	
187		ANTONIO	9	RASC
169		ANTONIO	1	

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Reg.No.		Schooner.	Cat.	A/C.	Position.
823		ANTONIO AURELIO	9		RASC.
823		ANTONIO EMILIA	Sld.	16/I	Bari/Manfredonia. ETA.17.
1043		ANTONIO EMILIA	7		
165	Ch.	ANTONIO FEOLA	3		
561		A. PONTE	2		
255		AQUILA VITTORIOSA	8		
941	Ch.	ARS			In Palermo 15/I.
1539		ARALDO	11		RASC.
827	Ch.	ARSIA	1		
429		ASSUNTA C.	5		
227	Ch.	ASSUNTA DEL MONTE			
		ASSUNTA DOMENICA	4		
449		ASSUNTA F.			
		ASSUNTA IN CIELO	5		
559	Ch.	ASSUNTA MAIRE	6		
633	Ch.	ASSUNTA MARIA	3		
507		ATLANTIC			
		AUGUSTUS			
		AURELIO			
		AUSILIATRICE			
609	Ch.	AVE MARIA	8		RASC
1425	Ch.	ALBATROS	8		
1737		ANTONIO	2		
		BAIA			
221	Ch.	BAIA			
805		BALENA	6		RASC
13	Ch.	BATTISTA	5		RASC
		BEATA MARIA			
745		BELLA ITALIA	1		
73	Ch.	BELLA MARIA	5		RASC
173		BELLA S. ROSA	2		
205	Ch.	BELLA VENEZIA	7		
145	Ch.	BELLA VIRGINIA	6		To load at Crotone 16/I.
961		BENEDETTA S. ROSA	1		
751	Ch.	BIANCA ROSA	15		RASC
1061		BINA	2		RASC
997		BRIGIDA ROMEO	7		
1309		BUFFALO	1		
		BUFFALO ESPRESSO	1		
		BUONA MADRE			
1161		BUONA FEDE			
913		BUONI GENITORI	9		RASC
1133		BERNARDINO	7		

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227	Ch.	ASSUNTA DEL MONTE	5	
		ASSUNTA DOMENICA		
449		ASSUNTA F.	4	
		ASSUNTA IN CIELO		
559	Ch.	ASSUNTA MADRE	5	
633	Ch.	ASSUNTA MARIA	6	
507		ATLANTIC	3	
		AUGUSTUS		
		AURELIO		
		AUSILIATRICE		
609	Ch.	AVE MARIA	8	RASC
1425	Ch.	ALBATROS	8	
1737		ANTONIO	2	
		BAIA		
221	Ch.	BAIA		
805		BALENA	6	RASC
13	Ch.	BATTISTA	5	RASC
		BEATA MARIA		
745		BELLA ITALIA	1	
73	Ch.	BELLA MARIA	5	RASC
173		BELLA S. ROSA	2	
205	Ch.	BELLA VENEZIA	7	
145	Ch.	BELLA VIRGINIA	6	To load at Crotone 16/I.
961		BENEDETTA S. ROSA	1	
751	Ch.	BIANCA ROSA	15	RASC
1061		BINA	2	RASC
997		BRIGIDA ROMEO	7	
1309		BUFFALO	1	
		BUFFALO ESPRESSO	1	
		BUONA MADRE		
1161		BUONA FEDE		
913		BUONI GENITORI	9	RASC
1133		BERNARDINO	7	
		CALABRIA EROICA		
1159		CARLO BATTISTA		
309	Ch.	CARLO GIORGINI	8	RASC To sail Procida/Portici/
97		CARLOTTA	9	P'mo.
135		CARMELA	7	RASC
489	Ch.	CARMELINA F.	2	
		CARMELO MARIANNA		
		CARMELO SALONIA		
785	Ch.	CARMEN	8	RASC

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Reg.No.		Schooner.	Cat.	A/C.	Position.
787	Ch.	CARMEN ADELE	8	RASC	
		CARO PEPPINO			
1553		CAROLINA			
1367		CARUDI			
105		CATERINA			
889		CATERINA BARTOLO	7		
157	Ch.	CATTANI G.	10	RASC	Left Barletta 16/I.
1757	Ch.	CENTRINA			
1353	Ch.	CECCOTTO			
1351		CECCINA			
965	Ch.	CICCINA MADRE	3		
		CIELO DESTINO			
589		CINQUE FRATELLI	1		
843	Ch.	CITTA DI BARI	11	RASC	
1489	Ch.	CITTA DI VIESTE			
945		CLEMENTE	6		
1125		COLLETINA MADRE			
275		COLOMBA	2		
77	Ch.	COLOMBA	6		
1403		COLOMBO			
1477	Ch.	CONCETTINA			
987		CONCETTINA I.			
1333		CONCETTINA BELLISTRI	2		
1653		CONCETTINA M.			
715		CONCETTINA R.	8	RASC	
459		CONCEZIONE	2		
699		CONSOLAZIONE	3		
		CONTE DI CAVOUR			
		CONTE DI SAVOIA			
		CONTE ROSSO			
		CORA			
347		CORA	11	RASC	
		CORNELIA P.			
351		COSTANZA	12	RASC	
		COSTANZA F.			
		COSTANZO CIANO			
231		CUORE DI GESU'	2		
273		CUORE DI GESU'	1		
319		CUORE DI GESU'	7		
641	Ch.	CUORE DI GESU'		RASC	In Palermo 16/I.
1011		CUORE DI GESU'	3		
1073	Ch.	CUORE DI GESU'	5		
947	Ch.	CUORE DI MARIA	6		
1637	Ch.	CHIARINA MADRE			
1795		CARMELINO			
1807		CONCORDIA			Arrived Barletta 16/I.
155		CROCIFISSO			

In Palermo 16/I.

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589		CINQUE FRATELLI	1		
843	Ch.	CITTA DI BARI	11	RASC	
1489	Ch.	CITTA DI VITSEE			
945		CLEMENTE	6		
1125		COLLETINA MADRE			
275		COLOMBA	2		
77	Ch.	COLOMBA	6		
1403		COLOMBO			
1477	Ch.	CONCETTINA			
987		CONCETTINA II.			
1333		CONCETTINA BELLISTRI	2		
1653		CONCETTINA M.			
715		CONCETTINA R.	8	RASC	
459		CONCEZIONE	2		
699		CONSOLAZIONE	3		
		CONTE DI CAVOUR			
		CONTE DI SAVOIA			
		CONTE ROSSO			
		CORA			
347		CORA	11	RASC	
		CORNELIA P.			
351		COSTANZA	12	RASC	
		COSTANZA P.			
		COSTANZO CIANO			
231		CUORE DI GESU'	2		
273		CUORE DI GESU'	1		
319		CUORE DI GESU'	7		
641	Ch.	CUORE DI GESU'		RASC	In Palermo 16/I.
1011		CUORE DI GESU'	3		
1073	Ch.	CUORE DI GESU'	5		
947	Ch.	CUORE DI MARIA	6		
1637	Ch.	CHIARINA MAIRE			
1795		CARMELINO			
1807		CONCORDIA			Arrived Barletta 16/I.
155		CROCIFISSO			
		DAINO			In Palermo 16/I.
1357	Ch.	DELFINO			
647		DELIA	1		
1007		DIRCI	5		
911	Ch.	DINA	10	RASC	
767		DIVINA PROVVIDENZA	5		
361		DOMENICA	8	RASC	
207	Ch.	DOMENICA DONATI	9	RASC	
9	Ch.	DOMENICA MAIRE	13	RASC	
1449	Ch.	DOMENICA MISURACA			1156
245		DOMENICO F.	9	RASC	Arrived Barletta 16/I.
39	Ch.	DOMENICO PADRE	8	RASC	
121	Ch.	DOMENICO PADRE II	5		
1343		DOMENICO S			
183	Ch.	DON GIOVANNI BOSCO	8	RASC	

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Reg.No.		Schooner.	Cat.	A/C.	Position.
11		DOVERE	8	RASC	
7	Ch.	DUCHESSA	8	RASC	
1145		DUE FRATELLI			In Palermo 16/I.
407		DUE SORELLE	5		
241	Ch.	DUE SORELLE	6		
1101	Ch.	DOMENICO	Sld. 17/I		Naples/Reggio & P'mo.ETA.Reggio 20/I.
547		EDOARDO C	12		
		EDOARDO			
631		ELENA	5	RASC	
719	Ch.	ELENA	6		
799	Ch.	ELENA C.	7	RASC	In Palermo 16/I.
491	Ch.	ELEONORA CUCRATO	6		
747		ELISABETTA	3		In Palermo 16/I.
393	Ch.	ELSA	9	RASC	
257	Ch.	EMANUELE FERREGNO	9	RASC	
875		EMILIA	4		
855	Ch.	EMILIA	5		
371		EMMA LUCCI	3	RASC	
399		ENOSIA	1		
801		ENRICO II	6	RASC	
1345	Ch.	ENRICO II			
387		EPOMEO	1		
1355		ERNESTO			Sld. 16/I Palermo 16/I.
1385	Ch.	ERNESTO LEONE			
1387	Ch.	ERMELINDA			
353		ESPERO	9	RASC	
		ESPERO			
		ETERNO PADRE			
773	Ch.	EUGENIO LOFFREDO	8	RASC	
1345		EMANUEL PADRE	5		
1665	Ch.	ERSILIA M.	7		
1851		E.2.	4		
1557		FAMIGLIA			Arrived Barletta 16/I.
1435		FAMIGLIA GALLITTO			
		FAMIGLIA FAZIO			
325	Ch.	FEDELE PADRE	4		
861	Ch.	FELICE PADRE	3		
1071		FELICITA	3		
397	Ch.	FERDINANDO I	7	RASC	
125		FERNANDA	11	RASC	
219		FERNANDA D	5	RASC	
159		FERRERI	3		
678		FIDES	6		

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631		ELENA	5	RASC	
719	Ch.	ELENA	6		
799	Ch.	ELENA C.	7	RASC	In Palermo 16/I.
491	Ch.	ELEONORA ONORATO	6		
747		ELISABETTA	3		In Palermo 16/I.
393	Ch.	ELSA	9	RASC	
257	Ch.	EMANUELE FERRIGNO	9	RASC	
875		EMILIA	4		
855	Ch.	EMILIA	5		
371		EMMA LUCCI	3	RASC	
399		ENOOSLA	1		
801		ENRICO II	6	RASC	
1345	Ch.	ENRICO II			
387		EPOMEO	1		
1355		ERNESTO			Sld. 16/I Palermo 16/I.
1385	Ch.	ERNESTO LEONE			
1387	Ch.	ERMELINDA			
353		ESPERO	9	RASC	
		ESPERO			
		ETERNO PADRE			
773	Ch.	EUGENIO LOFFREDO	8	RASC	
1845		EMANUEL PADRE	5		
1665	Ch.	ERSILIA M.	7		
1851		E.2.	4		

1557		FAMIGLIA			Arrived Barletta 16/I.
1433		FAMIGLIA GALLITTO			
		FAMIGLIA FAZIO			
325	Ch.	FEDELE PADRE	4		
861	Ch.	FELICE PADRE	3		
1071		FELICITA	3		
397	Ch.	FERDINANDO I	7	RASC	
125		FERNANDA	11	RASC	
219		FERNANDA D	5	RASC	
159		FERRERI	3		
679		FIDES	6		
		FIERA DI LEVANTE			
		FILIPPO CORRIDONI			
293	Ch.	FILIPPO CUDO	8	RASC	
153	Ch.	FILOMENA MADRE	9	RASC	
		FIUME			
373		FORTUNATA	1		
1439	Ch.	FORTUNATA S.			
905		FORTUNATO	4		
797	Ch.	FRANCA LEONE	6	RASC	
409		FRANCESCA MADRE	6		
513	Ch.	FRANCESCHINA F.	8		

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Reg.No.		Schooner.	Cat.	A/C.	Position.
445	Ch.	FRANCESCO DI GREGORIO	10	RASO	
757	Ch.	FRANCESCO E	6		
257	Ch.	FRANCESCO PADRE	9		
427		FRANCESCO PADRE	6		
5	Ch.	FRANCO			
283	Ch.	FRATELLI BARBERA	8		In Palermo 16/I.
1329		FULMINE	2		
355		FURIO CAMILLO	11	RASO	
1291	Ch.	FRANKLINA V	7		
1753		FRANCESCO PADRE	13		
		GALILEO GALILEI	8		
561	Ch.	GARIBALDI	4	RASO	
739		GEMELLO	3		
967	Ch.	GEMELLO II	5		
1027		GENNARO MARIA LIBERA	8		
439		GENNARINO	8	RASO	
767	Ch.	GENNARINO F.	7		
143	Ch.	GENNARO PADRE	2		
507		GESU' GIUSEPPE MARIA	3		
291		GIACOMO FRANCESCO	8	RASO	
671	Ch.	GIACOMO S.	6		
983	Ch.	GIANCARLO	7		In Palermo 16/I.
385	Ch.	GIANNINA P.	14	RASO	
839		GILANDO	7	RASO	
[illegible]		GILFREDO	6		In Palermo 16/I.
571	Ch.	GIORDANO BRUNO	12	RASO	
99		GIORGINA	8		
515		GIORGIO	11	RASO	
259	Ch.	GIORGIO			
1499	Ch.	GIOVANNESSA	7		
891	Ch.	GIOVANNINA I	8		
979		GIOVANNA MAIRE			To sail Portici/Palermo.
1177		GIOVANNI PADRE	10	RASO	
1	Ch.	GIOVANNI	13	RASO	Arrived Barletta 16/I. sld.
1315		GIOVANNI DA PROCIDA	4		(16/I.
705		GIOVANNINA	3		
681	Ch.	GIOVANNINA	3		
35	Ch.	GIOVANNINA			
103		GIUDITTA	8		
877		GIUDITTA			
1565		GIUDITTA			
467		GIULIA	3		
147	Ch.	GIULIO	3		
1417		GIUSEPPE COSTA			
515		GIUSEPPE P.	1		To sail Sciacca/Mazzara/P'eria
57	Ch.	GIUSEPPE PADRE	7	RASO	(Portici.
123	Ch.	GIUSEPPE PADRE I	6		
915		GIUSEPPE SARDO			
1615	Ch.	GIUSEPPE CALLARA			

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		GALILEO GALILEI			
531	Ch.	GARIBALDI	8		
759		GENELLO	4	RASO	
967	Ch.	GENELLO II	3		
1027		GENNARO MARIA LIBERA	5		
419		GENNARINO	6		
737	Ch.	GENNARINO F.	6	RASO	
145	Ch.	GENNARO PADRE	7		
307		GESU' GIUSEPPE MARIA	2		
291		GIACOMO FRANCESCO	3		
671	Ch.	GIACOMO S.	8	RASO	
983	Ch.	GIANCARLO	6		
385	Ch.	GIANNINA P.	7		In Palermo 16/I.
835		GILANDO	14	RASO	
[illegible]39		GILFREDO	7	RASO	
571	Ch.	GIORDANO BRUNO	6		In Palermo 16/I.
99		GIORGINA	12	RASO	
315		GIORGIO	8		
259	Ch.	GIORGIO	11	RASO	
1499	Ch.	GIOVANNESSA			
891	Ch.	GIOVANNINA I	7		
979		GIOVANNA MADRE	8		
1177		GIOVANNI PADRE			To sail Portici/Palermo.
1	Ch.	GIOVANNI I	10	RASO	
1315		GIOVANNI DA PROCIDA	13	RASO	Arrived Barletta 16/I. sld.
705		GIOVANULNA	4		(16/I.
681	Ch.	GIOVANUINA	3		
35	Ch.	GIOVANUINA	3		
103		GIUDITTA			
977		GIUDITTA	8		
1565		GIUDITTA			
467		GIULIA	3		
147	Ch.	GIULIO	3		
1417		GIUSEPPE COSTA			
515		GIUSEPPE P.	7		To sail Sciacca/Mazzara/P'eria
27	Ch.	GIUSEPPE PADRE	7	RASO	(Portici.
123	Ch.	GIUSEPPE PADRE I	6		
915		GIUSEPPE SARDO			
1615	Ch.	GIUSEPPE CALLARA			
649		GIUSEPPE VERDI	1		
		GIUSEPPE ZANNI			
211		GIUSEPPINA	2		
573	Ch.	GIUSEPPINA	3		
21	Ch.	GIUSEPPINA I	7		
1033	Ch.	GIUSEPPINA BELLISTRI	4		
1115		GIUSEPPINA R			
3		GLORIA C	15	RASO	
		GLORIOSO S. GIUSEPPE			

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Reg. No.		Schooner.	Cat. A/3.	Position.
1327		GUGLIELMO OBERDAN	10	
1379		GUGLIELMO MARCONI		
1105		GUSTAVO		
1661	Ch.	GILDA P.		
1721	Ch.	GIUSEPPINA P.		
1799		GESU E MARIA		
793		HIMARA	1	RASC
1183		IRANE	4	To sail Portici/Mersala/Agrigento/
23		I BUONI AMICI	7	RASC (Lampedusa.
425		IDA	5	
131		IDA	6	
253		I DUE COGNATI		
		I DUE FRATELLI	7	RASC
25	Ch.	I DUE FRATELLI	2	
155		I DUE FRATELLI	6	RASC
1017	Ch.	I DUE FRATELLI L.	1	
541		ILARIO	6	
925		IL NUOVO GUERRIERO	6	
213	Ch.	IL NUOVO ORSINI	2	
1091		IMMACOLATA		
1409		IMMACOLATA		
1461		IMMACOLATA	7	
333	Ch.	IMMACOLATA C	6	
431		IMPARA		To sail T.Annunziata/Naples.
1175		IMPARA	16	RASC
777		IMPERATORE	1	
721		IMPERO		
1157		IMPERO	7	
365		INES C	6	
1317	Ch.	INTREPIDO	5	
1095	Ch.	INVIDIATO	2	
509		IOLANDA		
1401		IRMA M.	10	RASC
281	Ch.	ISOLINA		
1625		ITALIA	7	
743	Ch.	ITALIA S.	1	
657		I TRE FRATELLI	1	
523		ITALIA L'ITALIE	7	
1771		IDA II	7	RASC
857		IDA C.	5	
1845		I DUE NENE		
1431		L'ANGELINA	1	
1009		LA BELLA ANNINA		
		LA BELLA BONINA		
		LA BELLA LIBIA	2	
		LA BELLA VINCENZINA		

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1183		IRANE	4		To sail Portici/Marsala/Agrigento/
23		I BUONI AMICI	7	RASO	(Lampedusa.
425		IDA	5		
131		IDA			
253		I DUE COGNATI	6		
		I DUE FRATELLI			
25	Ch.	I DUE FRATELLI	7	RASO	
155		I DUE FRATELLI	2		
1017	Ch.	I DUE FRATELLI L.	6	RASO	
541		ILARIO	1		
925		IL NUOVO GUERRIERO	6		
213	Ch.	IL NUOVO ORSINI	6		
1091		IMMACOLATA	2		
1409		IMMACOLATA			
1461		IMMACOLATA			
333	Ch.	IMMACOLATA C	7		
431		IMPARA	6		
1175		IMPARA			To sail T.Annunziata/Naples.
777		IMPERATORE	16	RASO	
721		IMPERO	1		
1157		IMPERO			
365		INES C	7		
1317	Ch.	INTREPIDO	6		
1095	Ch.	INVIDIATO	5		
509		IOLANDA	2		
1401		IRMA M.			
281	Ch.	ISOLINA	10	RASO	
1625		ITALIA			
743	Ch.	ITALIA S.	7		
657		I TRE FRATELLI	1		
523		ITALIA D'ITALIA	1		
1771		IDA II	7		
857		IDA C.	7	RASO	
1845		I DUE NENE	5		
1431		L'ANGELINA			
1009		LA BELLA ANNINA	1		
		LA BELLA BONINA			
		LA BELLA LIBIA			
177		LA BELLA VINCENZINA	2		
749	Ch.	LA CAPITALE	2		
1411		LADY MARGERY			
959		LA GIUSEPPINA	5		
795		LAGOSTA	7	RASO	
1405	Ch.	LA LUCCIOLA			In Palermo 15/I.
937		LA NUOVA ANNUNZIATA	4		
79	Ch.	LA NUOVA GRAZIELLA	6		
1013		LA NUOVA PASQUA			
		LA NUOVA STELLA	2		
337		LA ROSALIA	1		
839		LAURA	15	RASO	

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Reg. No.		Schooner.	Cat.	A/C.	
755	Ch.	LEDA	5		
151	Ch.	LEONARDO B.	8	RASC	
1305	Ch.	LEONARDO DA VINCI	8		
		LEONARDO ROSARIO			
527	Ch.	LEONE	4		
1065		LETIZIA	3		In Palermo 16/I.
		LIBECCIO			
1057		LIBERA	9	RASC	
		LIBIA			
327	Ch.	LILIA B.	7	RASC	
1129		LILIA RUGGERO			Sld. 17/I Naples/Gaeta & Fiumicino
1171		LILIANA			(ETA.Gaeta 17/I.
181	Ch.	LINA	6		
663		LINA			
263	Ch.	LINDA	11	RASC	
855		LIRIA	8	RASC	
953	Ch.	LORENZO	4		In Palermo 16/I.
239		LUCIA	2		Sld. 17/I Naples/C'Mare.ETA.17/I.
1389	Ch.	LUCIA			
251		LUCIA A	2		
1015	Ch.	LUCIA C.	6		
	Ch.	LU. [illegible]	4		
1089		LUCIA MADRE	5		
1413	Ch.	LUCIA MADRE			
69	Ch.	LUCIA SCOTTO	6		
555		LUIGI	3		
1598	Ch.	LUIGI II			In Palermo 16/I.
1603		LUIGI CIACCIO			
577	Ch.	LUIGINO	5		
133	Ch.	LUIGI PADRE	6		
531		LUIGI PADRE	1		
185		LUISA	2		
93	Ch.	LUISA MADRE	4		
299		LUREIA	5		
1593		LUIGI II	3		

215	Ch.	MADDALENA P.	8	RASC	
1359		MADDALENA G.			
957	Ch.	MADONNA DEI SETTE VELI	4		
919	Ch.	MADONNA DEL CARDILLO	10	RASC	
563		MADONNA DEL CARMINE	1		
1397		MADONNA DEL CARMINE			
1609	Ch.	MADONNA DEL PARADISO			
33	Ch.	MADONNA DELLA CIVITA	4		
865	Ch.	MADONNA DI MONTE NERO	8	RASC	
		MADONNA DI MONTE VERGINE			
1303	Ch.	MADONNA DI POMPEI			
[illegible]	Ch.	MADONNA ROSARIO DI POMPEI	4		

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953	Ch.	LAURENZO	4	In Palermo 16/I.
239		LUCIA	2	Sld. 17/I Naples/C'Mare.ETA.17/I.
1389	Ch.	LUCIA		
291		LUCIA A	2	
1015	Ch.	LUCIA C.	6	
	Ch.	LU. [illegible]	4	
1089		LUCIA MAIRE	5	
1413	Ch.	LUCIA MADRE		
69	Ch.	LUCIA SCOTTO	6	
559		LUIGI	3	
1595	Ch.	LUIGI II		In Palermo 16/I.
1609		LUIGI CIACCIO		
577	Ch.	LUIGENO	5	
133	Ch.	LUIGI PADRE	6	
531		LUIGI PADRE	1	
185		LUISA	2	
93	Ch.	LUISA MADRE	4	
289		LURZEA	5	
1593		LUIGI II	3	

215	Ch.	MADDALENA P.	8	RASO
1139		MADDALENA G.		
957	Ch.	MADONNA DEI SETTE VELI	4	
919	Ch.	MADONNA DEL CARDILLO	10	RASO
563		MADONNA DEL CARMINE	1	
1397		MADONNA DEL CARMINE		
1609	Ch.	MADONNA DEL PARADISO		
33	Ch.	MADONNA DELLA CIVITA	4	
865	Ch.	MADONNA DI MONTE NERO	8	RASO
		MADONNA DI MONTE VERGINE		
1303	Ch.	MADONNA DI POMPEI		
433	Ch.	MADONNA ROSARIO DI POMPEI	4	
525		MADRE ADDOLORATA	4	
667		MADRE ANTONIA	2	
617		MADRE DEL CARMELO	6	RASO
		MADRE DELLA PROVVIDENZA		
601		MAFALDA	1	
825		MAIPAQUET	15	RASO
1113	Ch.	MAMIA TINA		Sld. 17/I Naples/Gaeta & Fiumicino.ETA.Gaeta
117		MARCO CARMELA		
		MARCONIO		1154.
313	Ch.	MARCUS	7	
		MARECHIARO		

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Reg.No.		Schooner.	Cat.	A/C.	Position.
783	Ch.	MARE NOSTRUM	10	RASC	
971	Ch.	MARIA DEL GRECO	8	RASC	
845		MARIA	11	RASC	
289		MARIA	4		
1003		MARIA ASSUNTA	5		
1023		MARIA ASSUNTA	1		
551		MARIA ANTONIETTA	2		
453		MARIA B.	6		
885		MARIA CARMELA	5		
539		MARIA CARMELA	2		
		MARIA CAROLINA			
435		MARIA CIRA [illegible]	1		
		MARIA COSTANTINO			
1029		MARIA COSTANTINO	7		
789		MARIA CRISTINA			
349		MARIA DELLA CATENA	10	RASC	
		MARIA DELL'ARCO			
243		MARIA DELLA MARINA	6		
229		MARIA DELLA SALVAZIONE	6	RASC	
949		MARIA DELLA [illegible]	6		
163	Ch.	MARIA DELLE GRAZIE	8	RASC	
1065	Ch.	MARIA DEL SACRO MONTE			
1555		MARIA DEL SOCCORSO			
		MARIA DI CORSIGNANO			
		MARIA DI MONTE CARMELO			
969		MARIA DI POMPEI	4	RASC	
1365		MARIA DI POMPEI	8		
		MARIA DI PORTO SALVO			
1041		MARIA DI PORTO SALVO	6	RASC	
		MARIA DI PUGLIANO			
1325		MARIA E.	6		In Palermo 16/I.
437		MARIA G.	8		
		MARIA GESU' GIUSEPPE			
521	Ch.	MARIA GIORGINA	8		
771		MARIA GIUSEPPA	7		
727	Ch.	MARIA GIUSEPPINA	5		
		MARIA IMMACOLATA			
901	Ch.	MARIA LUIGIA	6		In Palermo 16/I.
59	Ch.	MARIA LUISA	7	RASC	In Palermo 16/I.
201	Ch.	MARIA M.	5	RASC	
483		MARIA MADDALENA	2		
1153		MARIA MAIRE			
1445		MARIA MAGGIORE DI SIPONTO			
857	Ch.	MARIANNINA	7	RASC	
1469	Ch.	MARIA NUNZIA			In Palermo 16/I.
		MARIA PIA			
		MARIA ROSARIA			
377	Ch.	MARIA S.	8	RASC	
1065		MARIA SACRO MONTE	4		
307	Ch.	MARIA SANTISSIMA	8	RASC	Sailing cancelled.
161	Ch.	MARIA S.S. AUSILIATRICE	10	RASC	
567		MARIA S.S. DELLA LIBERA	1		
		MARIA STELLA DEL MARE			

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789		MARIA CRISTINA			
349		MARIA DELLA CARMINA	10	RASC	
		MARIA DELL'ORTO			
243		MARIA DELLA MANNA	6		
229		MARIA DELLA SALVAZIONE	6	RASC	
949		MARIA DELLA STELLA	6		
163	Ch.	MARIA DELLE GRAZIE	8	RASC	
1065	Ch.	MARIA DEL SACRO MONTE			
1555		MARIA DEL SOCCORSO			
		MARIA DI CORSIGNANO			
		MARIA DI MONTE SANTANGELO			
969		MARIA DI POMPEI	4	RASC	
1365		MARIA DI POMPEI	8		
		MARIA DI PORTO SALVO			
1041		MARIA DI PORTO SALVO	6	RASC	
		MARIA DI PUGLIANO			
1325		MARIA E.	6		
437		MARIA G.	8		In Palermo 16/I.
		MARIA GESU' GIUSEPPE			
521	Ch.	MARIA GIORGINA	8		
771		MARIA GIUSEPPE	12		
727	Ch.	MARIA GIUSEPPINA	5		
		MARIA IMMACOLATA			
901	Ch.	MARIA LUIGIA	6		
59	Ch.	MARIA LUISA	7	RASC	In Palermo 16/I.
201	Ch.	MARIA M.	5	RASC	In Palermo 16/I.
483		MARIA MADDALENA	2		
1153		MARIA MADRE			
1445		MARIA MAGGIORE DI SIPONTO			
857	Ch.	MARIANNINA	7	RASC	
1469	Ch.	MARIA NUNZIA			
		MARIA PIA			In Palermo 16/I.
		MARIA ROSARIA			
377	Ch.	MARIA S.	8	RASC	
1065		MARIA SACRO MONTE	4		
307	Ch.	MARIA SANTISSIMA	8	RASC	Sailing cancelled.
161	Ch.	MARIA S.S. AUSILIATRICE	10	RASC	
567		MARIA S.S. DELLA LIBERA	1		
		MARIA STELLA DEL MARE			
1147		MARIA V.			
		MARIE JOSE	2		
1035		MARIE JOSE			
329		MARIELLO			
781		MARIETTA G.			To load cement 17/I C'Vecchia/
379	Ch.	MARINA D.	5	RASC	(Leghorn.
1079	Ch.	MARIO COSTANTINO	7		
		MARISA			
269		MARIUCELLA	6		
		MENFI			
267	Ch.	MESSICANO	3		
~~XEXXX~~ 1773	Ch.	MARINA			
1199		MAURIZIO	3		
1747	Ch.	MARIA L.	3		
1763		META	4		

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Reg. No.		Schooner.	Cat.	A/C.	
897		MICHELINA DI GIORGIO	9	RASC	
137		MILANINA	2	RASC	
847		MILINO	11	RASC	
		MINETTA			
1307		MIXIQUZIA	7		
1121		MOMO			
651		MONELLA	1		
		MONTE BELLO			
		MONTE DI PROCIDA			
1641	Ch.	MADONNA DELLE GRAZIE	2		
1435		MARGHERITA MADRE	2		
1531		MARIA PACE FIOLA	7		
1741		MARIA	2		
1725	Ch.	MARIA MADRE	6		
1671	Ch.	MARIANNINA MADRE	7		
1783		MARIA R.	8		
821		NANDO (Refrig.)	6	RASC	
655		NANNINA	1		
775		NATY	6		
791		NEDDA	8	RASC	
1655		NELLO			
1021		NEMBO	1		
345		NERINA	3		
297		NETTUNO	6		
321		NICOLA			
1117		NICOLA			
1151		NICOLETTA FIGLIA			
		NINA			
643	Ch.	NINETTA	4	RASC	
943		NINETTA MARIA STELLA	2		
493		NINI' A MARE	3		
933		NINO DI MAGGIO	2		
927		NINO DI MAGGIO	2		
597		NUNZIA	5		In Palermo 16/I.
621		NUNZIATA	2		
623		NUNZIATA	1		In Palermo 16/I.
859		NUNZIATA	2		
1037		NUOVA ADELE	1		
83	Ch.	NUOVA AMALIA	6		
		NUOVA ANDREA			
981		NUOVA CARMELINA	3		
1077	Ch.	NUOVA CICCINA	3		
1371	Ch.	NUOVA FORTUNA			
473		NUOVA GEMMA	3		
1487		NUOVA GIUSEPPINA			
955	Ch.	NUOVA ITALIA	9	RASC	
517	Ch.	NUOVA LIBERA	5		
75	Ch.	NUOVA LIBERA MAIRE	5		
575		NUOVA LUISA	2		
441	Ch.	NUOVA MARIA	7		
731		NUOVA MARIA	4		
		NUOVA MARIA DI PUGLIANO			
1587	Ch.	NUOVA MARIA JOSE	3		

Sld. 17/0 Naples/Gaeta & Fiumicino.
ETA. Gaeta 17/I.

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1783		MARIA R.	8	
821		NANDO (Refrig.)	6	RASC
655		NANNINA	1	
775		NATY	6	
791		NEDDA	8	RASC
1655		NELLO		
1021		NEMBO	1	
345		NERINA	3	
297		NETTUNO		
321		NICOLA	6	
1117		NICOLA		
1151		NICOLETTA FIGLIA		Sld. 17/C Naples/Gaeta & Fiumicino.
		NINA		(2FA. Gaeta 17/I.
643	Ch.	NINETTA	4	RASC
943		NINETTA MARIA STELLA	2	
493		NINI' A MARE	3	
933		NINO DI MAGGIO	2	
927		NINO DI MAGGIO	2	
597		NUNZIA	5	In Palermo 16/I.
621		NUNZIATA	2	
623		NUNZIATA	1	In Palermo 16/I.
859		NUNZIATA	2	
1037		NUOVA ADELE	1	
83	Ch.	NUOVA AMALIA	6	
		NUOVA ANDREA		
981		NUOVA CARMELINA	3	
1077	Ch.	NUOVA CICCINA	3	
1371	Ch.	NUOVA FORTUNA		
473		NUOVA GEMMA	3	
1487		NUOVA GIUSEPPINA		
955	Ch.	NUOVA ITALIA	9	RASC
517	Ch.	NUOVA LIBERA	5	
75	Ch.	NUOVA LIBERA MAIRE	5	
375		NUOVA LUISA	2	
441	Ch.	NUOVA MARIA	7	
731		NUOVA MARIA	4	
		NUOVA MARIA DI PUGLIANO		
1587	Ch.	NUOVA MARIA JOSE		
413		NUOVA NUNZIATA	3	
		NUOVA PASQUA		
189		NUOVA TELENA	2	
503	Ch.	NUOVO FELICE	7	
		NUOVO FERRICCI MICHELE		
369	Ch.	NUOVO GENNARO	3	
		NUOVO GRAZIELLO		
225	Ch.	NUOVO IMPERO		
519		NUOVO LEONARDO MICHELE	1	
305		NUOVO LETTO SANTO	3	
65	Ch.	NUOVO MARIO	4	

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Reg. No.		Schooner.	Cat.	A/C.	Position.
		NUOVO MATTEO			
		NUOVO ORIENTE			
45		NUOVO PIETRO	7	RASC	
769	Ch.	NUOVO SALVATORE	5		
447		NUOVO S. BIAGIO	4		
741	Ch.	NUOVO S. BIAGIO	6		In Palermo 16/I.
61	Ch.	NUOVO S. CIRO	5		
43	Ch.	NUOVO S. FRANCESCO	4		
993		NUOVO S. GIOVANNI	2		
863		NUOVO S. GIUSEPPE	4		
1383	Ch.	NUOVO S. GIUSEPPE			
1045		NUOVO S. GIUSEPPE	2		
1683		NUOVO S. GIUSEPPE			
389		NUOVO S. GIUSEPPE LABBRE	4		
311		NUOVO S. GIUSEPPE PADRE	6		
463		NUOVO S. PIETRO	4		
887		NUOVO S. ROCCO	5		
		NUOVO S. VINCENZO			
829		OCEANIA	9	RASC	
479		OLGA	3		
415	Ch.	ONDINA			
		ORGOGLIO			
29	Ch.	ORIETTA	16	RASC	
		ORIULE			
653	Ch.	ORTENSIA MARIA DELLA LUCERA	6		
805		PADRE ETERNO	5	RASC	
807		PADRE S. GIUSEPPE	1	RASC	
1149		PAGHERAI	2		
		PALMA LIDIA			
		PALMA MARIA			
		PALMA MARIO			
1421	Ch.	PAPA GIUSEPPE			
1545	Ch.	PAPA GIUSEPPE A.			
611	Ch.	PAPA MICHELE	11	RASC	
1047		PAPPAGALLO			
		PASQUALINO			
		PATRIARCA S. GIUSEPPE			
149	Ch.	PENSIERO	8	RASC	
1459		PEPPINO			
1521		PEPPINO			

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389		NUOVO S. GIUSEPPE LABBRE	4	
311		NUOVO S. GIUSEPPE PAIRE	6	
463		NUOVO S. PIETRO	4	
887		NUOVO S. ROCCO	5	
		NUOVO S. VINCENZO		
829		OCEANIA	9	RASO
479		OLGA	3	
415	Ch.	ONDINA		
		ORGOGLIO		
29	Ch.	ORIETTA	16	RASO
		ORIULE		
653	Ch.	ORTENSIA MARIA DELLA LATERZA	6	
805		PAIRE EUGENIO	5	RASO
807		PAIRE S. GIUSEPPE	6	RASO
1149		PAGHERAI	2	
		PALMA LIDIA		
		PALMA MARIA		
		PALMA MARIO		
1421	Ch.	PAPA GIUSEPPE		
1545	Ch.	PAPA GIUSEPPE A.		
611	Ch.	PAPA MICHELE	11	RASO
1047		PAPPAGALLO		
		PASQUALINO		
		PATRIARCA S. GIUSEPPE		
149	Ch.	PENSIERO	8	RASO
1459		PEPPINO		
1521		PEPPINO		
		PICCOLO		
		PICCOLO GAETANO		
		PICCOLO SEBASTIANO		
461		PIERINA	2	
1359		PIETRO APOSTOLO		
1059		PINA	2	RASO
		PIO DECIMO		
191	Ch.	PORTO SALVO	3	RASO
209		PORTO SALVO	4	
661		PREVIDENZA	1	
383		PRIMA STELLA	1	
1395		PROVVIDENZA		
1659	Ch.	PROGRESSO	6	
1751		PEPPINO M	4	

In Palermo 16/I.

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Reg.No.		Schooner.	Cat.	A/C.	Position.
31	Ch.	QUO VADIS	9	RASC	Arrived Barletta 16/I.
903		QUO VADIS	4		
871		RAFFAELUCCIO	3		
1547	Ch.	REDENTORE			
841		REX	3		
923	Ch.	RISUSCITO	6		In Palermo 16/I.
939		RITA	13	RASC	
1399	Ch.	RITA			
195	Ch.	ROBERTO	6		
295	Ch.	ROLANDO	7		
439	Ch.	ROMA	7	RASC	
1313		ROMANINA	2		
341	Ch.	RONDINE			
733		ROSA	1		
455		ROSA R.	6		Sld. 15/I Bastia/Marina del (Campo.
		ROSARIO CORONELLA			
1575		ROSARIO PADRE			In Palermo 16/I.
485		ROSINA	1		
537		ROSINA FICHERA	5		
1039		ROSINA MADRE	1		
1643		ROSINA S.			
469		RUGGERO II	2		
1481		ROSINA			
1437		ROSINA T			
1501		ROSA MARIA	4		In Palermo 16/I.
1761		ROSA M (Tanker)	12		
511	Ch.	S. AGATA	3		
703		S. AGNELLO	5		
883	Ch.	S. ANDREA	8		
17	Ch.	S. ANDREA	4		
1051		S. ANDREA			
249		S. ANNA	1		
1069	Ch.	S. ANNA	3		
1349		S. ANNA D.			
41	Ch.	S. ANNA DI BACOLI	5		
423		S. ANNA MADRE	5		
701		S. ANTONINO	8		
1407		S. ANTONINO			
87	Ch.	S. ANTONIO	5		
359		S. ANTONIO	8	RASC	In Palermo 16/I.
411		S. ANTONIO	7		
529		S. ANTONIO	7		
569		S. ANTONIO	7		
1341		S. ANTONIO	1		
1391	Ch.	S. ANTONIO			
677		S. ANTONIO D.			
1381		S. ANTONIO DI PADOVA			
81	Ch.	S. ANTONIO DI PADOVA	5		
1347		S. ANTONIO DI PADOVA			
625		S. ANTONIO E.	8	RASC	
57	Ch.	S. ANTONIO EQUA	5	RASC	
1001		S. ARCADIO	2		

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733		ROSA	1		
455		ROSA R.	6		Sld. 15/I Bastia/Marina del (Campo.
		ROSARIO CORONELLA			
1575		ROSARIO PADRE			In Palermo 16/I.
485		ROSINA	1		
537		ROSINA FICHERA	5		
1039		ROSINA MAIRE	1		
1643		ROSINA S.			
469		RUGGERO II	2		
1481		ROSINA			
1437		ROSINA T			
1501		ROSA MARIA	4		In Palermo 16/I.
1761		ROSA M (Tanber)	12		
511	Ch.	S. AGATA	3		
703		S. AGNELLO	5		
883	Ch.	S. ANDREA	8		
17	Ch.	S. ANDREA	4		
1051		S. ANDREA			
249		S. ANNA	1		
1069	Ch.	S. ANNA	3		
1349		S. ANNA D.			
41	Ch.	S. ANNA DI BACOLI	5		
423		S. ANNA MAIRE	5		
701		S. ANTONINO	6		
1407		S. ANTONINO			
87	Ch.	S. ANTONIO	5		
359		S. ANTONIO	8	RASO	In Palermo 16/I.
411		S. ANTONIO	7		
529		S. ANTONIO	1		
569		S. ANTONIO	1		
1341		S. ANTONIO	1		
1391	Ch.	S. ANTONIO			
677		S. ANTONIO D.			
1381		S. ANTONIO DI PADOVA			
81	Ch.	S. ANTONIO DI PADOVA	5		
1347		S. ANTONIO DI PADOVA			
625		S. ANTONIO E.	8	RASO	
57	Ch.	S. ANTONIO EQUA	5	RASO	
1001		S. ARCISIO	2		
277		S. BARBERA	4	RASO	
873		S. BIAGIO	2		
		S. CATALDO	3		
1097		S. CIRO	3		
391		S. CIRO DI TORRE DEL GRECO	2		
557	Ch.	S. COSTANZO	9		
1301		S. DOMENICO	1		
1323		S. EUGENIA	6		In Palermo 16/I. 1152
535		S. FRANCESCO	1		
15		S. FRANCESCO	8		
502	Ch.	S. FRANCESCO B.	10	RASO	

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Reg.No.		Schooner.	Cat.	A/C.	Position.
497	Ch.	S. FRANCESCO D'ASSISI	4	RASC	
27	Ch.	S. FRANCESCO DI PAOLA	10	RASC	
697	Ch.	S. FRANCESCO DI PAOLA	3		
899		S. FRANCESCO DI PAOLA	10		
951		S. FRANCESCO DI PAOLA	1		
995		S. FRANCESCO DI PAOLA	7		
1099	Ch.	S. FRANCESCO DI PAOLA	7		
1529	Ch.	S. FRANCESCO DI PAOLA			
339		S. GABRIELE	3	RASC	
759		S. GAETANO	1		
1019		S. GAETANO	3		
895		S. GAUDENZIO	8	RASC	Arrived Barletta 16/I;sld.
49	Ch.	S. GENNARO	8		(16/I.
193		S. GENNARO	6		
709		S. GENNARO	10	RASC	
853		S. GENNARO	11	RASC	
1031		S. GENNARO	1		
101		S. GIORGIO	14	RASC	
695		S. GIORGIO GIUSEPPE	1		
593	Ch.	S. GIORGIO SECONDO	7	RASC	
1551		S. GIOVANNI			
659		S. GIOVANNI	4	RASC	In Palermo 16/I
687		S. GIOVANNI			
977	Ch.	S. GIOVANNI	4		In Palermo 16/I.
1415		S. GIOVANNI			
		S. GIOVANNI BATTISTA			
1375		S. GIOVANNI C.			
71	Ch.	S. GIOVANNI GIUSEPPE	4		
587		S. GIOVANNI GIUSEPPE	1		
869		S. GIOVANNI GIUSEPPE	1		
591		S. GIOVANNI GIUSEPPE DELLA CROCE	1		
171		S. GIUSEPPE	1		
235	Ch.	S. GIUSEPPE	2		
389	Ch.	S. GIUSEPPE			
605	Ch.	S. GIUSEPPE	3		
665		S. GIUSEPPE	7		
505	Ch.	S. GIUSEPPE			
669		S. GIUSEPPE	7		
637		S. GIUSEPPE	1		
711		S. GIUSEPPE	1		
753		S. GIUSEPPE	1		
765		S. GIUSEPPE	1		
931		S. GIUSEPPE	4		
973		S. GIUSEPPE	1		
1049		S. GIUSEPPE	1		
1083		S. GIUSEPPE	1		
1067	Ch.	S. GIUSEPPE	56		
1107		S. GIUSEPPE			
1321	Ch.	S. GIUSEPPE N.	5		
1331		S. GIUSEPPE P.	2		
1373		S. GIUSEPPE			
1377		S. GIUSEPPE Z.			

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49	Ch.	S.	GENNARO	8		
193		S.	GENNARO	6		
709		S.	GENNARO	10	RASC	
853		S.	GENNARO	11	RASC	
1031		S.	GENNARO	1		
101		S.	GIORGIO	14	RASC	
695		S.	GIORGIO GIUSEPPE	1		
593	Ch.	S.	GIORGIO SECONDO	7	RASC	
1551		S.	GIOVANNI			
659		S.	GIOVANNI	4	RASC	In Palermo 16/I
687		S.	GIOVANNI			
977	Ch.	S.	GIOVANNI	4		In Palermo 16/I.
1415		S.	GIOVANNI			
		S.	GIOVANNI BATTISTA			
1375		S.	GIOVANNI C.			
71	Ch.	S.	GIOVANNI GIUSEPPE	4		
587		S.	GIOVANNI GIUSEPPE	1		
869		S.	GIOVANNI GIUSEPPE	1		
591		S.	GIOVANNI GIUSEPPE DELLA CROCE	1		
171		S.	GIUSEPPE	4		
235	Ch.	S.	GIUSEPPE	2		
389	Ch.	S.	GIUSEPPE			
605	Ch.	S.	GIUSEPPE	3		
665		S.	GIUSEPPE	7		
505	Ch.	S.	GIUSEPPE			
669		S.	GIUSEPPE	7		
637		S.	GIUSEPPE	1		
711		S.	GIUSEPPE	1		
753		S.	GIUSEPPE	1		
765		S.	GIUSEPPE	1		
931		S.	GIUSEPPE	4		
973		S.	GIUSEPPE	1		
1049		S.	GIUSEPPE	1		
1083		S.	GIUSEPPE	5		
1067	Ch.	S.	GIUSEPPE	6		
1107		S.	GIUSEPPE			
1321	Ch.	S.	GIUSEPPE N.	5		
1331		S.	GIUSEPPE P.	2		
1373		S.	GIUSEPPE			
1377		S.	GIUSEPPE Z.			
1519		S.	GIUSEPPE			
1645		S.	GIUSEPPE I			
1649		S.	GIUSEPPE			
1651		S.	GIUSEPPE			
265		S.	GIUSEPPE PATRIARCA	2		
917		S.	GIUSEPPE S.	6		
		S.	IMMACOLATA			
629		S.	LORENZO MAIORANA	5	RASC	
545		S.	LUIGI	2		
729		S.	MARIA	1		

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Reg. No.		Schooner.	Cat. A/C.	
335		S. MARIA A MARE	1	
53		S. MARIA ANTONIETTA	5	
19	Ch.	S. MARIA DELL'ARCO	4	
271	Ch.	S. MARIA DEL PRINCIPIO	1	
		S. MARIA MADDALENA	1	
421		S. MICHELE	5	
495		S. MICHELE	5	RASC
575	Ch.	S. MICHELE	7	
685	Ch.	S. MICHELE	4	
1335	Ch.	S. MICHELE ARCANGELO	6	
		S. NICOLA	2	
323		S. NICOLA	1	
989	Ch.	S. PASQUALE	1	
175		S. PIETRO	6	
1339		S. RAFFAELE	7	
585		S. ROSA	1	
565		S. RITA	6	
287		S. RITA G.	5	
499	Ch.	S. VINCENZO	10	RASC
723		S. VINCENZO DI PAULA	9	
673		SACRA FAMIGLIA	2	
		SACRO CUORE	2	
285		SACRO MONTE	1	
713	Ch.	SALONIA	6	
809		SALONIA	10	RASC Sld. 17/I Bari/Manfredonia O/R
579		SALVATORE		(Split ETA. 17/I.
487		SALVATORE		
583		SALVATORE		
991		SALVATORE S.	3	
963		SALVATORE	2	
1603		SALVATORE	6	
1111		SALVATORE F.	3	
595	Ch.	SALVATORE PAIRE	2	
999		SALVATORE PAIRE	5	
91	Ch.	SALVATORE PAIRE		
1135		SALVATORE PAIRE		
1311		SALVATORE PAIRE		
879	Ch.	SALVATORE II	15	RASC
		SALVATORE MAIRE		
837		SAMLA	6	Sld. 17/I Naples/Salerno,P'mo & Mersa-
1669		SAMLA II		(la.ETA. Palermo 22/I.
403		SAN ANDREA	6	
1165		SAN ANTONIO	6	
935	Ch.	SAN BARTOLOMEO	2	
451		SAN BARTOLOMEO	2	
		SAN CALOGERO	5	
635		SAN CIRO	3	
881	Ch.	SAN DOMENICO	4	
179		SAN DOMENICO	8	RASC
717		SAN FELICE	2	
49	Ch.	SAN GENNARO		

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1339		S. PIETRO	1		
585		S. RAFFAELE	1		
565		S. ROSA	1		
287		S. RITA	6		
499	Ch.	S. RITA G.	7		
723		S. VINCENZO	1		
673		S. VINCENZO DI PAOLA	6		
		SACRA FAMIGLIA			
285		SACRO CUORE	5		
		SACRO MONTE			
713	Ch.	SALONIA	10	RASC	
809		SALONIA	9		
579		SALVATORE	2		
487		SALVATORE	2		
583		SALVATORE	1		
991		SALVATORE S.	6		
963		SALVATORE	10	RASC	Sld. 17/I Bari/Manfredonia C/R (Split ETA. 17/I.
1603		SALVATORE			
1111		SALVATORE F.			
595	Ch.	SALVATORE PADRE	3		
999		SALVATORE PADRE	2		
91	Ch.	SALVATORE PADRE	6		
1135		SALVATORE PADRE	3		
1311		SALVATORE PADRE	2		
879	Ch.	SALVATORE II	5		
		SALVATORE MADRE			
837		SAMIA	15	RASC	
1669		SAMIA II			
403		SAN ANDREA	6		
1165		SAN ANTONIO			Sld. 17/I Naples/Salerno,P'mo & Marse-
935	Ch.	SAN BARTOLOMEO	6		(la.ETA. Palermo 22/I.
451		SAN BARTOLOMEO	6		
		SAN CALOGERO	2		
635		SAN CIRO	2		
881	Ch.	SAN DOMENICO	5		
179		SAN DOMENICO	3		
717		SAN FELICE	4		
49	Ch.	SAN GENNARO	8	RASC	
443		SAN GIORGIO	2		
401	Ch.	SAN GIOVANNI	3		
1601		SAN GIOVANNI			
115		SAN GIUSEPPE	5		
303	Ch.	SAN LORENZO	7	RASC	In Palermo 16/I.
985		SAN LUIGI	1		
63	Ch.	SAN PIETRO	4		In Palermo 16/I.
457		SAN SILVERIO	6		
867		SAN SILVERIO N.	1		
543	Ch.	SAN SILVERIO V.	3		

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Reg. No.		Schooner.	Cat. A/C.	
367		SAN VINCENZO	7	
		SAN VITO		
		SAN VITO PAIRE		
		SANT'ALBERTO		
1681		SANT'ANDREA		At Torre Annunziata 16/I.
89	Ch.	SANT'ANGELO	4	
395		SANT'ANNA	1	
1055		SANT'ANTONIO	7	To load cement C'Vecchia/Leghorn 17/I.
1639		SANT'ANTONIO		
1087		SANT'ANTONINO	2	
1361		SANTA CATERINA		
689		SANTA LUCIA	1	
1369		SANTA LUCIA		
		SANTA MAIRE		
613		SANTA RESTITUTA	1	
1363		SANTA RITA		
317		SANTO PAIRE	7	
167		SANTUARIO DI POMPEI	5	
367		SAN VINCENZO	7	
1573		SAN VINCENZO		
		SARINO		
651	Ch.	SAVERIO GIARDINA	8	RASC
107		SAVERIO MARIO		
893		SAVERIO MARIO	6	
		SEBASTIANINO		
		SEBASTIANO		
381		SEMPRE AVANTI	1	
		SFINGE		
		SILVERIO		
47	Ch.	SILVIA STARITA	10	RASC
505		SINUESSA	1	
549	Ch.	SIRIO	2	
533		SOFIA	1	
471		SPARVIERO	3	
1393		SPARVIERO		
		SPERANZA		
261		S.S. CROCEFISSO	6	
1589		STELLA		
945	Ch.	STELLA DEL MARE		
1689	Ch.	SAN GIUSEPPE	2	
1599		SAN GAETANO	3	
1511		S. CATERINA	1	
1611	Ch.	SANT'ANTONIO	2	In Palermo 16/I.
1729		SAN GIUSEPPE	2	
		TARANTO		
1319	Ch.	TEA	2	
819		TERESA	10	RASC
		TRAPANI		
		TRENTO		
553		TRE RE	2	
1131	Ch.	TRIESTE	5	
1723	Ch.	TRIONFO	8	
		TUTTI SANTI		

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		SANTA MARIE		
613		SANTA RESTITUTA	1	
1363		SANTA RITA		
317		SANTO PADRE	7	
167		SANTUARIO DI POMPEI	5	
367		SAN VINCENZO	7	
1573		SAN VINCENZO		
		SARINO		
651	Ch.	SAVERIO GIARDINA	8	RASC
107		SAVERIO MARIO		
893		SAVERIO MARIO	6	
		SEBASTIANINO		
		SEBASTIANO		
381		SEMPRE AVANTI	1	
		SFINGE		
		SILVERIO		
47	Ch.	SILVIA STARITA	10	RASC
505		SINUESSA	1	
549	Ch.	SIRIO	2	
533		SOFIA	1	
471		SPARVIERO	3	
1395		SPARVIERO		
		SPERANZA		
261		S.S. CROCEFISSO	6	
1509		STELLA		
645	Ch.	STELLA DEL MARE		
1689	Ch.	SAN GIUSEPPE	2	
1599		SAN GAETANO	3	
1511		S. CATERINA	3	
1611	Ch.	SANT'ANTONIO	2	
1729		SAN GIUSEPPE	2	
		TARANTO		
1319	Ch.	TEA	2	
819		TERESA	10	RASC
		TRAPANI		
		TRENTO		
553		TRE RE	2	
1131	Ch.	TRIESTE	5	
1723	Ch.	TRIONFO	8	
		TUTTI SANTI		
1705		TARQUINIA	3	
1735		SANT'ANTONIO	2	
1739		S.TARVISIO	2	
1743		SAN CATALDO	2	
737	Ch.	UMBERTO I	7	
975		UMBERTO	1	
1053		UNIONE	2	
		USTICA		
1805		SALVATORE	6	
1513		SAN GIUSEPPE		
1799	Ch.	SICILIA	6	
1693	Ch.	S.LORENZO	6	
1831		SAN GIUSEPPE	3	
1841		SAN FRANCESCO	2	
1877		SORELLE	7	
1878		SANT'ANTONIO	12	
1855		SALVETORE ROCCIA	6	

In Palermo 16/I.

In Palermo 16/I.

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Reg.No.		Schooner.	Cat. A/C.	
1093		ULRICO M.	RASC	
1681	Ch.	VELIA AMICI	5	
811		VERA UNIONE	9 RASC	
119	Ch.	VERGINE CLEMENTE	4	
1447	Ch.	VERGINE DI LOURDES	4 RASC	
127	Ch.	VERGINE DI POMPEI	10 RASC	
357	Ch.	VERI AMICI	7	
1005		VI DIRO'C		
405		VILMA		
1769		VINCENZINA (TR 163) / VINCENZINA (MS 177)		In Palermo 16/I.
141		VINCENZINO	3	
735		VINCENZINO C	2	
1569		VINCENZINO D		
203	Ch.	VINCENZO CIAROVOLO	6 RASC	
		VINCENZO PADRE		
761		VITA SUL MARE	1	
929		VITO ADRAGNA	6	
		VITO R.		
417		VITTORIA	9	
51	Ch.	VITTORIA MADRE	8 RASC	Sld. 16/I Palermo/Trapani.
693		VITTORIO	6	
		VOLTURNO		
113		VULCANO	6	
1765		VOLONTA DI DIO		
		VIOLETTE	13	Arrived Palermo 16/I.
1717	Ch.	VINCENZO ONORATO	12	To load naples;than Gela,Salerno.
813		YLDIRITES	8 RASC	
1093		ZANCLEA	2	
815		ZANNI G	8 RASC	
223		ZUECA I	9 RASC	
1835	Ch.	S. MARCO		
1677	Ch.	S. GIUSEPPE	5	

Schooners have been classified as follows:-

Under 10	tons	DWT	Cat. 1.
10 - 20	"	"	" 2.
20 - 30	"	"	" 3.
30 - 40	"	"	" 4.
40 - 50	"	"	" 5.
50 - 75	"	"	" 6.
75 - 100	"	"	" 7.
100 - 150	"	"	" 8.
150 - 200	"	"	" 9.
200 - 250	"	"	" 10.
250 - 300	"	"	" 11.
300 - 350	"	"	" 12.
350 - 400	"	"	" 13.
400 - 500	"	"	" 14.
500 - 600	"	"	" 15.
over 600	"	"	" 16.

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		VITO R.			
417		VITTORIA	9		
51	Ch.	VITTORIA MAIRE	8	RASC	Sld. 16/I Palermo/Trapani.
693		VITTORIO	6		
		VOLTURNO			
113		VULCANO	6		
1765		VOLONTA DI DIO			
		VIOLETTE	13		Arrived Palermo 16/I.
1717	Ch.	VINCENZO ONORATO	12		To load naples;then Gela,Salerno.
813		YLLIRIES	8	RASC	
1093		ZANCLEA	2		
815		ZANNI G	6	RASC	
223		ZUECA I	9	RASC	
1835	Ch.	S. MARCO			
1677	Ch.	S. GIUSEPPE	5		

Schooners have been classified as follows:-

Under 10	tons	DWT	Cat.	1.
10 - 20	"	"	"	2.
20 - 30	"	"	"	3.
30 - 40	"	"	"	4.
40 - 50	"	"	"	5.
50 - 75	"	"	"	6.
75 - 100	"	"	"	7.
100 - 150	"	"	"	8.
150 - 200	"	"	"	9.
200 - 250	"	"	"	10.
250 - 300	"	"	"	11.
300 - 350	"	"	"	12.
350 - 400	"	"	"	13.
400 - 500	"	"	"	14.
500 - 600	"	"	"	15.
Over 600	"	"	"	16.

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SECRET.

MEDITERRANEAN SHIPPING BOARD.

DREDGING COMMITTEE.

No. 6.

MINUTES OF MEETING HELD AT 1430 HOURS ON THE 18TH JANUARY, 1945.

Chairman:	Captain P.R. Robinson R.N.V.R.	F.C.E. to C in C Med.
Present :	Commander I.G. Croxford R.N.V.R.	A.F.C.E.to C in C Med.
	Major V. King	G-4 Mov & Tn. (Br.).
	Captain F.K. Quinn, U.S. Army	Tn. (Am.).
	Monsieur le Terrier	Ingenieur Travaux Maritimes.
	Mr. R. Nicol	Dep.Reg.Dir., W.S.A. Med.
	Mr. A.C. Hogarth	D.M.W.T.R.
	Mr. A. Steedman	AMMA (Minerals Div.).
	Mr. R. Hughes	D.C.M.C. Representative.
	Miss M.M. Michie	Assistant Secretary.

A signal had been received from the Middle East regretting that a representative could not be sent to the Meeting.

44. SFAX. Ref. 32. The loss of the dredger "ORION", on passage to Sfax, was reported by the Chairman, who did not think it would be possible to replace it by one from Italy, as suggested by Monsieur le Terrier, on account of the lengthy tow involved. The two hopper barges had, however, been saved and, after repairs to one of them had been completed at Philippeville, they would both be in working condition.

Two proposals were then put forward to meet the changed situation at Sfax, the dredging of which port Mr. Steedman re-iterated was of high importance, for additional exports of phosphates from Sfax would have to be considered to meet increased demands and maintain the overall programme which had been reduced through lack of electricity in Morocco for drying phosphates, shipments of which had declined as a result.

Mr. Steedman suggested that when repairs to the dredger "KIL" at Bizerta were completed on 1st March, the date given by Flag Officer, Tunisia, in conjunction with the French Admiral, she should proceed to La Goulette and complete the dredging there, a matter, he considered, of about three months. By that time the weather would have improved sufficiently to allow the passage of a dredger around Cap Bon and he therefore proposed that "KIL" should then go to Sfax and do the dredging there, which would take some four months, and should be finished only a short time after the original completion date given. The "AFRICAINE" was presently working at Sfax and dredging off the quay so that vessels of 25ft. 6" draft could load there and sail on the high tides, but once the "KIL" had commenced work at Sfax it was suggested that the former dredger should be released to Mers el Kebir or for use elsewhere.

As Monsieur le Terrier felt doubtful that repairs to "KIL" could be finished by the date given, he proposed this dredger should, when ready, work on test at Bizerta where, if necessary, further repairs could be undertaken. "CAIMAN", he suggested, should be towed from Morocco to Sfax, not La Goulette, (vide Minute 37, para 2.) the same tug returning with "AFRICAINE" to Mers el Kebir and then taking "LA MARCHE" from there to La Goulette. On completion of the work at La Goulette, "LA MARCHE" would then proceed to Sfax. The Chairman pointed out, however, that those tows could not be undertaken until the summer months and that although the channel in Bizerta lake had silted up to some extent it was still deeper than the entrance canal from which the wrecks had not yet been

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Mr. R. Hughes — Admiralty (Minerals Div.).
Miss M.M. Michie — D.O.H.C. Representative.
Assistant Secretary.

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1149.

The Committee agreed that the former proposal appeared the more practicable and that it should be put into operation. It was emphasised that the execution of this plan was dependent on the repairs to "KIL" being completed by 1st March and that every endeavour should be made to ensure that the dredger would be ready at that date, if not earlier. If by some chance this should not be possible,/

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/possible, the question of towing "CALEAN" from Morocco could then be considered.

45. LA GOULETTE. Ref. 33. As stated in the preceding Minute, the dredging at this port would be carried out by "KIL" once she had been put into working condition. The Chairman said he would arrange for the necessary supply of coal for this dredger and also for the two barges from "ORION" to be sent to La Goulette. Chairman.

A letter from the Ministry of Supply stating that exports of Iron Ore from North Africa would probably have to be increased to 150,000 tons a month, was quoted by Mr. Steedman, who said that a great part of additional shipments would take place from La Goulette and it was therefore most important that the dredging be completed to 27 feet in order to allow Liberty type vessels to load there.

46. BONISAF. This port, with a normal draft of 24ft. 6", had silted up and Mr. Steedman said that in view of the necessity of exporting 250,000 tons of Iron Ore a year from Bonisaf, it was recommended that dredging take place. There was only a small dredger there at the moment and Mr. Steedman proposed that "LA MARCHE" be transferred from La Goulette to Bonisaf where, he considered, the work could then be done in four months. It was agreed that C in C Med. be requested to instruct F.O.W.M. to approach the Governor General of Algeria to obtain his permission to this transfer. If the proposal were not agreed the question of obtaining a dredger from Morocco would be gone into. Chairman.

47. DREDGING AT CIVITA VECCHIA. Major King reported that A.C. had requested the use of a bucket dredger in four to six weeks' time at Civita Vecchia, in order, primarily, to clear away rubble against the quay. The work was of importance for it was intended to increase the port capacity so that additional shipments could be handled, and in particular augment the supply of coal to Rome. The only bucket dredger available in the vicinity was one at Olbia, Sardinia, belonging to the Italian Government, which the Chairman thought might be suitable. Mr. Nicol suggested that A.C. send a representative to examine this dredger and if found to be satisfactory the Chairman said arrangements would be made for it to be sent to Civita Vecchia, provided the tow was agreed by C in C Med. Maj. King.

48. DREDGING AT NAPLES & LEGHORN. The dredging at Naples, Captain Quinn reported, was in hand but a certain amount of silting up had occurred at Leghorn and it was requested that dredging take place as soon as possible. The Chairman stated that the shallow draft suction dredger "ROMA", at Naples, was the only one that could be made available for this work and suggested the Italian Government should be requested to make a contract with the owners for its use.

49. FIUMICINO. A.C. had also put forward a request for dredging at this port and Major King said once the wreck had been cleared a shallow draft dredger would be required to work in sheltered water at the entrance of the Fiumicino-Rome canal by which coal would be taken to Rome. The "ROMA", mentioned above, had been seen by an A.C. representative who recommended it be used at Fiumicino, but the Chairman felt that as this dredger would have to serve Leghorn as well, a priority between the two requirements should be established. Major King and Captain Quinn said they would take up this matter. Maj. King. Capt. Quinn.

There was a very small and very slow dredger at Ischia, which could work down to 15ft. which the Chairman thought might be used, provided the volume of material to be moved was not too great and Major King said he would ascertain the extent of dredging required. The Chairman said he would look into the possibility of moving both these craft from their present locations, and thought if

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be transferred from La Goulette to Bonisaf where, he considered, the work could then be done in four months. It was agreed that C in C Med. be requested to instruct F.O.N.M. to approach the Governor General of Algeria to obtain his permission to this transfer. If the proposal were not agreed the question of obtaining a dredger from Morocco would be gone into. Chairman.

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There was a very small and very slow dredger at Ischia, which could work down to 15ft. which the Chairman thought might be used, provided the volume of material to be moved was not too great and Major King said he would ascertain the extent of dredging required. The Chairman said he would look into the possibility of moving both these craft from their present locations, and thought if long range weather forecasts could be provided, they might make the passage during periods of fine weather. There was also a self-propelled hopper barge available in Naples. Chairman.

50. PIOMBINO. This port was to be opened up by A.C. who, Major King said, wished the depth of water increased from 14ft. to 16ft. which he understood could be done as the harbour had only silted up and rock was not found until 19ft. "ROMA" would also have to be used at this port but it was agreed that Leghorn and Fiumicino/

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/Fiumicino should be handled first. The use of the dredger from Ischia would also be considered.

51. DREDGERS FOUND IN GREECE. Ref. 40. Repairs to these dredgers had been somewhat delayed by disturbed conditions and the Chairman said that financial difficulties had arisen.

52. COAL FOR DREDGING PLANT AT SFAX. Ref. 41. Flag Officer, Tunisia, had been authorised to issue 300 tons coal from naval stocks, but Mr. Steedman said this amount was required each month and the Chairman agreed to take up the matter again.

Chairman.

53. GENERAL DIRECTIVE ON DREDGING POLICY. Ref. 42. As the powers of the component members of the Dredging Committee extended to areas beyond the jurisdiction of MEDSO, the Chairman felt further discussions on the Directive should be deferred until Mr. Gibson Graham's return from London.

54. NOTIFICATION OF DREDGING PROJECTS. As it was felt that some authorities might not be aware of the correct procedure to be followed in putting forward present and future dredging requirements, it was agreed that details of the information needed by the Dredging Committee should be passed to MEDSO with the request that the members should accordingly instruct their various departments concerned.

Secretary.

55. MOGADISHU. A request had been received from the Dredging Co-Ordinating Committee for MEDSO to lend a dredger to carry out a 2/3 months requirement at Mogadishu but the Chairman said it had been replied that this was not possible owing to existing commitments. It had, however, been suggested that a suction dredger owned by the Suez Canal Co., which they were willing to hire or sell, might be of use.

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Issue No. 52
Copy No.

SECRET.

MEDITERRANEAN SHIPPING BOARD.

POSITION SHEET.

ITALIAN SCHOONERS.

Tuesday, 16th January, 1945.

Reg.No.		Schooner.	Cat.	A/C.	Position.
		ADA TO.51			
1075	Ch.	ADDIS ABEBA	2		
67	Ch.	ADELE	6		
		ADELE			
1629	Ch.	ADELINA			
817		ADUA	9	RASC	
343		AENARIA	1		
1337		AGA	2		
		AGATA S. RITA			
199		AGNESE	2		
475		AGOSTINO R.	3		
581		AIDA	3		
831	Ch.	AIDA	14	RASC	
		AIDA R.			Sld. 12/1 Messina/Syracuse.
1063		ALBANIA			
1025	Ch.	ALBERTO			
1137		ALBERTO			To sail Palermo/Augusta/Reggio.
1473		ALBERTO			
		ALBERTO PAIRE			
1109		ALBERTO R. PAIRE			
763	Ch.	ALDO COLOMBO	4		
129		ALESSANDRO	15	RASC	
		ALFINA			
683	Ch.	ALFREDO	4	RASC	
725		ALMA	14	RASC	Arrived Syracuse 12/I.
1155		AMABILE MARIETTA			
247	Ch.	AMEDEO DI SAVOIA	4		
1617		AMERIGO VESPUCCI			
		AMMIRAGLIO TOGO			
		ANGELETTA			
197	Ch.	ANGELINA BUONA MADRE	6		
85	Ch.	ANGELINA E CORNELIA	6		
921		ANGELINA ED ANNINA BRIGNONE	6		
279		ANGELINA MAIRE	6	RASC	
1123		ANGELINA MAIRE B.			
687		ANGELO	1		
675	Ch.	ANGELO DI DIO	6		
1419		ANGELO E GIOVANNA			
691	Ch.	ANGIOLINA R	11		
217		ANNA	3		
599		ANNA	1		
1527	Ch.	ANNA			
			6		

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		ADA TO.51			
1075	Ch.	ADDIS ABEBA	2		
67	Ch.	ADELE	6		
		ADELE			
1629	Ch.	ADELINA			
817		ADUA	9	RASC	
343		AENARIA	1		
1337		AGA	2		
		AGATA S. RITA			
199		AGNESE	2		
475		AGOSTINO R.	3		
581		AIDA	3		
831	Ch.	AIDA	14	RASC	
		AIDA R.			Sld. 12/1 Messina/Syracuse.
1063		ALBANIA			
1025	Ch.	ALBERTO			
1137		ALBERTO			To sail Palermo/Augusta/Regg (o.
1473		ALBERTO			
		ALBERTO PADRE			
1109		ALBERTO R. PADRE			
763	Ch.	ALDO COLOMBO	4		
129		ALESSANDRO	15	RASC	
		ALFINA			
683	Ch.	ALFREDO	4	RASC	
725		ALMA	14	RASC	Arrived Syracuse 12/I.
1155		AMABILE MARIETTA			
247	Ch.	AMEDEO DI SAVOIA	4		
1617		AMERIGO VESPUCCI			
		AMMIRAGLIO TOGO			
		ANGELETTA			
197	Ch.	ANGELINA BUONA MADRE	6		
85	Ch.	ANGELINA E CORNELIA	6		
921		ANGELINA ED ANNINA BRIGNONE	6		
279		ANGELINA MADRE	6	RASC	
1123		ANGELINA MADRE B.			
687		ANGELO	1		
675	Ch.	ANGELO DI DIO	6		
1419		ANGELO E GIOVANNA			
691	Ch.	ANGIOLINA H	11		
217		ANNA	3		
599		ANNA	1		
1527	Ch.	ANNA			
109		ANNA MARIA	6		
111		ANNA MARIA PIETRO	7		
233		ANNA S	2		
465		ANNUNZIATA MADRE	5		
627		ANNUNZIATA MADRE	1	RASC	
		ANTONIETTA			
405		ANTONIETTA MADRE	7		
477		ANTONIA MARIA	5		
619		ANTONINA	1		
331		ANTONINO	1		
187		ANTONIO	9	RASC	
169		ANTONIO	1	Sld.	15/I Naples/Gaeta/Fiumicino. (ETA. Gaeta. 17/I.

1147

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Reg.No.		Schooner.	Qntys.	A/C.	Position.
823		ANTONIO AURELIO	9	RASC.	
		ANTONIO EMILIA			Arrived Bari 12/I.
1043		ANTONIO EMILIA			
165	Ch.	ANTONIO FEOLA	7		
561		A. PONTE	3		
255		AQUILA VITTORIOSA	2		
941	Ch.	ARS	8		
1539		ARALDO	7		Arrived Palermo 15/I.
827	Ch.	ARSIA	11	RASC.	Sld. 12/I Bari/Porto Gruz
429		ASSUNTA C.	1		(ETA. 13/I.
227	Ch.	ASSUNTA DEL MONTE	5		
		ASSUNTA DOMENICA			
449		ASSUNTA F.	4		
		ASSUNTA IN CIELO			
559	Ch.	ASSUNTA MAIRE	5		
633	Ch.	ASSUNTA MARIA	6		
507		ATLANTIC	3		
		AUGUSTUS			
		AURELIO			
		AUSILIATRICE			
609	Ch.	AVE MARIA	8	RASC	
		BAIA			
221	Ch.	BAIA			Sld. 13/I Naples/Gaeta & Fiumicino.ETA.18.I7.
805		BALENA	6	RASC	
13	Ch.	BATTISTA	5	RASC	
		BEATA MARIA			
745		BELLA ITALIA	1		
73	Ch.	BELLA MARIA	5	RASC	
173		BELLA S. ROSA	2		
205	Ch.	BELLA VENEZIA	7		Sld. 15/I Naples/Reggio.ETA.19/I
145	Ch.	BELLA VIRGINIA	6		
961		BENEDETTA S. ROSA	1		
751	Ch.	BIANCA ROSA	15	RASC	
1061		BINA	2	RASC	
997		BRIGIDA ROMEO	7		
1309		BUFFALO	1		
		BUFFALO ESPRESSO	1		
		BUONA MAIRE			
1161		BUONA FEIE			
913		BUONI GENITORI	9	RASC	

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227	Ch.	ASSUNTA DEL MONTE	1	
		ASSUNTA DOMENICA	5	(ETA.13/I.
449		ASSUNTA F.	4	
		ASSUNTA IN CIELO		
559	Ch.	ASSUNTA MADRE	5	
633	Ch.	ASSUNTA MARIA	6	
507		ATLANTIC	3	
		AUGUSTUS		
		AURELIO		
		AUSILIATRICE		
609	Ch.	AVE MARIA	8	RASC

		BAIA		
221	Ch.	BAIA	Sld. 13/I Naples/Baeta & Fiumicino.ETA.13.I7.	
805		BALENA	6	RASC
13	Ch.	BATTISTA	5	RASC
		BEATA MARIA		
745		BELLA ITALIA	1	
73	Ch.	BELLA MARIA	5	RASC
173		BELLA S. ROSA	2	
205	Ch.	BELLA VENEZIA	7	Sld. 15/I Naples/Reggio.ETA.19/I
145	Ch.	BELLA VIRGINIA	6	
961		BENEDETTA S. ROSA	1	
751	Ch.	BIANCA ROSA	15	RASC
1061		BINA	2	RASC
997		BRIGIDA ROMEO	7	
1309		BUFFALO	1	
		BUFFALO ESPRESSO	1	
		BUONA MADRE		
1161		BUONA FEDE		
913		BUONI GENITORI	9	RASC

		CALABRIA EROICA		
1159		CARLO BATTISTA		
309		CARLO GIORGINI	8	RASC
97		CARLOTTA	9	
135		CARMELA	7	RASC
489		CARMELINA F.	2	
		CARMELO MARIANNA		
		CARMELO SALONIA		
785	Ch.	CARMEN	8	RASC

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Reg.No.		Schooner.	Cat.	A/C.	Position.
787	Ch.	CARMEN ADELE	8	RASC	
		CARO PEPPINO			
1553		CAROLINA			
1367		CARUDDI			
105		CATERINA			
889		CATERINA BARTOLO	7		
157	Ch.	CATTANI G.	10	RASC	Arrived Barletta 15/I.
		CENTRINA			
1353		CECCOTTO			Sld. 10/I Messina/Portici. (ETA.13/I.
1351		CECCINA			
965	Ch.	CICCINA MADRE	5		
		CIELO DESTINO			
589		CINQUE FRATELLI	1		
843	Ch.	CITTA DI BARI	11	RASC	
1489	Ch.	CITTA DI VIESTE			
945		CLEMENTE	6		
1125		COLLETINA MADRE			
275		COLOMBA	2		
77	Ch.	COLOMBA	6		
1403		COLOMBO			
1477	Ch.	CONCETTINA			
987		CONCETTINA L.			
1333		CONCETTINA BELLISTRI	2		
1653		CONCETTINA M.			
715		CONCETTINA R.	8	RASC	
459		CONCEZIONE	2		
699		CONSOLAZIONE	3		
		CONTE DI CAVOUR			
		CONTE DI SAVOIA			
		CONTE ROSSO			
		CORA			
347		CORA	11	RASC	
		CORNELIA P.			
351		COSTANZA	12	RASC	
		COSTANZA F.			
		COSTANZO CIANO			
231		CUORE DI GESU'	2		
273		CUORE DI GESU'	1		
319		CUORE DI GESU'	7		
641	Ch.	CUORE DI GESU'		RASC	Arrived Palermo 13/I.
1011		CUORE DI GESU'	3		
1073	Ch.	CUORE DI GESU'	5		
947	Ch.	CUORE DI MARIA	6		Sld. 13/1 Palermo/Anzio.
1637		CHIARINA MADRE			Sld. 14/I Palermo/Anzio.
1795		CARMELINO	5		
1807		CONCORDIA	2		
155		CROCIFISSO			
		DAINO			
1357	Ch.	DELFINO			
647		DELIA	1		

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		CIELO DESTINO	3		
589		CINQUE FRATELLI	1		
843	Ch.	CITTA DI BARI	11	RASC	
1489	Ch.	CITTA DI VIESTE			
945		CLEMENTE	6		
1125		COLLETINA MADRE			
275		COLOMBA	2		
77	Ch.	COLOMBA	6		
1403		COLOMBO			
1477	Ch.	CONCETTINA			
987		CONCETTINA M.			
1333		CONCETTINA MELLISTRI	2		
1653		CONCETTINA M.			
715		CONCETTINA R.	8	RASC	
459		CONCEZIONE	2		
699		CONSOLAZIONE	3		
		CONTE DI CAVOUR			
		CONTE DI SAVOIA			
		CONTE ROSSO			
		CORA			
347		CORA	11	RASC	
		CORNELIA F.			
351		COSTANZA	12	RASC	
		COSTANZA F.			
		COSTANZO CIANO			
231		CUORE DI GESU'	2		
273		CUORE DI GESU'	1		
319		CUORE DI GESU'	7		
641	Ch.	CUORE DI GESU'		RASC	Arrived Palermo 13/I.
1011		CUORE DI GESU'	3		
1073	Ch.	CUORE DI GESU'	5		
947	Ch.	CUORE DI MARIA	6	Sld. 13/1 Palermo/Anzio.	
1637		CHIARINA MADRE		Sld. 14/I Palermo/Anzio.	
1795		CARMELINO			
1807		CONCORDIA	5		
155		CROCIFISSO	2		
		DAINO			
1357	Ch.	DELFINO			
647		DELIA	1		
1007		DIRCI	5		
911	Ch.	DINA	10	RASC	Sld. 13/I Naples/P'mo C/R
767		DIVINA PROVVIDENZA	5		(Trapani.ETA.17/I.
361		DOMENICA	8	RASC	1146
207	Ch.	DOMENICA DONATO	9	RASC	
9	Ch.	DOMENICA MADRE	13	RASC	
1449	Ch.	DOMENICA MISURACA			
245		DOMENICO F.	9	RASC	
39	Ch.	DOMENICO PADRE	8	RASC	
121	Ch.	DOMENICO PADRE II	5		
1343		DOMENICO S			
183	Ch.	DON GIOVANNI BOSCO	8	RASC	

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Reg.No.		Schooner.	Cat.	A/C.	Position.
11		DOVERE	8	RASC	
7		DUCHESSA	8	RASC	
1145		DUE FRATELLI			
407		DUE SORELLE	5		Reggio/Catania/Anzio,return Naples.
241	Ch.	DUE SORELLE	6		Sld. 14.I Palermo/Naples.
1101	Ch.	DOMENICO	8		
547		EDOARDO C	12		
		EDOARDO			
631		ELENA	5	RASC	
719	Ch.	ELENA	6		
799	Ch.	ELENA C.	7	RASC	
491	Ch.	ELEONORA ONORATO	6		
747		ELISABETTA	3		
393	Ch.	ELSA	9	RASC	
257	Ch.	EMANUELE FERRIGNO	9	RASC	
875		EMILIA	4		
855	Ch.	EMILIA	5		
371		EMMA LUCCI	3	RASC	
399		ENCOSIA	1		
801		ENRICO II	6	RASC	
1345	Ch.	ENRICO II			
387		EPOMEO	1		
1355		ERNESTO			Arrived Palermo 14/I.
1385	Ch.	ERNESTO LEONE			
1387	Ch.	ERMELINDA			
353		ESPERO	9	RASC	
		ESPERO			
		ETERNO PADRE			
773	Ch.	EUGENIO LOFFREDO	8	RASC	Left Barletta 15/I.
1745		EMANUEL PADRE	5		
1665	Ch.	ERSILIA M.	7		
1851		E.2.	4		
1557		FAMIGLIA			
1433		FAMIGLIA GALLITTO			
		FAMIGLIA FAZIO			
325	Ch.	FEDELE PADRE	4		
861	Ch.	FELICE PADRE	3		
1071		FELICITA	3		
397	Ch.	FERDINANDO I	7	RASC	Arrived Ancona 12/I.
125		FERNANDA	11	RASC	
219		FERNANDA D	5	RASC	
159		FERRERI	3		
679		FIDES	6		

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547		EDOARDO G	12		
		EDOARDO			
631		ELENA	5	RASC	
719	Ch.	ELENA	6		
799	Ch.	ELENA O.	7	RASC	
491	Ch.	ELEONORA ONORATO	6		
747		ELISABETTA	3		
393	Ch.	ELSA	9	RASC	
257	Ch.	EMANUELE FERRIGNO	9	RASC	
875		EMILIA	4		
855	Ch.	EMILIA	5		
371		EMMA LUCCI	3	RASC	
399		ENCOSIA	1		
801		ENRICO II	6	RASC	
1345	Ch.	ENRICO II	1		
387		EPOMEO			
1355		ERNESTO			
1385	Ch.	ERNESTO LEONE			
1387	Ch.	ERMELINDA			
353		ESPERO			
		ESPERO			
		ETERNO PADRE			
773	Ch.	EUGENIO LOFFREDO	9	RASC	
1745		EMANUEL PADRE			
1665	Ch.	ERSILIA M.	8	RASC	Left Barletta 15/I.
1851		E.2.	5		
			7		
			4		
1557		FAMIGLIA			
1433		FAMIGLIA GALLITTO			
		FAMIGLIA FAZIO			
325	Ch.	FEDELE PADRE	4		
861	Ch.	FELICE PADRE	3		
1071		FELICITA	3		
397	Ch.	FERDINANDO I	7	RASC	Arrived Ancona 12/I.
125		FERNANDA	11	RASC	
219		FERNANDA D	5	RASC	
159		FERRERI	3		
679		FIDES	6		
		FIERA DI LEVANTE			
		FILIPPO CORRIDONI			
293	Ch.	FILIPPO ODDO	8	RASC	
153	Ch.	FILOMENA MADRE	9	RASC	
		FIUME			
373		FORTUNATA	1		
1439	Ch.	FORTUNATA S.			
905		FORTUNATO	4		
797	Ch.	FRANCA LEONE	6	RASC	Sld. 14/I Palermo/C'Mare di Stab
409		FRANCESCA MADRE	6		To sail Reggio/Catania/Anzio,return
513	Ch.	FRANCESCHINA F.	8		(Naples.

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Reg.No.		Schooner.	Cat.	A/C.	Position.
445		FRANCESCO DI GREGORIO	10	RASC	
757	Ch.	FRANCESCO E	6		
257	Ch.	FRANCESCO PAIRE	9		
427		FRANCESCO PAIRE	6		
5	Ch.	FRANCO			
283	Ch.	FRATELLI BARBERA	8		Arrived Palermo.14.I.
1329		FULMINE	2		
355		FURIO CAMILLO	11	RASC	
1591		FRANKLINA V			
1753		FRANCESCO PADRE	13		
		GALILEO GALILEI	8		
301		GARIBALDI	4	RASC	
739		GEMELLO	3		
967		GEMELLO II	5		Sld. 12/I Syracuse/Reggio.
1027		GENNARO MARIA LIBERA	8		
419		GENNARINO	8	RASC	
707	Ch.	GENNARINO F.	7		
143	Ch.	GENNARO PADRE	2		
607		GESU' GIUSEPPE MARIA	3		
291		GIACOMO FRANCESCO	6	RASC	
671	Ch.	GIACOMO S.	6		
983	Ch.	GIANCARLO	7		Arrived Palermo 15/I.
385	Ch.	GIANNINA P.	14	RASC	
833		GILANDO	7	RASC	
639		GILFREDO	6		
	Ch.	GIORDANO BRUNO	12	RASC	
99		GIORGINA .	8		
315		GIORGIO	11	RASC	
259	Ch.	GIORGIO			
1499	Ch.	GIOVANNESSA	7		
891	Ch.	GIOVANNINA I	8		
979		GIOVANNA MAIRE			
1177		GIOVANNI PAIRE	10	RASC	
1	Ch.	GIOVANNI	13	RASC	
1315		GIOVANNI DA PROCIDA	4		
705		GIOVANNINA	3		
681	Ch.	GIOVANNINA	3		
35	Ch.	GIOVANNINA			
103		GIUDITTA	8		
877		GIUDITTA			
1565		GIUDITTA	3		
467		GIULIA	3		
147	Ch.	GIULIO			
1417		GIUSEPPE COSTA	7	RASC	Arrived Barletta 15/I.
515		GIUSEPPE P.	6		
37	Ch.	GIUSEPPE PAIRE			
123	Ch.	GIUSEPPE PAIRE I			
915		GIUSEPPE SARDO			
1615	Ch.	GIUSEPPE CALLARA	1		
49		GIUSEPPE VERDI			

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		GALILEO GALILEI			
301		GARIBALDI	8		
739		GEMELLO	4	RASC	
967		GEMELLO II	3		
1027		GENNARO MARIA LIBERA	5		Sld. 12/I Syracuse/Reggio.
419		GENNARINO	8		
707	Ch.	GENNARINO F.	8	RASO	
143	Ch.	GENNARO PADRE	7		
607		GESU' GIUSEPPE MARIA	2		
291		GIACOMO FRANCESCO	3		
671	Ch.	GIACOMO S.	8	RASO	
983	Ch.	GIANCARLO	6		
385	Ch.	GIANNINA P.	7		Arrived Palermo 15/I.
833		GILANDO	14	RASO	
639		GILFREDO	7	RASC	
	Ch.	GIORDANO BRUNO	6		
99		GIORGINA	12	RASC	
315		GIORGIO	8		
259	Ch.	GIORGIO	11	RASO	
1499	Ch.	GIOVANNESSA			
891	Ch.	GIOVANNINA I	7		
979		GIOVANNA MAIRE	8		
1177		GIOVANNI PAIRE			
1	Ch.	GIOVANNI	10	RASO	
1315		GIOVANNI DA PROCIDA	13	RASO	
705		GIOVANNINA	4		
681	Ch.	GIOVANNINA	3		
35	Ch.	GIOVANNINA	3		
103		GIUDITTA			
877		GIUDITTA	8		
1565		GIUDITTA			
467		GIULIA	3		
147	Ch.	GIULIO	3		
1417		GIUSEPPE COSTA			
515		GIUSEPPE P.	7		
37	Ch.	GIUSEPPE PADRE	7	RASO	Arrived Barletta 15/I.
123	Ch.	GIUSEPPE PADRE I	6		
915		GIUSEPPE SARDO			
1615	Ch.	GIUSEPPE CALLARA			
649		GIUSEPPE VERDI	1		
		GIUSEPPE ZANNI			
211		GIUSEPPINA	2		
573	Ch.	GIUSEPPINA	3		
21	Ch.	GIUSEPPINA I	7		
1033	Ch.	GIUSEPPINA BELLISTRI	4		Sld. 17/I Syracuse/Catanie.ETA.17/I
1115		GIUSEPPINA R			
3		GLORIA C	15	RASO	
		GLORIOSO S. GIUSEPPE			

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Reg. No.		Schooner.	Cat.	A/C.	Position.
1327		GUGLIELMO OBERDAN	10		
1379		GUGLIELMO MARCONI			
1105		GUSTAVO			
1661	Ch.	GILDA R.	6		
1721	Ch.	GIUSEPPINA P.	5		
1779		GESU E MARIA	8		Sld. 13/I Palermo/Porticci.
793		HIMARA	1	RASC	
23		I BUONI AMICI	7	RASC	
425	Ch.	IDA	5		
131		IDA			
253	Ch.	I DUE COGNATI	6		
		I DUE FRATELLI			
25	Ch.	I DUE FRATELLI	7	RASC	
155		I DUE FRATELLI	2		
1017	Ch.	I DUE FRATELLI L.	6	RASC	
541		ILARIO	1		
925		IL NUOVO GUERRIERO	6		
213	Ch.	IL NUOVO ORSINI	6		
1091		IMMACOLATA	2		
1409		IMMACOLATA			
1461		IMMACOLATA			
333	Ch.	IMMACOLATA C	7		
431		IMPARA	6		
1175		IMPARA			Sld. 13/I Naples/T.Annunziata.ETA.13/1.
777		IMPERATORE	16	RASC	
721		IMPERO	1		
1157		IMPERO			
365		INES C	7		
1317	Ch.	INTREPIDO	6		
1095	Ch.	INVIDIATO	5		
509		IOLANDA	2		
1401		IRMA M.			
281	Ch.	ISOLINA	10	RASC	
1625		ITALIA			
743	Ch.	ITALIA S.	7		
657		I TRE FRATELLI	1		
523		ITALIA L. [illegible]	1		
1771		IDA II	1		Left Barletta 12/I.
857		IDA G.	7	RASC?	
1845		I DUE NENE	5		
1431		L'ANGELINA			
1009		LA BELLA ANNINA	1		
		LA BELLA BONINA			
		LA BELLA LIBIA			

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23		I BUONI AMICI	7	RASO
425	Ch.	IDA	5	
131		IDA		
253	Ch.	I DUE COGNATI	6	
		I DUE FRATELLI		
25	Ch.	I DUE FRATELLI	7	RASO
155		I DUE FRATELLI	2	
1017	Ch.	I DUE FRATELLI L.	6	RASO
541		ILARIO	1	
925		IL NUOVO GUERRIERO	6	
213	Ch.	IL NUOVO ORSINI	6	
1091		IMMACOLATA	2	
1409		IMMACOLATA		
1461		IMMACOLATA		
333	Ch.	IMMACOLATA C	7	
431		IMPARA	6	
1175		IMPARA	Sld. 13/I Naples/T.Annunziata.ETA.13/I.	
777		IMPERATORE	16	RASO
721		IMPERO	1	
1157		IMPERO		
365		INES C	7	
1317	Ch.	INTREPIDO	6	
1095	Ch.	INVIDIATO	5	
509		IOLANDA	2	
1401		IRMA M.		
281	Ch.	ISOLINA	10	RASO
1625		ITALIA		
743	Ch.	ITALIA S.	7	
657		I TRE FRATELLI	1	
523		ITALIA M. IMPERIALE	1	
1771		IDA II	1	Left Barletta 12/I.
857		IDA C.	7	RASO?
1845		I DUE NENE	5	
1431		L'ANGELINA		
1009		LA BELLA ANNINA	1	
		LA BELLA BONINA		
		LA BELLA LIBIA		
177		LA BELLA VINCENZINA	2	
749	Ch.	LA CAPITALE	2	
1411		LADY MARGERY		
959		LA GIUSEPPINA	5	
795		LAGOSTA	7	RASO Left Barletta 15/I.
1405	Ch.	LA LUCCIOLA		
937		LA NUOVA ANNUNZIATA	4	
79	Ch.	LA NUOVA GRAZIELLA	6	
1013		LA NUOVA PASQUA		Sld.14/I Syracuse/Riposto.ETA.14/I
		LA NUOVA STELLA	2	
337		LA ROSALIA	1	
839		LAURA	15	RASO Sld. 12/I Taranto/Bari.

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Reg.No.	Schooner.	Cat.	A/C.	Remarks.
755	Ch. LEDA	5		
191	Ch. LEONARDO B.	8	RASC	
1306	Ch. LEONARDO DA VINCI	8	Sld. 15/I Naples/T.Annunziata. ETA. (16/I.	
	LEONARDO ROSARIO	4		
527	Ch. LEONE	3		
1085	LETIZIA		Sld. 13/I Monopoli/Bari. ETA.13.I.	
	LIBEROCCIO	9	RASC	
1057	LIBERA	7	RASC	
	LIBIA		To sail Portici/Naples/T.Annunziata.	
327	Ch. LILIA B.	6		
2129	LILIA RUGGERO	11	RASC	
1171	LILIANA	8	RASC	
181	Ch. LINA	4		
603	LINA	2		
263	Ch. LINDA			
625	LIRIDA	2		
955	Ch. LORENZO	6		
238	LUCIA	4		
1309	Ch. LUCIA	5		
251	LUCIA A		Sld. 13/I Naples/Palermo.	
1035	Ch. LUCIA C.	6		
	Ch. LU.	3		
1600	LUCIA MADRE			
2115	Ch. LUCIA MADRE	5		
69	Ch. LUCIA SCOTTO	6		
	LUIGI	1		
955		2		
1505	Ch. LUIGI II	4		
1693	LUIGI CIACCIO	5		
577	Ch. LUIGINO	3		
133	Ch. LUIGI PAINE			
531	LUIGI PAURE			
185	LUISA			
95	Ch. LUISA MAIRE			
269	LURZEA			
1593	LUIGI II			

215	Ch. MADDALENA P.	8	RASC	
1109	MADDALENA G.	4		
957	MADONNA DEI SETTE VELI	10	RASC	
919	Ch. MADONNA DEL CARDILLO	1		
563	MADONNA DEL CARMINE			
1397	MADONNA DEL CARMINE			
1609	MADONNA DEL PARADISO	4		
33	Ch. MADONNA DELLA CIVITA	8	RASC	Left Barletta 15/I.
865	Ch. MADONNA DI MONTE NERO		Sld. 13/I Naples/Syracuse.ETA.17/I	
	MADONNA DI MONTE VERGINE	4		
1303	Ch. MADONNA DI POMPEI	4		
433	Ch. MADONNA ROSARIO DI POMPEI	2		
525	MADRE ADDOLORATA	6	RASC	
667	MADRE ANTONIA			

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8[illegible]		LUCIA	8	RASO
955	Ch.	LUCIA	4	
230		LUCIA	2	
1389	Ch.	LUCIA		
251		LUCIA A	2	
1015	Ch.	LUCIA C.	6	
	Ch.	LU[illegible]	4	
1089		LUCIA MADRE	5	
1413	Ch.	LUCIA MADRE		Sld. 13/I Naples/Palermo.
69	Ch.	LUCIA SCOTTO	6	
955		LUIGI	3	
1595	Ch.	LUIGI II		
1609		LUIGI CIACCIO		
577	Ch.	LUIGINO	5	
155	Ch.	LUIGI PADRE	6	
531		LUIGI PADRE	1	
185		LUISA	2	
95	Ch.	LUISA MADRE	4	
289		LUISA	5	
1593		LUIGI II	3	

215	Ch.	MADDALENA P.	8	RASO
1[illegible]9		MADDALENA G.		
957		MADONNA DEI SETTE VELI	4	
919	Ch.	MADONNA DEL CARDILLO	10	RASO
563		MADONNA DEL CARMINE	1	
1397		MADONNA DEL CARMINE		
1609		MADONNA DEL PARADISO		
33	Ch.	MADONNA DELLA CIVITA	4	
865	Ch.	MADONNA DI MONTE NERO	8	RASO Left Barletta 15/I.
		MADONNA DI MONTE VERGINE		
1303	Ch.	MADONNA DI POMPEI		Sld. 13/I Naples/Syracuse.ETA.17/I
433	Ch.	MADONNA ROSARIO DI POMPEI	4	
525		MADRE ADDOLORATA	4	
667		MADRE ANTONIA	2	
617		MADRE DEL CARMELO	6	RASO
		MADRE DELLA PROVVIDENZA		
601		MAFALDA	1	
825		MAIPAQUET	15	RASO
1113		MAMMA TINA		
117		MARCO CARMELA		
		MARCONIO		
313	Ch.	MARCUS	7	
		MARECHIARO		

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Reg.No.		Schooner.	Cat.	A/C.	Remarks.
783	Ch.	MARY MONTHLY	10	RASC	
971	Ch.	MARIA DEL GIUDICE	8	RASC	
845		MARIA	11	RASC	Sld. 16/I Bari/Monopoli.ETA. (16/I.
289		MARIA	4		
1003		MARIA ASSUNTA	8		
1023		MARIA ASSUNTA	1		
551		MARIA ANTONIETTA	2		
453		MARIA B.	6		
885		MARIA CARMELA	5		
539		MARIA CARMELA	2		
		MARIA CARMELA			
435		MARIA CARA MADRE	1		
		MARIA COSTANTINO			
1029		MARIA COSTANTINO	7		
789		MARIA CRISTINA			
349		MARIA DELLA CATENA	10	RASC	
		MARIA DELL'ARCO			
243		MARIA DELLA MANNA	6		
229		MARIA DELLA SALVAZIONE	6	RASC	To sail Reggio/Catania/Anzi
949		MARIA DELLA LUCE	6		
163	Ch.	MARIA DELLE GRAZIE	8	RASC	
1065	Ch.	MARIA DEL SACRO MONTE			
1555		MARIA DEL SOCCORSO			
		MARIA DI CORSIGNANO			
		MARIA DI MONTE CARMELO			
969		MARIA DI POMPEI	4	RASC	
1365		MARIA DI POMPEI	8		
		MARIA DI PORTO SALVO			
1041		MARIA DI PORTO SALVO	6	RASC	
		MARIA DI PUGLIANO			
1325		MARIA E.	6		
437		MARIA G.	8		
		MARIA GESU' GIUSEPPE			
521	Ch.	MARIA GIORGINA	8		
771		MARIA GIUSEPPE	1		
727	Ch.	MARIA GIUSEPPINA	5		
		MARIA IMMACOLATA			
901	Ch.	MARIA LUIGIA	6		Arrived Palermo 15/I.
59	Ch.	MARIA LUISA	7	RASC	Arrived Palermo 15.I.
201	Ch.	MARIA M.	5	RASC	
483		MARIA MADDALENA	2		
1153		MARIA MADRE			Arrived Trapani 13/I.
1445		MARIA MAGGIORE DI SIPONTO	Sld. 17/I Naples/P'mo C/R Trapeni		
857	Ch.	MARIANNINA	7	RASC	(ETA. P'mo 21/I.
1469	Ch.	MARIA NUNZIA			
		MARIA PIA			
		MARIA ROSARIA			
377	Ch.	MARIA S.	8	RASC	Sld. 16/I Molfetta/Ancona.
1065		MARIA SACRO MONTE	4		(ETA.22.1.
307	Ch.	MARIA SANTISSIMA	8	RASC	
161	Ch.	MARIA S.S. AUSILIATRICE	10	RASC	
567		MARIA S.S. DELLA LIBERA	1		
		MARIA STELLA DEL MARE			
1147		MARIA V.			

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1029		MARIA COSTANTINO	7		
789		MARIA CRISTINA			
349		MARIA DELLA CATENA	10	RASC	
		MARIA DELL'ARCO			
243		MARIA DELLA MANNA	6		
229		MARIA DELLA SALVAZIONE	6	RASC	To sail Reggio/Catania/Anzi
949		MARIA DELLA LUCE	6		
163	Ch.	MARIA DELLE GRAZIE	8	RASC	
1065	Ch.	MARIA DEL SACRO MONTE			
1555		MARIA DEL SOCCORSO			
		MARIA DI CORSIGNANO			
		MARIA DI MONTE CARMELO			
969		MARIA DI POMPEI	4	RASC	
1365		MARIA DI POMPEI	8		
		MARIA DI PORTO SALVO			
1041		MARIA DI PORTO SALVO	6	RASC	
		MARIA DI PUGLIANO			
1325		MARIA E.	6		
457		MARIA G.	8		
		MARIA GESU' GIUSEPPE			
521	Ch.	MARIA GIORGINA	8		
771		MARIA GIUSEPPE	1		
727	Ch.	MARIA GIUSEPPINA	5		
		MARIA IMMACOLATA			
901	Ch.	MARIA LUIGIA	6		Arrived Palermo 15/I.
59	Ch.	MARIA LUISA	7	RASC	Arrived Palermo 15.I.
201	Ch.	MARIA M.	5	RASC	
483		MARIA MADDALENA	2		
1153		MARIA MAIRE			Arrived Trapani 13/I.
1445		MARIA MAGGIONE DI SIPONTO	Sld. 17/I Naples/P'mo 0/R Trapani		
857	Ch.	MARIANNINA	7	RASC	(ETA. P'mo 21/I.
1469	Ch.	MARIA NUNZIA			
		MARIA PIA			
		MARIA ROSARIA			
377	Ch.	MARIA S.	8	RASC	Sld. 16/I Molfetta/Ancona.
1065		MARIA SACRO MONTE	4		(ETA.22.1.
307	Ch.	MARIA SANTISSIMA	8	RASC	
161	Ch.	MARIA S.S. AUSILIATRICE	10	RASC	
567		MARIA S.S. DELLA LIBERA	1		
		MARIA STELLA DEL MARE			
1147		MARIA V.			
		MARE JOSE			
1035		MARIE JOSE	2		
329		MARIELLO			
781		MARIETTA G.	Sld. 15/I Leghorn/C'Vecchia.ETA.17/I.		
379	Ch.	MARINA D.	5	RASC	
1079	Ch.	MARIO COSTANTINO	7	Sld. 13/I Naples/P'mo.ETA.17/I.	
		MARISA			
269		MARIUCCELLA	6		
		MENKI			
267	Ch.	MESSICANO	3		
1773	Ch.	MARINA	3		Arrived Messina 13/I.
1199		MAURIZIO	3		
1747	Ch.	MARIA I.	4		Sld. 13/I Syracuse/V.Valentia (ETA.15/I.
1763		META			Sld. 14/I Naples/Catania.ETA. (1°/I.

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Reg.No.		Schooner.	Cat.	A/C.	
897		MICHELINA DI GIORGIO	9	RASC	
137		MILANINA	2	RASC	
847		MILINO	11	RASC	
		MINETTA			
1307		MIZYQUZJA	7		
1121		MOMO			
651		MONELLA	1		
		MONTE BELLO			
		MONTE DI PROCIDA			
1641	Ch.	MADONNA DELLE GRAZIE	2		
1435		MARGHERITA MADRE	2		
1531		MARIA PACE PROLA	7	Sld. 15/I Naples/Gaeta C/R Penza.	
1741		MARIA	2	(ETA.Gaeta 16/I.	
1725	Ch.	MARIA MADRE	6		
1671	Ch.	MARIANNINA MAIRE	7		
1783		MARIA R	8		
821		NANDO (Refrig.)	6	RASC	
655		NANNINA	1		
775		NATY	6		
791		NEDDA	8	RASC	
1655		NELLO		Arrived Messina 13/I.	
1021		NEMBO	1		
345		NERINA	3		
297		NETTUNO			
321		NICOLA	6		
1117		NICOLA			
1151		NICOLETTA FIGLIA			
		NINA			
643	Ch.	NINETTA	14	RASC	
943		NINETTA MARIA STELLA	2		
493		NINI' A MARE	3		
933		NINO DI MAGGIO	2		
927		NINO DI MAGGIO	2		
597		NUNZIA	5		
621		NUNZIATA	2		
623		NUNZIATA	1		
859		NUNZIATA	2		
1037		NUOVA ADELE	1		
83	Ch.	NUOVA AMALIA	6		
		NUOVA ANDREA			
981		NUOVA CARMELINA	3		
1077	Ch.	NUOVA CICCINA	3		
1371	Ch.	NUOVA FORTUNA			
473		NUOVA GEMMA	3		
1487		NUOVA GIUSEPPINA			
955	Ch.	NUOVA ITALIA	9	RASC Sld. 16/I Brindisi/Gallipoli.	
517	Ch.	NUOVA LIBERA	5	(ETA.16/I.	
75	Ch.	NUOVA LIBERA MAIRE	5		
375		NUOVA LUISA	2		
441	Ch.	NUOVA MARIA	7		
731		NUOVA MARIA	4		
		NUOVA MARIA DI PUGLIANO			
1587	Ch.	NUOVA MARIA JOSE			
413		NUOVA NUNZIATA	3		

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1671	Ch.	MARIANNINA MARIZ	8	
1783		MARIA R	6	RASC
821		NANDO (Refrig.)	1	
655		NANNINA	6	
775		NATY	8	RASC
791		NEDDA		Arrived Messina 13/I.
1655		NELLO	1	
1021		NEMBO	3	
345		NERINA		
297		NETTUNO	6	
321		NICOLA		
1117		NICOLA		
1151		NICOLETTA FIGLIA		
		NINA	14	RASC
643	Ch.	NINETTA	2	
943		NINETTA MARIA STELLA	3	
493		NINI' A MARE	2	
933		NINO DI MAGGIO	2	
927		NINO DI MAGGIO	5	
597		NUNZIA	2	
621		NUNZIATA	1	
623		NUNZIATA	2	
859		NUNZIATA	1	
1037		NUOVA ADELE	6	
83	Ch.	NUOVA AMALIA		
		NUOVA ANDREA	3	
981		NUOVA CARMELINA	3	
1077	Ch.	NUOVA CICCINA		
1371	Ch.	NUOVA FORTUNA	3	
473		NUOVA GEMMA		
1487		NUOVA GIUSEPPINA	9	RASC Sld. 15/I Brindisi/Gallipoli.
955	Ch.	NUOVA ITALIA	5	(ETA.16/I.
517	Ch.	NUOVA LIBERA	5	
75	Ch.	NUOVA LIBERA MAIRE	2	
375		NUOVA LUISA	7	
441	Ch.	NUOVA MARIA	4	
731		NUOVA MARIA		
		NUOVA MARIA DI PUGLIANO		
1587	Ch.	NUOVA MARIA JOSE	3	
413		NUOVA NUNZIATA		
		NUOVA PASQUA	2	
189		NUOVA TELENA	Sld.	10/I Messina/Anzio.
503	Ch.	NUOVO FELICE		
		NUOVO FERRICCI MICHELE	3	
369	Ch.	NUOVO GENNARO		
		NUOVO GRAZIELLO		
225	Ch.	NUOVO IMPERO	1	
519		NUOVO LEONARDO MICHELE	3	
305		NUOVO LETTO SANTO	4	
65	Ch.	NUOVO MARIO		

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Reg.No.		Schooner.	Cat.	A/C.	Position.
		NUOVO MATTEO			
		NUOVO ORIENTE			
45		NUOVO PIETRO	7	RASC	
769	Ch.	NUOVO SALVATORE	5		
447		NUOVO S. BIAGIO	4		
741	Ch.	NUOVO S. BIAGIO	6		
61	Ch.	NUOVO S. CIRO	5		Arrived Palermo 15/I
43	Ch.	NUOVO S. FRANCESCO	4	Sld. 13/I	Naples/T.Annunziata.ETA (13.I.
993		NUOVO S. GIOVANNI	2		
863		NUOVO S. GIUSEPPE	4	Sld. 12/I	Syracuse/Tropea.ETA. (15/I
1383	Ch.	NUOVO S. GIUSEPPE			
1045		NUOVO S. GIUSEPPE	2		
1683		NUOVO S. GIUSEPPE			
389		NUOVO S. GIUSEPPE LAUBRE	4		
311		NUOVO S. GIUSEPPE PADRE	6		
463		NUOVO S. PIETRO	4		
887		NUOVO S. ROCCO	5		
		NUOVO S. VINCENZO			
829		OCEANIA	9	RASC	
479		OLGA	3		
415	Ch.	ONDINA			
		ORGOGLIO			
29	Ch.	ORIETTA	16	RASC	
		ORIULE			
653	Ch.	ORTENSIA MARIA DELLA LIBERA	6		
805		PADRE ETERNO	5	RASC	
807		PADRE S. GIUSEPPE	4	RASC	
1149		PAGHERAI	2		
		PALMA LIDIA			
		PALMA MADRE			
		PALMA MADRE			
1421	Ch.	PAPA GIUSEPPE			
1545	Ch.	PAPA GIUSEPPE A.			
611	Ch.	PAPA MICHELE	11	RASC	
1047		PAPPAGALLO			
		PASQUALINO			
		PATRIARCA S. GIUSEPPE			
143	Ch.	PENSIERO	8	RASC	
1459		PEPPINO			
1521		PEPPINO			
		PICCOLO			
		PICCOLO GAETANO			
		PICCOLO SEBASTIANO		Sld. 12/I	Syracuse/Ionia.ETA. (13/I.

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1683		NUOVO S. GIUSEPPE		
389		NUOVO S. GIUSEPPE LABORE	4	
311		NUOVO S. GIUSEPPE PAIRE	6	
463		NUOVO S. PIETRO	4	
887		NUOVO S. ROCCO	5	
		NUOVO S. VINCENZO		
829		OCEANIA	9	RASO
479		OLGA	3	
415	Ch.	ONDINA		
		ORGOGLIO		
29	Ch.	ORIETTA	16	RASO
		ORIULE		
653	Ch.	ORSENSIA MARIA DELLA LIBERA	6	
805		PAIRE ETERNO	5	RASO
807		PAIRE S. GIUSEPPE	4	RASO
1149		PAGHERAI	2	
		PALMA LIDIA		
		PALMA MAIRE		
		PALMA MAIRE		
1421	Ch.	PAPA GIUSEPPE		
1545	Ch.	PAPA GIUSEPPE A.		
611	Ch.	PAPA MICHELE	11	RASO
1047		PAPPAGALLO		
		PASQUALINO		
		PATRIARCA S. GIUSEPPE		
143	Ch.	PENSIERO	8	RASO
1459		PEPPINO		
1521		PEPPINO		
		PICCOLO		
		PICCOLO GAETANO		
		PICCOLO SEBASTIANO		
461		PIERINA	2	
1359		PIETRO APOSTOLO		
1059		PINA	2	RASO
		PIO DECIMO		
191	Ch.	PORTO SALVO	3	RASO
209		PORTO SALVO	4	
661		PROVIDENZA	1	
383		PRIMA STELLA	1	
1395		PROVVIDENZA		
1659	Ch.	PROGRESSO		
1751	Ch.	PEPPINO M		

Sld. 12/I Syracuse/Ionia.ETA. (13/I.

To sail Mazzara/Augusta/Reggio.

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4 Sld. 14/I Palermo/Marsala.

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Reg.No.		Schooner.	Cat.	A/C.	Position.
31		QUO VADIS	9	RASC	
903		QUO VADIS	4		
871		RAFFARUCCIO	3		
1547	Ch.	REDENTORE			
841		REMI	3		
923	Ch.	RIBUSCHIO	6		Arrived Palermo 14/T.
939		RINA	13	RASC	
1389	Ch.	RINA			
195	Ch.	ROBERTO	6		To sail Reggio/Catania/Anzio,ret-
895		ROLANDO	7		(urn Naples.
439	Ch.	ROMA	7	RASC	
1515		ROSALINDA	2		
341	Ch.	ROSARIO			
753		ROSA	1		
456		ROSA L.	6		
		ROSARIO CORONELLA			
1575		ROSARIO PADRE			
485		ROSINA	1		
537		ROSINA FIGLIA	5		
1039		ROSINA MADRE	1		
1245		ROSINA S.			
469		RUGGERO II	2		
511	Ch.	S. MARIA	3		
703		S. ANGELO	5		
863	Ch.	S. ANGELA	8		
17	Ch.	S. ANNA	4		
1051		S. ANNA			
249		S. ANNA	1		
1009	Ch.	S. ANNA	3		To sail Baia/Gaeta.Fiumicino.
1349		S. ANNA D.			
43	Ch.	S. ANNA DI BARCOLI	5		
423		S. ANNA MARIA	5		
701		S. ANTONINO	6		
1407		S. ANTONINO			
87	Ch.	S. ANTONIO	5		
369		S. ANTONIO	8	RASC	
411		S. ANTONIO	7		
529		S. ANTONIO	1		
369		S. ANTONIO	1		
1241		S. ANTONIO	1		
1391	Ch.	S. ANTONIO			
677		S. ANTONIO D.			
1381		S. ANTONIO DI PADOVA			
81	Ch.	S. ANTONIO DI PADOVA	5		
1347		S. ANTONIO DI PADOVA			
625		S. ANTONIO E.	8	RASC	
57	Ch.	S. ANTONIO AQUA	5	RASC	
1061		S. ARSENIO	2		
			4	RASC	

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639	Ch.	ROM	7	RASC
1315		ROMANINA	2	
341	Ch.	ROMEO		
753		ROSA	1	
455		ROSA M.	6	
1575		ROSARIO CORCUELLA		
438		ROSINA	1	
527		ROSINA VICIENA	5	
1039		ROSINA MARIE	1	
2045		ROSINA S.		
469		RUGGERO II	2	

511	Ch.	S. AGAGO	3	
703		S. AGNELLO	5	
683	Ch.	S. ANDREA	8	
17	Ch.	S. ANDREA	4	
1051		S. ANDREA		
269		S. ANNA	1	
1069	Ch.	S. ANNA	3	To sail Baia/Gaeta.Fiumicino.
1048		S. ANNA D.		
41	Ch.	S. ANNA DI BACOLI	5	
423		S. ANNA MARIE	5	
701		S. ANTONINO	6	
1407		S. ANTONIO		
87	Ch.	S. ANTONIO	5	
559		S. ANTONIO	8	RASC
421		S. ANTONIO	7	
529		S. ANTONIO	1	
569		S. ANTONIO	1	
1411		S. ANTONIO	1	
1391	Ch.	S. ANTONIO		
677		S. ANTONIO D.		
1581		S. ANTONIO DI PADOVA		
81	Ch.	S. ANTONIO DI PADOVA	5	
1347		S. ANTONIO DI PADOVA		
825		S. ANTONIO I.	8	RASC
57	Ch.	S. ANTONIO ROM.	5	RASC
1001		S. AROLDO	2	
277		S. BARBARA	4	RASC
673		S. BIAGIO	2	
		S. CATALDO	3	
1097		S. CESAR	3	
391		S. CIRO DI TORRE DEL GRECO	2	
557	Ch.	S. CRISTOFO	9	
1501		S. DOMINICO	1	
1523		S. FAUSTINA	6	
555		S. FRANCESCO	1	
15		S. FRANCESCO	8	
501	Ch.	S. FRANCESCO D.	10	RASC

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Arrived Palermo 14/I.

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Reg.No.		Schooner.	Cat.	A/C.	Position.
497	Ch.	S. FRANCESCO D'ASSISI	4	RASC	
27	Ch.	S. FRANCESCO DI PAOLA	10	RASC	
697	Ch.	S. FRANCESCO DI PAOLA	3		
899		S. FRANCESCO DI PAOLA	10		
951		S. FRANCESCO DI PAOLA	1		
995		S. FRANCESCO DI PAOLA	7		
1099	Ch.	S. FRANCESCO DI PAOLA	7		
1529	Ch.	S. FRANCESCO DI PAOLA			
339		S. GABRIELE	3	RASC	
759		S. GAETANO	1		
1019		S. GAETANO	3		
895		S. GAUDENZIO	8	RASC	Sld. 12/I Barletta/Ancona.
49	Ch.	S. GENNARO	8	Sld.	12/1 Naples/Ponza.ETA.13/I.
193		S. GENNARO	6		
709		S. GENNARO	10	RASC	
853		S. GENNARO	11	RASC	
1031		S. GENNARO	1		
101		S. GIORGIO	14	RASC	
695		S. GIORGIO GIUSEPPE	1		
593	Ch.	S. GIORGIO SECONDO	7	RASC	
1551		S. GIOVANNI			
659		S. GIOVANNI	4	RASC	
687		S. GIOVANNI			
977	Ch.	S. GIOVANNI	4		
1415		S. GIOVANNI			
		S. GIOVANNI BATTISTA			
1375		S. GIOVANNI C.			
71	Ch.	S. GIOVANNI GIUSEPPE	4		
587		S. GIOVANNI GIUSEPPE	1		
869		S. GIOVANNI GIUSEPPE	1		
591		S. GIOVANNI GIUSEPPE DELLA CROCE	1		
171		S. GIUSEPPE	14		
235	Ch.	S. GIUSEPPE	2		
389	Ch.	S. GIUSEPPE			
605	Ch.	S. GIUSEPPE	3		
665		S. GIUSEPPE	7		
505	Ch.	S. GIUSEPPE			
669		S. GIUSEPPE	7		
637		S. GIUSEPPE	11		
711		S. GIUSEPPE	11		
753		S. GIUSEPPE	11		
765		S. GIUSEPPE	14		
931		S. GIUSEPPE	11		
973		S. GIUSEPPE	11		
1049		S. GIUSEPPE	56		
1083		S. GIUSEPPE			
1067	Ch.	S. GIUSEPPE			
1107		S. GIUSEPPE			
1321	Ch.	S. GIUSEPPE N.	52		
1331		S. GIUSEPPE P.			
1373		S. GIUSEPPE			

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49	Ch.	S.	GENNARO	6	
193		S.	GENNARO	10	RASC
709		S.	GENNARO	11	RASC
853		S.	GENNARO	1	
1031		S.	GENNARO	14	RASC
101		S.	GIORGIO	1	
695		S.	GIORGIO GIUSEPPE	7	RASC
593	Ch.	S.	GIORGIO SECONDO		
1551		S.	GIOVANNI	4	RASC
659		S.	GIOVANNI		
687		S.	GIOVANNI		
977	Ch.	S.	GIOVANNI	4	
1415		S.	GIOVANNI		
		S.	GIOVANNI BATTISTA		
1375		S.	GIOVANNI C.		
71	Ch.	S.	GIOVANNI GIUSEPPE	4	
567		S.	GIOVANNI GIUSEPPE	1	
869		S.	GIOVANNI GIUSEPPE	1	
591		S.	GIOVANNI GIUSEPPE DELLA CROCE	1	
171		S.	GIUSEPPE	4	
235	Ch.	S.	GIUSEPPE	2	
389	Ch.	S.	GIUSEPPE		
605	Ch.	S.	GIUSEPPE	3	
665		S.	GIUSEPPE	7	
505	Ch.	S.	GIUSEPPE		
669		S.	GIUSEPPE	1	
637		S.	GIUSEPPE	1	
711		S.	GIUSEPPE	1	
753		S.	GIUSEPPE	1	
765		S.	GIUSEPPE	4	
931		S.	GIUSEPPE	1	
973		S.	GIUSEPPE	1	
1049		S.	GIUSEPPE	5	
1083		S.	GIUSEPPE	6	
1067	Ch.	S.	GIUSEPPE		
1107		S.	GIUSEPPE	5	
1321	Ch.	S.	GIUSEPPE N.	2	
1331		S.	GIUSEPPE P.		
1373		S.	GIUSEPPE		
1377		S.	GIUSEPPE Z.		
1519		S.	GIUSEPPE		
1645		S.	GIUSEPPE I		
1649		S.	GIUSEPPE		
1651		S.	GIUSEPPE		
265		S.	GIUSEPPE PATRIARCA	2	Arrived Palermo 15/I.
917		S.	GIUSEPPE S.	6	
		S.	IMMACOLATA		
629		S.	LORENZO MAIORANA	5	RASC
545		S.	LUIGI	2	
729		S.	MARIA	1	

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Reg. No.		Schooner.	Cat. A/C.	Pc	
335		S. MARIA A MARE	1		
53		S. MARIA ANTONIETTA			
19	Ch.	S. MARIA DELL'ARCO	5		Arrived Messina 13/I.
271	Ch.	S. MARIA DEL PRINCIPIO	4		
		S. MARIA MADDALENA			
421		S. MICHELE	1		
495		S. MICHELE	1		
575	Ch.	S. MICHELE	5	RASC	
685	Ch.	S. MICHELE	5		Sld. 15/I Naples/Ponza.ETA.17/I.
1335	Ch.	S. MICHELE	7		
		S. MICHELE ARCANGELO			
323		S. NICOLA	4		
989	Ch.	S. NICOLA	6		
175		S. PASQUALE	2		
1339		S. PIETRO	1		
585		S. RAFFAELE	1		
565		S. ROSA	1		
267		S. RITA	6		
499	Ch.	S. RITA G.	7		
723		S. VINCENZO	1		
673		S. VINCENZO DI PAOLA	6		
		SACRA FAMIGLIA			
285		SACRO CUORE	5		
		SACRO MONTE			
713	Ch.	SALONIA	10	RASC	
809		SALONIA	9		
579		SALVATORE	2		
487		SALVATORE	2		
583		SALVATORE	1		
991		SALVATORE S.	6		
963		SALVATORE	10	RASC	
1603		SALVATORE			
1111		SALVATORE F.			
595	Ch.	SALVATORE PADRE	3		
999		SALVATORE PADRE	2		
91	Ch.	SALVATORE PADRE	6		
1135		SALVATORE PADRE	3		
1311		SALVATORE PADRE	2		
879	Ch.	SALVATORE II	5		
		SALVATORE MADRE			
837		SAMIA	15	RASC	Left Barletta 15/I.
1669		SAMIA II			
403		SAN ANDREA	6		
1165		SAN ANTONIO			
935	Ch.	SAN BARTOLOMEO	6		
451		SAN BARTOLOMEO	6		
		SAN CALOGERO	2		
635		SAN CIRO	2		
881	Ch.	SAN DOMENICO	5		
179		SAN DOMENICO	3		
717		SAN FELICE	4		
49	Ch.	SAN GENNARO	8	RASC	
443		SAN GIORGIO	2		
401	Ch.	SAN GIOVANNI	3		
1601		SAN GIOVANNI			
175		SAN GIUSEPPE	5		

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1559		S. PIETRO	1	
585		S. RAFFAELE	1	
565		S. ROSA	1	
267		S. RITA	6	
499	Ch.	S. RITA G.	7	
723		S. VINCENZO	1	
673		S. VINCENZO DI PACLA	6	
		SACRA FAMIGLIA		
285		SACRO CUORE	5	
		SACRO MONTE		
713	Ch.	SALONIA	10	RASC
809		SALONIA	9	
579		SALVATORE	2	
467		SALVATORE	2	
583		SALVATORE	1	
991		SALVATORE S.	6	
963		SALVATORE	10	RASC
1603		SALVATORE		
1111		SALVATORE F.		
595	Ch.	SALVATORE PADRE	3	
999		SALVATORE PADRE	2	
91	Ch.	SALVATORE PADRE	6	
1135		SALVATORE PADRE	3	
1311		SALVATORE PADRE	2	
879	Ch.	SALVATORE II	5	
		SALVATORE MADRE		
837		SAMIA	15	RASC Left Barletta 15/I.
1669		SAMIA II		
403		SAN ANDREA	6	
1165		SAN ANTONIO		
935	Ch.	SAN BARTOLOMEO	6	
451		SAN BARTOLOMEO	6	
		SAN CALOGERO	2	
635		SAN CIRO	2	
881	Ch.	SAN DOMENICO	5	
179		SAN DOMENICO	3	
717		SAN FELICE	4	
49	Ch.	SAN GENNARO	8	RASC
443		SAN GIORGIO	2	
401	Ch.	SAN GIOVANNI	3	
1601		SAN GIOVANNI		
115		SAN GIUSEPPE	5	
303	Ch.	SAN LORENZO	7	RASC
985		SAN LUIGI	1	
63	Ch.	SAN PIETRO	4	
457		SAN SILVERIO	6	
867		SAN SILVERIO N.	1	
543	Ch.	SAN SILVERIO V.	3	

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Reg. No.		Schooner.	Cat.	A/C.	
367		SAN VINCENZO	7		
		SAN VITO			
		SAN VITO PADRE			
		SANT'ALBERTO			
1681		SANT'ANDREA			
89	Ch.	SANT'ANGELO	4		Arrived Messina 13/I.
395		SANT'ANNA	1		
1055		SANT'ANTONIO	7		
1639		SANT'ANTONIO			
1067		SANT'ANTONINO	2		
1361		SANTA CATERINA			Sld. 12/I Messina/Syracuse.
689		SANTA LUCIA	1		
1369		SANTA LUCIA			
		SANTA MADRE			
613		SANTA RESTITUTA	1		
1363		SANTA RITA			
317		SANTO PADRE	7		Left 14/1 Reggio.
167		SANTUARIO DI POMPEI	5		
367		SAN VINCENZO	7		
1573		SAN VINCENZO			
		SARINO			Sld. 13/I Naples/Palermo.
651	Ch.	SAVERIO CLAUDINA	8	RASC	
107		SAVERIO MARIO			
893		SAVERIO MARIO	6		
		SEBASTIANINO			
		SEBASTIANO			
381		SEMPRE AVANTI	1		
		SFINGE			
		SILVERIO			
47	Ch.	SILVIA STARITA	10	RASC	
505		SINUESSA	1		
549	Ch.	SIRIO	2		
533		SOFIA	1		
471		SPARVIERO	3		
1393		SPARVIERO			
		SPERANZA			
261		S.S. CROCEFISSO	6		
1589		STELLA			
645	Ch.	STELLA DEL MARE			
1689	Ch.	SAN GIUSEPPE	2		
1599		SAN GAETANO	3		
1511		S.CATERINA			
1611	Ch.	SANT'ANTONIO			
1729		SAN GIUSEPPE			
		TARANTO			
1319	Ch.	TEA	2		
819		TERESA	10	RASC	
		TRAPANI			
		TRENTO			
553	Ch.	TRE RE	2		
1131	Ch.	TRIESTE			
1723	Ch.	TRIONFO			
		TUTTI SANTI			
1735		SANT'ANTONIO	2		
1736		S.BARBATO	5		

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689		SANTA LUCIA	1	
1369		SANTA LUCIA		
		SANTA MADRE		
613		SANTA RESTITUTA	1	
1363		SANTA RITA		
317		SANTO PADRE	7	Left 14/1 Reggio.
167		SANTUARIO DI POMPEI	5	
367		SAN VINCENZO	7	
1573		SAN VINCENZO		Sld. 13/I Naples/Palermo.
		SARINO		
651	Ch.	SAVERIO GIARDINA	8	RASC
107		SAVERIO MARIO	6	
893		SAVERIO MARIO		
		SEBASTIANINO		
		SEBASTIANO		
381		SEMARE AVANTI	1	
		SFINGE		
		SILVERIO		
47	Ch.	SILVIA STARITA	10	RASC
505		SINUESSA	1	
549	Ch.	SIRIO	2	
533		SOFIA	1	
471		SPARVIERO	3	
1393		SPARVIERO		
		SPERANZA		
261		S.S. CROCEFISSO	6	
1589		STELLA		
645	Ch.	STELLA DEL MARE		
1689	Ch.	SAN GIUSEPPE	2	
1599		SAN GAETANO	3	
1511		S.CATERINA	3	
1611	Ch.	SANT'ANTONIO	2	
1729		SAN GIUSEPPE		
		TARANTO	2	
1319	Ch.	TEA	10	RASC
819		TERESA		
		TRAPANI		
		TRENTO	2	
553	Ch.	TRE RE		
1131	Ch.	TRIESTE		
1723	Ch.	TRIGNO		
		TUTTI SANTI		
1735		SANT'ANTONIO	2	
1739		S.TARVISIO	2	
1743		SAN CATALDO	2	
1805		SALVATORE	6	
737	Ch.	UMBERTO I	7	At Catania 15/I.
975		UMBERTO	1	
1053		UNIONE	2	
		USTICA		
1613		SAN GIUSEPPE		
1799	Ch.	SICILIA	5	Arrived Palermo 12/I.
1693	Ch.	S.LORENZO	6	
1831		SAN GIUSEPPE	2	
1841		SAN FRANCESCO	7	
1847		SORELLE	4	
1849		SANT'ANTONIO		To sail Marsala/Ancio, return (Naples.
1855		SALVATORE ROCCIA		

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Reg.No.		Schooner.	Cat.	A/C.	Pr
		ULRICO M.		RASC.	
1081	Ch.	VELLA AMICI	5		
811		VERA UNIONE	9	RASC	
119	Ch.	VERGINE CLEMENTE	4		
1447	Ch.	VERGINE DI LOURDES			
127	Ch.	VERGINE DI POMPEI	4	RASC	
357	Ch.	VERI AMICI	10	RASC	
1005		VI DIRO'C	7		
405		VILMA			
		VINCENZINA (TR 163)			
1769		VINCENZINA (MS 177)			Sld. 14/1 Palermo/Trapani.
141		VINCENZINO	3		
735		VINCENZINO C	2		
1569		VINCENZINO D			
203	Ch.	VINCENZO CIAROVOLO	6	RASC	
		VINCENZO PADRE			
761		VITA SUL MARE	1		
929		VITO ADRAGNA	6		
		VITO E.			
417		VITTORIA	9		
51	Ch.	VITTORIA MADRE	8	RASC	Arrived Palermo 15/1.
693		VITTORIO	6		
		VOLTURNO			
113		VULCANO	6		
		VIOLENTE	13		
1765		VOLONTA DI DIO			
1717	Ch.	VINCENZO CINGRATO	12		To sail Salerno/Trapani/C'mare.
813		YLIBRITES	8	RASC	
1093		ZANCLEA	2		
815		ZANNI G	8	RASC	
223		ZUBCA I	9	RASC	Arrived Taranto 13/1.

Schooners have been classified as follows:-

Under 10	tons	DWT	Cat. 1.
10 - 20	"	"	" 2.
20 - 30	"	"	" 3.
30 - 40	"	"	" 4.
40 - 50	"	"	" 5.
50 - 75	"	"	" 6.
75 - 100	"	"	" 7.
100 - 150	"	"	" 8.
150 - 200	"	"	" 9.
200 - 250	"	"	" 10.
250 - 300	"	"	" 11.
300 - 350	"	"	" 12.
350 - 400	"	"	" 13.
400 - 500	"	"	" 14.
500 - 600	"	"	" 15.
Over 600	"	"	" 16.

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141		VINCENZINO	3		
735		VINCENZINO C	2		
1569		VINCENZINO D			
203	Ch.	VINCENZO CLAROVOLO	6	RASC	
		VINCENZO PADRE			
761		VITA SUL MARE	1		
929		VITO ALRAGNA	6		
		VITO R.			
417		VITTORIA	9		
51	Ch.	VITTORIA MADRE	8	RASC	Arrived Palermo 15/1.
693		VITTORIO	6		
		VOLTURNO			
113		VULCANO	6		
		VIOLENTE	**13**		
1765		**VOLONTA DI DIO**			
1717	**Ch.**	**VINCENZO ONORATO**	**12**		**To sail Salerno/Trapani/C'mare.**
813		YLLIRIES	8	RASC	
1093		ZANCLEA	2		
815		ZANNI G	8	RASC	
223		ZURCA I	9	RASC	Arrived Taranto 13/1.

Schooners have been classified as follows:-

Under 10	tons	DWT	Cat. 1.
10 - 20	"	"	" 2.
20 - 30	"	"	" 3.
30 - 40	"	"	" 4.
40 - 50	"	"	" 5.
50 - 75	"	"	" 6.
75 - 100	"	"	" 7.
100 - 150	"	"	" 8.
150 - 200	"	"	" 9.
200 - 250	"	"	" 10.
250 - 300	"	"	" 11.
300 - 350	"	"	" 12.
350 - 400	"	"	" 13.
400 - 500	"	"	" 14.
500 - 600	"	"	" 15.
Over 600	"	"	" 16.

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MEDITERRANEAN SHIPPING BOARD.

DREDGING COMMITTEE.

The following amendment is made to the Minutes of Meeting No. 5 of 2nd December, 1944:-

LA GOULETTE. Ref. 33. First sentence to read:
"Dredging between La Goulette and the breakwater was said to be necessary to a depth of 9 metres, to enable vessels with a draft of 27 feet to enter to the Djerissa Iron Ore quay and the Coal quay."

SECRET

CENTRAL MEDITERRANEAN SUPPLY BOARD.

DREDGING COMMITTEE.-

No. 5 MINUTES OF MEETING HELD AT 1500 HOURS ON THE 2ND DECEMBER, 1944.

Chairman:	Captain P.R. Robinson R.N.V.R.	F.C.E. to C in C Med.
Present :	Colonel D.A. Greenhill	G-4 Mov. & Tn. (Br.)
	Major D.A.F. Quekett	Tn. Br.
	Ingenieur 1ère. Classe, Bous	Marine Francaise.
	Capitaine Marie	Marine Francaise.
	Mr. R. Nicol	Dep.Reg.Dir.W.S.A. Med.
	Mr. A.C. Hogarth	D.M.W.T.E.
	Mr. A. de Chouberaky	N.A.A.E.M. (Minerals Div.).
	Mr. H. Hughes	D.C.O. F.C. Representative.
	Miss A.M. Miedle	Assistant Secretary.

29. The Chairman stated that Middle East regretted they were unable to send a representative to this Meeting.

30. DREDGING COMMITTEE. Some doubt had previously existed as to the status of the Dredging Committee but the Chairman confirmed that it was a Sub-Committee of MEDSO and not a C in C Med. Committee as had been believed.

Ingenieur Bous suggested that a representative of Travaux Publics Paris be invited to attend subsequent Meetings.

31. DREDGING IN NORTH AFRICA. It was reported that priorities allocated by the Governor General at the Meeting held at Algiers were Sfax, La Goulette and Mers el Kebir.

32. SFAX. Mr. Chouberaky stated that it had been agreed that the dredging at Sfax need only be taken to a final depth of 9 metres which Ingenieur Bous confirmed. Minerals Division felt, however, that while they were willing that the extent of the dredging programme at this port should be re-examined when a depth of 9 metres had been reached, it should not be restricted to the detriment of phosphate exports. For a relatively small port the phosphate programme is a large one and Minerals Division considered the very free evolution of Liberty ships should not be endangered for the lack of doing a few tens of thousands of cubic metres of dredging.

33. LA GOULETTE. Dredging between La Goulette and the breakwater was said to be necessary to a depth of 9 metres length of 400 metres and width of 270 metres to enable vessels with a draft of over 22 feet to enter. This would entail the removal of about 300,000 cubic metres between the Djerissa iron ore quay and the coal quay which should be completed by July. Mr. Chouberaky stressed the fact that the necessity for dredging to be done at this port was to enable Liberty type ships to enter and load iron ore for which there was a heavy programme of high priority and for which no smaller vessels were available. He stated that in view of the likelihood of a breakdown in the power plant at Bone which would prevent transportation of iron ore to that port, with a consequent cessation of shipments, the work at La Goulette was essential in order to ensure that exports of high grade iron ore proceed continuously. Mr. Chouberaky also stated that there was a lack of coal in Morocco and Algeria for drying phosphates and therefore the use of Sfax and La Goulette for export of these cargoes was increasingly urgent.

34. BIZERTA. The canal at Bizerta needed dredging and also from the outside of the canal to the breakwater which had silted up. In addition to these requirements, Ingenieur Bous said that a small amount of dredging was required in the dockyard

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representative to this Meeting.

30. DREDGING COMMITTEE. Some doubt had previously existed as to the status of the Dredging Committee but the Chairman confirmed that it was a Sub-Committee of MEDSO and not a C in C Med. Committee as had been believed.

Ingenieur Boue suggested that a representative of Travaux Publics Paris be invited to attend subsequent Meetings.

31. DREDGING IN NORTH AFRICA. It was reported that priorities allocated by the Governor General at the Meeting held at Algiers were Sfax, La Goulette and Mers el Kebir.

32. SFAX. Mr. Chouberaky stated that it had been agreed that the dredging at Sfax need only be taken to a final depth of 7 metres which Ingenieur Boue confirmed. Minerals Division felt, however, that while they were willing that the extent of the dredging programme at this port should be re-examined when a depth of 8 metres had been reached, it should not be restricted to the detriment of phosphate exports. For a relatively small port the phosphate programme is a large one and Minerals Division considered the very free evolution of Liberty ships should not be endangered for the lack of doing a few tens of thousands of cubic metres of dredging.

33. LA GOULETTE. Dredging between La Goulette and the breakwater was said to be necessary to a depth of 9 metres length of 400 metres and width of 270 metres to enable vessels with a draft of over 22 feet to enter. This would entail the removal of about 300,000 cubic metres between the Djerissa iron ore quay and the coal quay which should be completed by July. Mr. Chouberaky stressed the fact that the necessity for dredging to be done at this port was to enable Liberty type ships to enter and load iron ore for which there was a heavy programme of high priority and for which no smaller vessels were available. He stated that in view of the likelihood of a breakdown in the power plant at Bone which would prevent transportation of iron ore to that port, with a consequent cessation of shipments, the work at La Goulette was essential in order to ensure that exports of high grade iron ore proceed continuously. Mr. Chouberaky also stated that there was a lack of coal in Morocco and Algeria for drying phosphates and therefore the use of Sfax and La Goulette for export of these cargoes was increasingly urgent.

34. BIZERTA. The canal at Bizerta needed dredging and also from the outside of the canal to the breakwater which had silted up. In addition to these requirements, Ingenieur Boue said that a small amount of dredging was required in the dockyard and also around the quays of the harbour. The dredging of the canal, however, was considered first priority in order to allow the removal of the wrecks there.

35. MERS EL KEBIR. Ingenieur Boue reported that the French were constructing new quays at this port but before they could be finished in about six months' time a certain amount of dredging would have to take place. The French Navy considered this work of high priority as owing to the destruction at Toulon they would require Mers el Kebir as a Naval Base and stated the port would become increasingly important.

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36. ALGIERS. Information had been received that a grab dredger had been used at the Quai de Dieppe and that the depth was satisfactory.

37. EQUIPMENT AVAILABLE. The dredger "AFRICAINE" with capacity of 33,000 cubic/

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/cubic metres a month was presently working at Sfax and would be joined by "ORION" once she had been repaired. It was pointed out that she would have to leave before 1st January when weather conditions would deteriorate and the Chairman confirmed that barges would also be sent with her. These two dredgers would then work simultaneously until a depth of 6 metres had been achieved, about the end of March, when it was proposed that the former should be sent to Algiers. It was intended that "ORION" would remain at Sfax until July when she might be required either for Mers el Kebir or possibly France, and would be relieved by a dredger from La Goulette in order that the work be completed.

Ingenieur Boue said it was proposed that "CAIMAN" a bucket dredger with capacity of 2000 cubic metres in 6 hours presently in Morocco, should be sent to La Goulette to undertake the work there. The Chairman, however, pointed out that the risk of losing such equipment by towing in winter months could not be taken except as a matter of great urgency. Two dredgers had already been lost and he considered the tow would only be authorised by C in C Med. if the dredging at La Goulette were an operational race ship. He therefore proposed that if the dredging at La Goulette had to be started before May, the earliest date envisaged for such a lengthy tow, a dredger be released from Mers el Kebir for that purpose as the tow entailed less risk. After some discussion on the comparative importance of the work to be done at both La Goulette and Mers el Kebir it was agreed that the Governor General should be approached through C in C Med. and F.O.W.A. and asked to decide whether it was essential for the dredging at La Goulette to be commenced forthwith, in which event the French Navy should be requested by the Governor General to release a dredger from Mers el Kebir.

At Bizerta the largest dredger was said to need two months repairs upon completion of which she would be [illegible]. Three more dredgers of the same type were sunk at that port. Salvage of were planned but Ingenieur Boue said they would all require [illegible] repairs. "JUIN" and "SOULAMOUX" were both sunk in La Goulette but the Chairman said that it might be possible to raise them.

38. MOROCCO. It was reported that there were five dredgers in Morocco, two suction and three bucket. All were in good condition with the exception of one bucket dredger which could not be used. Ingenieur Boue also stated that there were 5 hopper barges in that area. The equipment is the property of Travaux Publics or private contractors. The Chairman, Ingenieur Boue confirmed that only two dredgers were needed for [illegible] and Casablanca alone. Algiers for keeping Sa'i, Port Lyautey, Pahat-Sale from Morocco for use to obtain one of the suction dredgers "CAIMAN" to La Goulette at some later date. As already mentioned it was planned to send

39. DREDGING IN CORINTH CANAL. Ref. The Chairman suggested to the Committee that as dredging in the Corinth Canal was a question of long term policy it should be considered between the Greek Government and the Allied Mission.

40. DREDGERS FOUND IN GREECE. It was reported that three dredgers found in Greece were all damaged but were nevertheless of a good make. Repairs were being taken in hand by Greek C in C, upon completion of which they would be placed at the disposal of C in C Med. Mr. Reginald believed that a grab dredger was already working in Piraeus. In reply to Colonel Greenhill the Chairman thought that there was one sea-going dredger but stated it would probably be needed in Greece and could not be sent to Sfax. The Chairman said he would report later on the expected date of readiness of these dredgers.

the risk of losing such equipment by towing in winter months could not be taken except as a matter of great urgency. Two dredgers had already been lost and he considered the tow would only be authorised by C in C Med. if the dredging at La Goulette were an operational necessity. He therefore proposed that if the dredging at La Goulette had to be started before May, the earliest date envisaged for such a lengthy tow, a dredger be released from Mers el Kebir for that purpose as the tow entailed less risk. After some discussion on the comparative importance of the work to be done at La Goulette and Mers el Kebir it was agreed that the Governor General should be approached through C in C Med. and F.O.W.M. and asked to decide whether it were essential for the dredging at La Goulette to be commenced forthwith, in which event the Freighter Ministry should be requested by the Governor General to release a dredger from Mers el Kebir.

At Bizerta the largest dredger was said to need two months repairs upon completion of which she would be towed there. Three more dredgers of the same type were sunk at that port, salvage of which was planned but Ingenieur Boue said they would all require an extensive repair. "[illegible]GUN" and "SOUDANOUX" were both sunk in La Goulette but the Chairman said that it might be possible to raise them.

38. MOROCCO. It was reported that there were five dredgers in Morocco, two suction and three bucket. All were in good condition with the exception of one bucket dredger which could not be used. Ingenieur Boue also stated that there were 5 hopper barges in that area. All equipment is the property of Travaux Publics or private contractors. In reply to the Chairman, Ingenieur Boue confirmed that only two dredgers were needed in Morocco for keeping Safi, Port Lyautey, Fabat-Sale and Casablanca clear. Algiers proposed to obtain one of the suction dredgers from Morocco for use in soft ground and as already mentioned it was planned to send "CANCAN" to La Goulette at some later date.

39. DREDGING IN CORINTH CANAL. Ref. [illegible] The Chairman suggested to the Committee that as dredging in the Corinth Canal was a question of long term policy it should be considered between the Greek Government and the Allied Mission.

40. DREDGERS FOUND IN GREECE. It was reported that three dredgers found in Greece were all damaged but were reported to be of a good make. Repairs were being taken in hand by Greek C in C, upon completion of which they would be placed at the disposal of C in C Med. Mr. Hogben believed that a grab dredger was already working in Piraeus. In reply to Colonel Greenhill the Chairman thought that there was one self-going dredger but stated it would probably be needed in Greece and could not be sent to Sfax. The Chairman said he would report later on the expected date of readiness of these dredgers.

41. COAL FOR DREDGING PLANT AT SEA. In reply to Mr. Chaubersky, the Chairman said that the coal required for this plant was being supplied from Naval sources.

42. GENERAL DIRECTIVE ON DREDGING POLICY. A draft Directive was handed to the members for consideration and it was agreed that it should be somewhat modified, agreed by the members and a fresh draft submitted to DMO for approval.

43. DREDGING IN S. FRANCE. Ingenieur Boue reported that as yet the extent of dredging requirements in S. France was not known. There was said to be one dredger at Toulon and two at Marseilles, all of which were to be sunk and the Chairman reported the presence of another under repair at Port Vendres.

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SECRET.

MEDITERRANEAN SHIPPING BOARD.

DREDGING COMMITTEE.

No. 1.

MINUTES OF MEETING HELD AT 1500 HOURS ON THE 17TH OCTOBER, 1944.

Chairman:	Captain P.R. Robinson R.N.V.R.	F.O.E. to C in C Med.
Present:	Captain F. Miners R.N.R.	D.O.M.C., W.Med.
	Lieutenant W.I. Hayes R.N.V.R.	Staff of S.N.O.R.S.C.A.(also representing G.H.Q.,M.E.F. & M.W.T., M.E.).
	Major C.B. Godfrey	G-4 Mov & Tn. (Br.).
	Ingenieur 1ere. Classe,Boue	Marine Francaise.
	Mr. I.D. Campbell	D.M.W.T.R. Med.
	Mr. R. Nicol	Dep.Reg.Dir.W.S.A. Med.
	Mr. A. Steedman	N.A.J.E.M. (Minerals Div.).
	Mr. W.E. Fereday	Secretary.
	Miss M.M. Michie	Assistant Secretary.

22. CONSTITUTION OF THE COMMITTEE. (Ref. 16).

Advice had been received from Flag Officer, Levant & Eastern Mediterranean that Lt. W.I. Hayes, R.N.V.R., on the staff of the Senior Naval Officer, Red Sea and Canal Area, had been nominated as Naval Representative on the Central Mediterranean Dredging Committee, and that it had been agreed that this Officer should also represe General Headquarters, Middle East Forces and the Ministry of War Transport Representative, Middle East. The Chairman now welcomed to this Meeting Lt. Hayes and the Committee agreed that it would only be necessary for him to attend when matters affecting the Middle East were for discussion. A cordial welcome was also now extended to Mr. A. Steedman of N.A.J.E.M.

23. REQUIREMENTS FOR DREDGING EQUIPMENT. (Ref. 17).

Dredging was no longer required at Ancona but A.A.I. had requested that the essential dredgers and hoppers be moved forward to be held available for Venice on capture. The Chairman reported that the "SAN ALONSO" should now be at Manfredonia, whilst the "SAN NICOLA" and "G.N. 15" were being sent by F.O.T.A.L.I. from Taranto as far North as possible for the purpose.

24. DREDGER FOR CORINTH CANAL.

(A) WORK REQUIRED.

The Committee examined an aerial reconnaissance photograph of the Corinth Canal and it was noted that there was a block ship at the Eastern entrance and two main obstructions in the canal itself. Lt. Hayes stated that it was thought that about 400,000 tons would require to be cleared and the Chairman considered that two dredgers should be able to accomplish the work in about two months. A suggestion by Mr. Campbell to use drag lines was not considered feasible in view of the height of the banks. The Chairman said that he understood from the Salvage Officer that nothing had yet been laid on in regard to salvage work.

Lt. Hayes stated that F.O.L.E.M. was waiting guidance as to priority and the Committee felt that whilst this was not an operational matter it was desirable to clear the canal to avoid the winter passage by caiques and other small vessels round Cape Matapan. Major Godfrey pointed out that in view of the distribution of military and civil supplies, the Army would like to see the work carried out as soon as possible in its fullest extent to enable large ships, or failing Liberty

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Mr. I.D. Campbell	D.M.W.T.S. Med.
Mr. R. Nicol	Dep.Reg.Dir.W.S.A. Med.
Mr. A. Steedman	N.A.J.E.M. (Minerals Div.).
Mr. W.E. Feresday	Secretary.
Miss M.M. Michie	Assistant Secretary.

22. CONSTITUTION OF THE COMMITTEE. (Ref. 16).

Advice had been received from Flag Officer, Levant & Eastern Mediterranean that Lt. W.I. Hayes, R.N.V.R., on the staff of the Senior Naval Officer, Red Sea and Canal Area, had been nominated as Naval Representative on the Central Mediterranean Dredging Committee, and that it had been agreed that this Officer should also represent General Headquarters, Middle East Forces and the Ministry of War Transport Representative, Middle East. The Chairman now welcomed to this Meeting Lt. Hayes and the Committee agreed that it would only be necessary for him to attend when matters affecting the Middle East were for discussion. A cordial welcome was also now extended to Mr. A. Steedman of N.A.J.E.M.

23. REQUIREMENTS FOR DREDGING EQUIPMENT. (Ref. 17).

Dredging was no longer required at Ancona but A.A.I. had requested that the essential dredgers and hoppers be moved forward to be held available for Venice on capture. The Chairman reported that the "SAN ALVISO" should now be at Manfredonia, whilst the "SAN NICOLA" and "C.N. 15" were being sent by F.O.T.A.L.I. from Taranto as far North as possible for the purpose.

24. DREDGER FOR CORINTH CANAL.

(A) WORK REQUIRED.

The Committee examined an aerial reconnaissance photograph of the Corinth Canal and it was noted that there was a block ship at the Eastern entrance and two main obstructions in the canal itself. Lt. Hayes stated that it was thought that about 400,000 tons would require to be cleared and the Chairman considered that two dredgers should be able to accomplish the work in about two months. A suggestion by Mr. Campbell to use drag lines was not considered feasible in view of the height of the banks. The Chairman said that he understood from the Salvage Officer that nothing had yet been laid on in regard to salvage work.

Lt. Hayes stated that F.O.L.E.M. was awaiting guidance as to priority and the Committee felt that whilst this was not an operational matter it was desirable to clear the canal to avoid the winter passage by caiques and other small vessels round Cape Matapan. Major Godfrey pointed out that in view of the distribution of military and civil supplies, the Army would like to see the work carried out as soon as possible to its fullest extent to enable large ships, or failing Liberty type, reasonably sized coasters, to pass through the canal with consequent saving of ships' time. He considered, however, that this should not take priority over Venice and dredgers being kept in reserve for the latter should not be drawn away as the demand will probably be of great urgency when the time comes for their use.

The Chairman said that he was proceeding to Taranto to-morrow when he would send a Representative to Greece to ascertain what could be done by the local Army in regard to preparatory work with plant found on the spot and what would be needed to supplement this, from a transportation point of view as well as in regard to dredging. With regard to the block ship, the Salvage Officer would also be contacting Lt. Hayes on the matter. When the complete information was known, the question of priority could more easily be decided.

(B) DREDGERS AVAILABLE.

As far as the Middle East was concerned, Lt. Hayes reported that they would be prepared to transfer any spare dredgers subject to approval from London but/

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/but the only dredger available now was a small one at Haifa which would not meet the purpose. No dredger would be available from the Suez Canal Company in under three months as they all needed re-fitting, whilst a large seagoing dredger would require six months repairs. However, the Canal Company had promised to advise F.O.L.E.M. of the number of dredgers which could be spared, when they would be asked to state the expected readiness date. Lt. Hayes also referred to other dredgers owned by the Egyptian Government and Tilbury Dredging Company, Egypt which would require extensive repairs to make them seaworthy. The Committee felt that the attention of the Middle East should be drawn to the general need for dredgers which is likely to become greater on the cessation of hostilities in Europe and in view of the general shortage of this specialised equipment, all possible should be done to put these dredgers in order. Lt.Hayes pointed out that F.O.L.E.M. had no control over privately owned dredgers and to get repairs carried out, it was necessary for priority to be granted over escort vessels, Alexandria and Port Said already working to capacity, but Mr. Campbell drew attention to a new large potential source of repair work afloat at Marseilles. It was arranged that Lt. Hayes, on his return to the Middle East, should ask F.O.L.E.M. to give an estimated completion date for repairing the dredgers in question. (ACTION: Lt. Hayes).

The Chairman stated that the dredger "ROMA" at Castellamare should be ready in about a week. The dredger "ITALIA" at Taranto required about 100 new boiler tubes but no hull repairs nor drydocking and F.O.T.A.L.I. had been asked for an expected readiness date, which it was thought might be within about a fortnight. The only other possibility was a dredger at Palermo presently under repair. He considered that it would be preferable to send the "ITALIA" rather than the "ROMA" to avoid the passage from West Italy through the Messina Straits. There seemed to be a fair chance that a suction dredger would work in the Corinth Canal when the "ITALIA" could be sent accordingly but, if not, it might be necessary to shift such a dredger forward for Venice where it was known it could be used and bring the "SAN ALESSO" back from Manfredonia for the Corinth Canal. The Committee agreed that the "ITALIA" should be used if practicable and meantime the MEDBO Repair Committee should be requested to give the necessary priority to expedite her repairs at Taranto to achieve the positioning of a dredger for Corinth Canal. (ACTION: Secretary).

The Chairman pointed out that it would be necessary to ask the permission of C in C Med. before sending any Italian craft to Greece.

The Chairman reported that there should be no difficulty in providing the necessary hopper barges, and Lt. Hayes stated that subject to confirmation, two dumb barges of 400 cubic feet capacity and possibly two self-propelled hoppers of 200 cubic feet capacity might be spared from the Middle East.

25. DREDGERS AT SFAX. (Vide Minute No. 16).

Mr. Steedman reported that the requirement for the use of Sfax was a matter of high policy in the rehabilitation of Europe by the maintenance of supplies of phosphate, and also the export of phosphate to South Africa, Australia, U.K. etc. The programme was 5 to 5½ million tons phosphate out of North Africa from July, 1945 to June, 1946. Morocco should be able to provide 2½ million to 2 million 700 thousand tons a year which would mean an accurate placing of shipping and total shipment would probably not be achieved. Sfax with its present rail capacity could supply 30,000 tons a month, increasing to 50,000 tons a month next June, when it appeared probable that the railway would be converted from narrow to broad gauge. Therefore, this should give some 3 million tons a year from Algeria and Morocco. With regard to Tunisia, Tunis when cleared should be able

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In view of the general shortage of small tonnage, it could not be expected to fulfil the programme from Sfax unless the port was made capable of accommodating larger tonnage. The Mine Authorities realised that this would be necessary and had already heightened one of their loading installations to enable loading of larger type tonnage and the other one would be ready about the middle of next year. These installations could each load at the rate of 350 tons an hour and whilst they averaged 6,000 tons a day working 14 hours, the Authorities were prepared to increase the hours of work to bring the average to 10,000 tons a day. The first stage was dredging to 8 metres depth and the second stage to 9 metres, at the same time ensuring that the entrance was sufficiently large to allow Liberty type vessels to enter. It was considered that it would be policy to/

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~~to dredge to 9 metres to give greater freedom of movement of tonnage, presently~~ restricted by tides, enabling Liberty type ships to load to the full depth without necessity to wait as the programme would mean the equivalent of about one Liberty ship a day. The channel had been completed to 8 metres depth but 370,000 cubic metres still remained to be taken out of the harbour to get to 8 metres, ~~in the turning circle~~ also 10,000 tons of rock.

Mr. Steedman drew attention to the fact that the programme for Italy was already 6,500 tons a month in arrears and it was impossible to make ~~the~~ up to Bone which was already fully occupied with shipments to Australia.

He stated that the work of underpinning of the quay at Sfax would require the use of a Priestman Grab Dredger, but this should not hold up the berthing of Liberty ships which in any case would have to lie about 2/3 metres off the quay, and it was not an immediate necessity to dredge alongside the quay wall as loading could take place in the meanwhile.

Ingenieur Boue stated that dredging to a depth of 8 metres in the harbour should be completed about the beginning of March, and to 9 metres by about the beginning of September next year with the aid of a second dredger. The "KIL" or the "ORION" could be sent to Sfax but it would be the end of April before the "AFRICAINE" would complete work on the rock for which the latter was necessary. He added that the Port Authorities were prepared to do all that was asked of them and he considered that they had already made good progress. Post-war developments were not being touched. The Chairman pointed out that this would mean two dredgers being tied up at Sfax until next summer which would affect other Tunisian needs, and also the Quay de Dieppe and other work at Algiers, for which other dredgers would then be necessary.

Mr. Steedman pointed out that the amount of phosphate capable of production was insufficient for world requirements and he stressed that this was a matter of high policy on which would depend the priority of shipping after operational requirements. He therefore considered that dredging to 9 metres at Sfax should be carried out as soon as possible to meet the programme. Mr. Campbell and Mr. Nicol concurred as far as M.W.T. and W.S.A. respectively were concerned, from the point of view of saving ships' time waiting for tides and Major Godfrey stated that the Army would agree but would like an opportunity to review the position again when the shipping availability and other dredging requirements were known as he thought that if tonnage could be worked within the tides the final one metre of dredging might not be necessary. The Committee decided that dredging at Sfax should be carried out to a depth of 9 metres, subject to review at their December or January Meeting when a clearer picture could be gained of what the commitments were likely to be in light of operational requirements.

Mr. Steedman referred to a small floating crane under repair at Bizerta which would be required for the underpinning of the quay at Sfax, asking if all possible could be done to expedite the repairs. Ingenieur Boue undertook to investigate. (ACTION: Ing. Boue.).

26. REPAIR OF DREDGER "ORION".

Referring to Minute No. 18, the Chairman stated that it had been thought that the "ORION" required only 2/3 days in dock at Oran, and whilst this craft had completed docking C.C.M.N.O.B. had signalled that it would take a month to finish her repairs and a considerable amount of materials required could not be supplied. There appeared to be some misunderstanding as to her status and a signal had been made to C.C.M.N.O.B. to effect the minimum amount of work to make the vessel seaworthy for passage to Ferryville where it was intended she should now re-fit. Ingenieur Boue added that the equipment asked for was principally rope and cable which was available at Bizerta although it had been desired to place it on the dredger "KIL". The Committee requested Ingenieur Boue to signal as soon as the "ORION" arrived at Ferryville stating the E.D.C. for repairs. (ACTION: Ing. Boue).

27. AVAILABILITY OF DREDGERS. (Ref. 13).

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A list of the materials required for the maintenance and repair of dredging equipment had been provided by Ingenieur Boue and the Chairman considered that application should be made to the Allied Local Resources Board. Mr. Campbell referred to the large stocks of material discovered at Marseilles and Ingenieur Boue stated that he would take up the question with the French Representatives there. (ACTION: Ing. Boue).

"AFRICAINE". Ingenieur Boue reported that this dredger was working only with steel cable, and required rope, and the Chairman considered that this should be obtainable from Italy.

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The Chairman drew attention to the dredgers still in the Oran area. There were four at Mers-el-Kebir, and on the departure of the "ORION" this would leave three, one grab, one bucket and one suction, all reported to be in good condition. Ingenieur Boue agreed to ask Oran for a further report on these vessels and their present work. With regard to the dredging work in connection with the construction of future quays at Mers-el-Kebir referred to in Minute 20, Ingenieur Boue stated that he had taken this up with the French Admiralty, no reply yet having been received and he would follow it up again. (ACTION: Ing. Boue).

Morocco. A report had been received from D.M.W.P.R., Casablanca regarding four dredgers in Moroccan Ports, viz. a self-propelled bucket dredger in good condition and a second bucket dredger in poor condition, both at Casablanca, a self-propelled bucket dredger for sand at Safi and a suction dredger for sand at Port Lyautey, which were used very seldom and he considered were not absolutely necessary and possibly one or two might be released for priority work. It was agreed that these should be kept well in mind for possible use at other ports next year and the report was passed to Ingenieur Boue to take up further with the Authorities in Casablanca. (ACTION: Ing. Boue).

"QUARTO". The Chairman reported that this dredger had been towed from Tripoli to Taranto for repair and putting into service, but regrettably had been lost off Crotone.

Palermo. The Chairman said that one of the dredgers at Palermo was expected to be available shortly.

Repairs. The Committee agreed that in view of the likely needs for dredgers in the coming year all possible should be done now to expedite the repairs to the dredgers and hopper barges in the area presently out of commission so that they might be in working order by about next March and the appropriate Naval Authorit should be asked to investigate the position. (ACTION: Chairman).

Barges. The Chairman pointed out that the question of barges was also involved and Captain Miners said that he had not heard of any surplus. Mr. Campbell drew the attention of the Committee to the fact that the Minutes of the O.P. and T.C. Meetings in London showed that hopper barges were now being constructed.

28. DREDGING AT LA GOULETTE

Mr. Steedman drew attention to the importance of this iron ore port with a normal output of 800,000 to a million tons per annum. The "DJERISSA" loading plant had been reconstructed following its damage and was capable of loading the largest mixed steamers. The iron ore was of good grade, the only other place shipping a similar quality being Bone which could load 100,000 tons a month. From the point of view of an alternative shipping port in case of breakdown at Bone and also for future requirements of iron ore, only large ships generally being available, he considered that all possible should be done to improve La Goulette which as a temporary measure should take only two weeks to a month. Vessels could now load to 22 feet but he considered that steps should be taken to deepen the entrance to the iron ore quay with dredgers presently available in North Africa. The Chairman replied that this was a matter for the French Authorities to supply the necessary equipment and he considered this should be provided from the dredgers at Mers-el-Kebir. Ingenieur Boue pointed out that it was a question of priority as between Algiers and La Goulette, the Committee having decided at the last Meeting that the dredging to Quay de Dieppe, Algiers should take precedence over work at Tunisian ports other than Sfax (vide Minute 19). Mr. Campbell suggested that it was a matter for N.A.J.E.M. to decide themselves as between the relative priorities for discharge of coal at Algiers and loading of iron ore at La Goulette, and Mr. Steedman agreed to follow up this point. The Chairman proposed that if other work in North Africa appeared urgent at the same time as the work at Sfax, the matter

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(ACTION: Mr. Steedman

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SECRET.

MEDITERRANEAN SHIPPING BOARD.

DREDGING COMMITTEE.

No. 3.

MINUTES OF MEETING HELD AT 1500 HOURS ON THE 16th SEPTEMBER, 1944.

Chairman:	Captain P. R. Robinson R.N.V.R.	F.C.E. to C in C Med.
Present:	Colonel D. A. Greenhill.	G-4 Mov & Tn (Br.)
	Colonel J. F. M. Leese.	Transportation (Br.)
	Captain G. H. Beck U.S.Army.	Transportation (Am.)
	Ingenieur 1ere.Classe, Boué.	Marine Francaise.
	Mr. A. R. Sasseville.	Dep.Reg.Dir.W.S.A.,N.Africa.
	Mr. J. H. Henderson.	D.M.W.T.R.,N.Africa.
	Mr. W. E. Fereday.	Secretary.

15. The Chairman welcomed to the Meeting Ingenieur 1ere.Classe,Boue, representing Marine Francaise, but stated that advice had been received from N.A.J.E.M. regretting their inability to send a representative as only Mr.Steedman and Mr.Gill were qualified to represent them on the Dredging Committee and the former was in Tunisia and the latter in hospital.

16. CONSTITUTION OF THE COMMITTEE. (Ref.9).

No further reply had yet been received from the Middle East.

17. REQUIREMENTS FOR DREDGING EQUIPMENT. (Ref.10).

The Chairman reported that the three dredgers at Taranto, "SAN ALBANO", "SAN NICOLA" and "G.N.16", had been repaired and were now operational. A signal had been made from C in C Med. to FOTALI suggesting that as these dredgers were requisitioned from private owners by Genio Marina, they should be manned by Italian Naval personnel or by employees of Genio Marina in Italian Naval uniform, and operated on instructions from C in C Med. as for other Italian Naval ships. Three hopper barges were ready and the other three about ready.

The Committee decided that a signal should now be made to A.A.I. from S.A.C.Med. that the dredger for Ancona was shortly to be ready and asking them, in view of probable future advance and OP developments to confirm and state reasons why they considered the work now essential, with details as to (a) location and area of spot to be dredged (b) present depth (c) required depth and (d) nature of bottom. The Chairman stated that this information would enable the duration of the work to be estimated, but he did not consider that it would prove to be a long term job, and it should not interfere with the working of the port. (ACTION: Col.Greenhill)

In the meantime it was agreed that a signal should be sent from C in C Med. to FOTALI (repeated to A.A.I. and N.O.I.C.Ancona) that subject to confirmation he should be prepared to sail the first dredger to Ancona provided satisfactory arrangements had been made regarding the crew as referred to above.

Mr.Sasseville suggested that the other two dredgers should be brought round from Taranto while the weather in the Med remained good, and it was agreed to signal FOTALI that they should be sailed as soon as possible to a convenient Eastern Italian port to be immediately available when required at Venice or Trieste.

Two hopper barges to be sailed with each of the above three dredgers. (ACTION: Chairman)

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18. DREDGING REQUIREMENTS IN TUNISIA.

The Committee felt that whilst dredging requirements at North African phosphate ports were not operational, a broader view should be taken provided operational requirements for dredging equipment were not affected.

In the absence of a N.A.J.E.M. representative, Mr.Pederson stated that whilst he had not been briefed on the subject he could offer some explanation on the situation. The plan for the rehabilitation of Sfax had been in being for some considerable time, and was of the highest priority, in view of the

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coming needs of Europe for fertilizers, a proportion of which would have to be met by the export of phosphate from Sfax. A signal had been received from N.A.J.E.M. for this Meeting as follows:-

"In August NAJEM submitted a phosphate report to Washington and London
"indicating practical expectations of about 3 million tons for 1944/45
"and 4 million to 4 million 4 hundred thousand for 1945/46.
"Phosphates requirements have now been set up in Washington in
"accordance with report.
"We trust therefore that you will bear in mind the continued importance
"of the rehabilitation of French North Africa phosphate shipping ports."

Mr.Henderson added that as far as Algeria was concerned there was a large programme for phosphate to Australia from Bone, in consequence of which the European demands would necessitate concentration upon Sfax, and steps should therefore be taken to permit the port to accept larger vessels.

The Chairman stated that a report from F.O.Tunisia complained of the lack of interest shown by the French in the execution of the work in Tunisian ports, no comprehensive plan yet being obtainable. The Committee considered that dredging work at La Goulette was of greater importance than dredging the canal to Tunis or the port of Tunis itself, and Ingenieur Boue was requested to furnish a written report on his return to North Africa as to the requirements for equipment to improve these ports, but with priority to Sfax. He was also asked to report on similar lines in regard to dredging the channel in Bizerta Lake and clearance of Le Goulet channel at Bizerta. (ACTION: Ing.Boue)

The proposal was to move the dredger "ORION" from Mers-el-Kebir to Sfax. The Secretary reported that at yesterday's Meeting of the Repair Committee an official request had been tabled from the French to drydock the "ORION" and the hopper barges "SCORPION" & "THESEE", needing about a month's repairs, and it had been agreed that these craft should be put on the pontoon dock at Oran. Ingenieur Boue replied that he understood the "ORION" was in good condition and it was another dredger at Oran or Mers-el-Kebir which required considerable repairs, but he undertook to check the position on his return. (ACTION: Ing.Boue)

Ingenieur Boue pointed out that the dredger "AFRICAINE" was at present working at Sfax but was not strong enough to deepen the port sufficiently, and it was desired to exchange her for the "ORION". He understood it would then be the intention to send the "AFRICAINE" first to Algiers. The "KIL" was now on the slip at Bizerta needing about a month's repairs, but upon completion would be sent to Sfax. The Committee agreed that it would be necessary to retain two dredgers at Sfax so long as a useful purpose was being served.

It was decided to make a signal from C in C Med. to F.O.W.M. to sail the "ORION" from Oran to Sfax as soon as possible after completion of essential repairs to enable the movement before the weather broke. (ACTION: Chairman)

19. DREDGING OF QUAI DE DIEPPE, ALGIERS.

Mr.Henderson stated that at a recent Meeting in Algiers of N.A.P.S.C.O. it had been asked by the N.A.J.E.M.Coal Division representative whether it would be possible to arrange the dredging of the Quai de Dieppe, Algiers, where there had been a great deal of silting up, due mainly, it was thought, to soft coal dropping into the water. Mr. Henderson explained that the present depth of water there was 25 feet, but colliers were arriving drawing 27'6" to 28 feet, necessitating lightening to enable them to go alongside. There was already a shortage of lighters, and it also meant the use of a floating crane, so that any increase in the depth would materially assist

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The Committee agreed that the "AFRICAINE" should be used for the purpose, but the dredging of Quai de Dieppe should be second priority to Sfax, although it should be commenced before work at other Tunisian ports. It was decided to point out in the signal to F.O.W.M. (referred to in Minute 18) that the "AFRICAINE" was not to leave Sfax before the arrival of the "ORION", and the further work envisaged for the "AFRICAINE" was the dredging of Quai de Dieppe but Sfax was to take precedence. (ACTION: Chairman)

20. DREDGING AT MERS-EL-KEBIR.

Arising out of Minute 18, the Chairman drew attention to the fact that the "ORION" had been employed on dredging work in connection with the

/construction

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construction of future quays at Mers-el-Kebir, which he considered was a long-term policy and he felt that the use of any dredger for more immediate needs should take priority over matters of post-War planning. Ingenieur Boue replied that it was a question of the French Admiralty requiring the use of Mers-el-Kebir in place of Toulon which reports showed had been largely destroyed, but he would take up the matter with Admiral Lemonnier.

(ACTION: Ing.Boue)

21. RESPONSIBILITIES.

(A). RESPONSIBILITY FOR MANNING, SERVICING & MAINTENANCE OF DREDGERS.

The Chairman proposed that this question should be dependent upon the ownership of the dredgers. In the case of the three referred to in Minute 17, being requisitioned it had been suggested that they should be manned by Italian Naval personnel or employees of Genio Marina in Italian Naval uniform, and they should be supplied, victualled and accommodated when ashore in the same manner as Italian Naval personnel. The Committee agreed that in this case the dredgers became a Naval responsibility and application for housing, victualling, tools, spare parts, etc., should be made through Naval channels, except that at ports where the Services were no longer represented this should be done through A.C.C. as soon as the latter were in a position to assume the responsibility. It was considered, however, that comprehensive instructions could not be laid down to cover all instances and each particular case should be dealt with on an ad hoc basis.

(B). RESPONSIBILITY FOR DREDGING WORK IN PORTS.

The Committee decided that once a dredger had arrived at a port it became the responsibility of the Port Committee to issue detailed instructions as to the work to be carried out. It was further agreed that before any dredging plan was put into effect, a survey should first be made for approval by the Dredging Technical Sub-Committee. Any dredging scheme should also be related to the future plans for the use of the port, commercial as well as Services. It was also considered that an English speaking Italian Liaison Officer might be provided by Genio Marina to co-ordinate the carrying out of instructions to Italian dredgers, but it was felt that this question could be left to the port Committee.

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SECRET.

MEDITERRANEAN SHIPPING BOARD.

DREDGING COMMITTEE.

No. 2.

MINUTES OF MEETING HELD AT 1000 HOURS ON THE 24TH AUGUST, 1944.

Chairman:	Captain P.R. Robinson, R.N.V.R.	F.C.E. to C in C Med.
Present:	Major V. King	G-4 Mov. & Tn. (Br.).
	Major J.G. Kipplinger, U.S. Army	Tn. (Am.).
	Major C.C. Davis, U.S. Army	Engineer Section, A.F.H.Q.
	Lt. Commander H.F. Swanton, U.S.N.R.	U.S. Navy
	Mr. R.D. Beard	D.M.W.T.R.
	Mr. W.E. Fereday	Secretary.

9. CONSTITUTION OF THE COMMITTEE. (Ref. Minute 1).

The Chairman reported that a letter had been sent by D.Q.M.G.(M) to G.H.Q., M.E. setting out the recommendations agreed upon at the last Meeting and supporting the view that Mediterranean dredging problems should be considered as a whole.

The Chairman also referred to a draft of a letter from C in C Med. which is to be sent to F.O.L.E.M. on this subject, in an attempt to force the matter of Middle East representation on this Committee.

10. REQUIREMENTS FOR DREDGING EQUIPMENT. (Ref. 6).

The Chairman read a letter from A.A.I. to A.F.H.Q. which expressed concern at the low priority allotted for the repair of dredgers located in Italian ports, stating that a dredger was required now at Ancona for work at berth 20 which it was intended to use for the discharge of Liberties alongside, a small bucket dredger capable of dredging to a depth of 25' being suitable, and which pointed out that as the advance Northward continued it would be necessary to develop Venice and its satellite Porto Marghera to the utmost, the availability of dredgers for immediate use in these ports being considered of paramount importance. A.A.I. requested that the matter be taken up with the MEDSO Repair Committee and an indication given of the earliest date at which a dredger could be made available for work at Ancona, and the date at which additional dredgers would be available for work at Venice.

The Chairman added that the MEDSO Repair Committee at their last Meeting had requested the selection of two particular dredgers of those at Taranto, the most readily repairable, and the submission of a formal request for special priority giving an indication of the work for which they were needed to illustrate the necessity for the urgency to put them into service.

The Committee agreed that the work referred to above should be given first priority in the allocation of dredgers, but the Chairman pointed out that the only dredgers available were those at Taranto requiring repairs. Of those it was understood that the most readily repairable, of the required bucket type, were: "SAN ALBANO", "SAN NICOLA" and "G.N.16".

The only one needing to drydock had been the "SAN ALBANO" and it was understood that she had already been docked at Taranto. The Chairman considered that the work was capable of completion within about a fortnight.

It was decided to request that the highest priority be given to the repair of one of these dredgers, to enable her to be sent to Ancona at the earliest possible moment, and for high priority to be given to the repair of the other two for eventual service at Venice and Porto Marghera. As F.O.T.A.L.I. was in possession of full details of the work required, the selection of the first dredger which could be most quickly repaired might be left to him. In addition, six hopper barges would be

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9. CONSTITUTION OF THE COMMITTEE. (Ref. Minute 1).

The Chairman reported that a letter had been sent by D.Q.M.G.(M) to G.H.Q., M.E. setting out the recommendations agreed upon at the last Meeting and supporting the view that Mediterranean dredging problems should be considered as a whole.

The Chairman also referred to a draft of a letter from C in C Med. which is to be sent to F.O.L.E.M. on this subject, in an attempt to force the matter of Middle East representation on this Committee.

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The Chairman added that the MEDBO Repair Committee at their last Meeting had requested the selection of two particular dredgers of those at Taranto, the most readily repairable, and the submission of a formal request for special priority giving an indication of the work for which they were needed to illustrate the necessity for the urgency to put them into service.

The Committee agreed that the work referred to above should be given first priority in the allocation of dredgers, but the Chairman pointed out that the only dredgers available were those at Taranto requiring repairs. Of these it was understood that the most readily repairable, of the required bucket type, were:

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It was decided to request that the highest priority be given to the repair of one of these dredgers, to enable her to be sent to Ancona at the earliest possible moment, and for high priority to be given to the repair of the other two for evertual service at Venice and Porto Marghera. As F.O.T.A.L.I. was in possession of full details of the work required, the selection of the first dredger which could be most quickly repaired might be left to him. In addition, six hopper barges would be required, and it was decided to request that certain repairs needed to these be taken in hand at the same time in order that two should be available with the first dredger, and four with the other two dredgers. Major King undertook to ask A.A.I. for an estimated date for the requirements of dredgers at Venice and Porto Marghera, but it was considered that they would be wanted at the earliest possible date after the occupation of those ports.

A letter should therefore be sent to the Repair Committee in accordance with the above decisions, recommending also that a signal be made to C.S. Taranto and F.O.T.A.L.I. from C in C Med., formally assigning the desired maximum priority, and further requesting that C.S. Taranto be asked to signal by return the estimated date of completion of the repairs, to enable sailing arrangements for the first dredger

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/dredger to Arzew to be made and advice given as to ~~when she could be expected~~, and also to enable an indication to be given to A.A.I. as to when the other two would be available.

(ACTION: Chairman.
Major King.

11. NORTH AFRICAN REQUIREMENTS.

The Chairman stated that a return had been received from F.O.W.M. (vide Minute 4) listing the dredgers available and the projects. The only requirements of any urgency appeared to be at Algiers, primarily maintenance dredging, and work at Bone, all of which could be left to F.O.W.M. to arrange with the existing equipment in North Africa. The Chairman also referred to a letter from Admiral Lemonnier which indicated that French owned dredgers might be made available for use elsewhere.

12. FUTURE REQUIREMENTS.

Major Kiplinger reported that Tr. (A) did not require any dredging work at all on the West Coast of Italy.

The Chairman raised the question of the ports likely to be used by U.N.R.R.A. Major Kiplinger gave an indication of the anticipated requirements for tonnage to South France and West Italy, saying that supplies would mainly be distributed through Marseilles and Naples. Major King referred to a forecast of relief and civil supplies for Eastern Italy and the Balkans, but could not yet indicate the ports likely to be used most. It appeared to the Committee, however, that their present concern would only be in connection with the Northern Adriatic Italian ports.

13. AVAILABILITY OF DREDGERS. (Ref. 4).

Copies of the last published report giving details of the dredgers in the Mediterranean, their present condition and employment, were distributed among the Members present.

14. FUTURE MEETINGS.

It was agreed that to suit the convenience of some of the Members, whenever possible Meetings should be held either on a Tuesday or a Friday.

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SECRET.

MEDITERRANEAN SHIPPING BOARD.

No. 1.

DREDGING COMMITTEE.

MINUTES OF MEETING HELD AT 1100 HOURS ON THE 12TH AUGUST, 1944.

Chairman:	Captain P.R. Robinson R.N.V.R.	F.C.L.E. to C in C Med.
Present:	Colonel F.C. Holbrook U.S. Army	G-4 Mov & Tn (An.)
	Lt. Col. M.J. Sieff	G-4 Mov & Tn (Br.)
	Major C.C. Davis U.S. Army	Engineer Section, A.F.H.Q.
	Lt. Commander H.P. Stanton U.S.N.R.	U.S. Navy
	Mr. R.D. Hoare	D.M.W.T.R.
	Mr. W.E. Foreday	Secretary

1. CONSTITUTION OF THE COMMITTEE. ACTION BY:-

In opening the Meeting, the Chairman referred to the letter dated 4th June, 1944, addressed to C in C Med., and C.A.O., as a result of the preliminary Meeting held on 3rd June, 1944, which recommended, inter alia, that the composition of the main Committee should include representatives from the Eastern Mediterranean, not exceeding five in number.

In consequence of a letter sent accordingly by C in C Med. to F.C.L.E.M. on this subject, a reply was received from F.O.L.E.M. dated 18th July, 1944 enclosing letters from G.H.Q., M.E.F. and M.W.T.R., M.E. dated 8th July and 7th July, 1944, respectively, which the Chairman read to the Meeting as per copies attached.

After some discussion, it was agreed that in view of the known and anticipated dredging requirements in the Central and Western Mediterranean for which the present equipment in the area would not be sufficient, together with the fact that the Admiralty had asked whether any dredgers could be made available for other theatres, this Committee would not be able to function effectively without the co-operation of the Middle East, particularly bearing in mind that a fair proportion of dredgers in the Middle East were not working to capacity. It was felt that whilst the views of the Middle East were based on the assumption that dredging plant could not be transferred to the Western Mediterranean, mainly being owned by the Egyptian Government or the Suez Canal Co., this question would be capable of solution by hire or purchase of dredgers if and when necessary.

It was decided that a letter drafted by the Chairman should be addressed to C in C Med., copy to C.A.O., setting out the position and recommending that further approaches be made to the Middle East to gain their support. Copy of this letter is now attached hereto.

2. PRESENT PROCEDURE.

It was decided that pending further developments with the Middle East, the Committee should function as the Main Committee with its present representation. The Secretary pointed out that time had not permitted the calling of a representative of N.A.I.E.M. from Algiers for this particular Meeting. The W.S.A. representative had not been able to be present, but would attend future Meetings.

3. SUB-COMMITTEE.

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3. SUB-COMMITTEE.

It was further decided that the technical Sub-Committee for the Western Mediterranean area should be formed forthwith on the lines recommended at the preliminary Meeting of the 3rd June, 1944. A Notice should be sent accordingly to the Authorities concerned, requesting the nomination of their respective representatives. Secretary.

The question of the technical Sub-Committee for the Eastern Mediterranean area was left to the Middle East Authorities.

4. AVAILABILITY OF DREDGERS.

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The Chairman reported that returns had been called for from all Flag Officers as to the dredging equipment available in their respective areas, requesting information as to whether this could be decreased or whether it required to be increased. Replies were still awaited from F.O.W.I.T., F.O.W.M. and F.O. Tunisia, and it was agreed that further "chasers" should be sent. Chairman.

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AVAILABILITY OF DREDGERS CONTD.

It was decided that in the meantime a statement as to the known present situation regarding dredging equipment, and the use to which it was being put, should be issued to the Members of the Committee. Secretary.

5. REPAIR OF DREDGERS.

The report from F.O.T.A.L.I. indicated that the dredgers available would be adequate provided the repairs to a number of these at Taranto were given the highest priority. The Secretary reported that this matter had been raised at the Meeting of the MEDSO Repair Committee the previous day, when it had been decided that Taranto would be the best place for such work to be carried out but a complete list of the dredgers involved would be required to enable the formal assignment of priority. It was agreed that such a list should be supplied to the Repair Committee. Secretary.

The Committee felt that the material and labour expended on the repair of dredgers would be more than offset by the resultant saving in ship's time with ports now silting up were able to be dredged upon such dredgers becoming available for service.

6. REQUIREMENTS FOR DREDGING EQUIPMENT.

The Chairman stated that information was available regarding some dredging projects, and the returns requested from the Flag Officers included the provision of details of their known and anticipated requirements.

Lt.Col. Sieff referred to an urgent demand for a dredger at Ancona. The only alongside Liberty berth had a draft of 20', but the Navy considered that provided a dredger could be made available, this could be deepened to 24' within a reasonable time. He also instanced two fairly urgent demands from A.A.I. for dredging equipment on the East Coast of Italy. Colonel Holbrook stated that he would supply details as to the U.S. Army requirements for dredging equipment on the West Coast Italy; some information was already available regarding Leghorn, and there might possibly be other eventual needs at ports further North.

It was agreed that all members of the Committee should submit information on projected schemes in which they were concerned. General.

7. PRIORITIES.

It was agreed that the allocation of priority in the use of dredging equipment for the various projects would be a matter for this Committee.

8. NEXT MEETING.

It was agreed that the next Meeting should be convened when replies were received on the matters referred to above, and would therefore be subject to call on 2/3 days notice.

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Office of Flag Officer, Levant
and Eastern Mediterranean.

18th July, 1944.

FOLEM 1949/1069/2.

THE COMMANDER-IN-CHIEF, MEDITERRANEAN,
NAPLES.
(Copy to:-
General Headquarters, Middle East Forces,
Ministry of War Transport Representative, Middle East).

DREDGING COMMITTEE.

With reference to M.A.1069/2/3a of 11th June and M.A.1069/2/5 of 16th June, 1944, the attached letters from General Headquarters, Middle East Forces and Ministry of War Transport Representative, Middle East are forwarded.

2. The remarks therein are generally concurred in, and it is considered that the attendance of representatives from this area can serve no useful purpose for the reasons stated, and that the monthly meetings in the Central Mediterranean would take up a disproportionate amount of the time of the Middle East Representatives, who can ill be spared.

3. It is pointed out that of the nineteen dredgers and twenty-one Hoppers at present available, the majority belong to the Suez Canal Company and the Egyptian Government, and the remainder to various private concerns.

4. The Middle East dredging requirements are are met by the dredging resources of the Middle East. A small number of dredgers is held as an essential reserve. The few remaining inoperative craft in most cases would require extensive repairs before being moved and operated elsewhere, and are only suitable for calm water passage.

5. It is considered that if later dredging requirements beyond the resources of this Command arise in connection with the opening of ports in occupied territory, bids for craft can be made by signal or letter. The Commander-in-Chief, Mediterranean will be in possession of all the dredging data of the Levant and Eastern Mediterranean Command, and questions of priority can be solved in the same way as repair or salvage problems at present.

6. Such dredging problems as there are in this Command are handled by the Ports and Transits Committee and the Middle East Ministry of War Transport Committee who meet regularly in Cairo, where all parties interested are represented. It is proposed that the Flag Officer, Levant and Eastern Mediterranean should be supplied with the minutes of the Central Mediterranean Dredging Committee meetings and should place any points affecting the Middle East before the above-mentioned Committees in Cairo and should be responsible for keeping the Central Mediterranean Committee informed of Middle East dredging affairs. It is considered that this proposal would cover satisfactorily all requirements for liaison between this Command and Central Mediterranean as far as dredging is concerned without the necessity of one or more representatives travelling to the Central Mediterranean to attend Committee meetings.

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16th June, 1944, the attached letters from General Headquarters, Middle East Forces and Ministry of War Transport Representative, Middle East are forwarded.

2. The remarks therein are generally concurred in, and it is considered that the attendance of representatives from this area can serve no useful purpose for the reasons stated, and that the monthly meetings in the Central Mediterranean would take up a disproportionate amount of the time of the Middle East Representatives, who can ill be spared.

3. It is pointed out that of the nineteen dredgers and twenty-one Hoppers at present available, the majority belong to the Suez Canal Company and the Egyptian Government, and the remainder to various private concerns.

4. The Middle East dredging requirements are not met by the dredging resources of the Middle East. A small number of dredgers is held as an essential reserve. The few remaining inoperative craft in most cases would require extensive repairs before being moved and operated elsewhere, and are only suitable for calm water passage.

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H.S. THOMAS

for VICE ADMIRAL.

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MEDITERRANEAN SHIPPING BOARD.

DREDGING COMMITTEE.

A.F.H.Q.,
C.M.F.

Telephone : Freedom 657.

11th July, 1945.

There will be a Meeting of the Main Dredging Committee at 1430 HOURS on THURSDAY, 2ND AUGUST, 1945, in the Office of the Fleet Civil Engineer, A.F.H.Q.

AGENDA.

1. Dredging in North Africa.
2. Dredging in Italy.
3. Other business.

Margaret Michie

(Margaret Michie)
Secretary,
MEDBO Dredging Committee.

To:-
C in C Med.
U.S.N.
G-4 Mov & Tn. (Br.).
G-4 Mov & Tn. (Am.)
ALLEM.
M.W.T.R. Med.
W.S.A. Med.
ALMED.
D.N.L.O. Algiers.
Travaux Maritimes.
F.O.L.E.M.
S.N.C.R.S.C.A.
G.H.Q., M.E.F.
M.W.T.R. M.E.
A.C. (Ports & Warehouse Division). ✓
A.C. Transportation Sub-Commission).

Copy to:- Tn(Br.).
Engineer Section.

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

of the Fleet Civil Engineer, A.F.H.Q.

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2. Dredging in Italy.
3. Other business.

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Secretary,
MEDRO Dredging Committee.

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M.W.T.R. M.E.
A.C. (Ports & Warehouse Division).
A.C. Transportation Sub-Commission).

Copy to:- Tn(Br.).
Engineer Section.
D.M.W.T.R., N.A.

1150

Declassified E.O. 12356 Section 3.3/NND No. 765021

SUBJECT:- Dredging Committee.

G.H.Q., M.E.F.
Tel. Ext. 246.

Flag Officer,
Levant and Eastern Mediterranean.

Mov 3/29/11.
8th July, 1944.

Copy to:- DCIE(M) AFHQ.
PSIO(ME)
MTT(ME)

Reference FOLEM 1089/2 dated 3rd July, 1944 and copies of C in C Mediterranean's letters MED/1089/2/3 of 11th and 16th June 1944.

As requested, I give you my comments on the C in C's proposals:-

1. It is difficult to see the necessity or desirability of setting up a committee in Algiers to control and co-ordinate dredging operations in the Eastern Mediterranean.

2. As you are doubtless aware most, if not all, of the dredging plant operating in Middle East waters is owned by the Egyptian Ports and Lights Administration, and the Suez Canal Company. The Military authorities do not own or control any dredging plant in the Middle East.

3. I think it is safe to assume, although you will be in a better position to judge, that in no circumstances would either of these organisations agree to the release of dredging plant for service in the Western Mediterranean.

4. Questions of dredging priority at Middle East commercial and military ports are brought up for discussion at the Cairo meetings of the Port & Transit Committee and at the Ministry of War Transport meetings, and no difficulties have been experienced in arranging dredging programmes.

5. Taking all these points into consideration, I feel that we cannot be of any assistance to AFHQ, and conversely AFHQ can in no way be of assistance to Middle East. It seems to me, therefore, a main co-ordinating committee in Algiers cannot serve the purpose for which it is proposed.

(Sgd) R.K. Hewer.

Major General

Declassified E.O. 12356 Section 3.3/NND No. 765021

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(Sgd) R.K. Hener.

Major General
D.Q.M.G. (Mov & Tn).

ROS 1730 hrs.

AEL/GTB.

1129

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

BRITISH MINISTRY OF WAR TRANSPORT.

General Headquarters,
Middle East Forces.

MEC/1B/3073/8595B. July 7th, 1944.

From : Ministry of War Transport, G.H.Q., M.E.F.
To : Flag Officer, Levant and Eastern Mediterranean.

Your letter 103/2 of the 3rd July, 1944.

1. I have read with interest the proposal of the Chief Administrative Officer, Mediterranean Station, to form a Dredging Board to undertake comprehensive functions in connection with dredging.

2. I am in full sympathy with the aim of co-ordinating dredging resources and needs in the Mediterranean. In the Middle East, however, all dredgers are owned by the Egyptian Government of the Suez Canal Company, and we are faced with a situation in which the proposed board could not exercise either the power of moving dredgers or the owners' functions with which C.A.O. contemplates vesting it. Fortunately the counterpart of the situation is that the Middle East is most unlikely ever to require to supplement its present dredging resources except, perhaps, in the event of dredging proving necessary in territory still to be liberated. You will be a better judge of this likelihood than I can be. This leaves one function of the proposed Board undiscussed - salvage of sunken dredgers. The Quarto at Tripoli (L) is the only sunken dredger in this area capable of being salved and salvage is already in hand. If any of the other dredgers in this area come to grief the proposed Board would not have the authority to undertake its salvage.

3. I am reluctantly compelled to form the opinion that this area presents no scope for the activities which it is proposed to entrust to the Board. Dredging requirements in the Middle East are co-ordinated by the M.E. P.W.E. Committee, on which are represented P.O.I.E.M., G.H.Q., M.E. and W.S.A. This Committee has also, in the person of Capt. P.G. Schurr, R.N., D.S.O.(L) & A.D.P.M.E., a member having the essential link with the Egyptian Ports & Lights Administration. It may be said with confidence that the co-ordination within this area is effective.

4. My suggestion, therefore, is that C. in C. Med. should be informed that machinery exists in the Middle East, and is working satisfactorily for the co-ordinating of dredging problems in this area, and that bearing in mind the considerations put forward in paragraphs 2 and 3 above, I feel it would be sufficient if it were left open for a representative of M.E.T., M.E. to attend meetings of the proposed Board only on those occasions when for special reasons the Middle East might be concerned with the proceedings.

Declassified E.O. 12356 Section 3.3/NND No. 765021

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5. Agreed A.D.P.M.E.

(Sgd) ....

FOR REPRESENTATIVE
MINISTRY OF WAR TRANSPORT.

1128

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

MEDITERRANEAN SHIPPING BOARD.

DREDGING COMMITTEE.

A.F.H.Q.,
ADV. CP.,
C.M.F.

12th August, 1944.

To: C in C Med.
Copy to C.A.O.,
A.F.H.Q.

At a Meeting of the Dredging Committee held on August 12th, 1944, in the absence of representatives from the Middle East, the question of co-operation of Middle East Authorities was considered in the light of Flag Officer Levant & Eastern Mediterranean letters FOLEM 1549/1089/2 of 18th July 1944 enclosing letters Mov 5/29/11 dated 8th July from G.H.Q., M.E.F. and MEC/13/5073/8595 B dated 7th July from M.W.T., M.E.

The Committee considers that the approach to the matter evinced by these letters shows little or no appreciation of its importance, and much too "parochial" a viewpoint.

The Committee therefore suggests that a letter incorporating the following points be sent to Flag Officer Levant & Eastern Mediterranean, with copies to G.H.Q., M.E.F. and M.W.T., M.E.

1. It is felt that the situation is not sufficiently appreciated, and that on this account the approach to the matter of the Authorities concerned tends to have too limited an outlook.

2. The position is briefly that in the Central and Western Mediterranean, as well as in Eastern North African ports, the greater part of the dredging equipment has been scuttled or seriously damaged, ports are silting up and in some cases it is already not possible to berth freight ships in ports which would otherwise be usable; transhipment from larger ships into coasters is quite impracticable for the tonnage to be discharged. Dredging requirements in ports expected to be occupied soon in the course of operations will be more extensive than heretofore.

3. Admiralty has already requested information on dredgers which might be made available for other areas, from which it is obvious that the same condition is expected to arise in, for example, the Far East or in Northern European ports.

4. It is therefore of the greatest importance that all available dredging equipment is used to the fullest and best advantage, and that none of it is allowed to remain idle or diverted to other areas.

5. It is preferable that an organisation to ensure this is formed voluntarily, rather than that it should be necessary - as it otherwise may well be - that instructions should be received for the removal of plant to other areas from the authorities in London, who would not be in a position to have local knowledge of requirements or availabilities.

Declassified E.O. 12356 Section 3.3/NND No. 765021

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6. It is requested that the matter be reconsidered in the light of the foregoing, and that G.H.Q., M.E.F. and M.W.T., M.E. be approached to the same end. It is also requested that joint consideration be given to the question of dredgers owned by the Suez Canal Co., the Egyptian Government and other non-service authorities, and suggestions made for such diplomatic or other action as may be desirable to ensure their co-operation.

1127

(sgd.) P.N. ROBINSON
Capt. R.N.V.R.
CHAIRMAN.
DREDGING COMMITTEE.

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

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