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Adding Sec 1278

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
ACO 3.4

HEADQUARTERS
10 JUN 1944
A. C. C.

Our Reference : ACC Tn/251/1

Date : 10 June '44

TO : All Regional Commissioners,
Regions 1 - 7.

All S.C.A.D's
ADC 5th Army
ADC 8th Army

SUBJECT : Instructions for the Movement of ACC and Civilian Freight by Schooners.

1. Attached is an Instruction for the control and operation of Italian Registered Schooners issued by the Chairman Mediterranean Shipping Board (Italy).

2. The Chairman has decided that all schooners of 50 tons and under deadweight will be handed over to the Italian organization known as the Comitato Italiano Gestione Navi (CO-NA-GE) to operate under the supervision of Transportation Sub-Commission - Shipping Section.

3. The method of obtaining the movement of ACC and civilian freight is explained in the attached Memorandum - Appendix "A".

4. It is emphasised that whenever possible ACC and civilian freight should be carried by these schooners in preference to rail or road transport as by doing so all the more tonnage will be available to move by road and rail.

5. Representatives of CO-NA-GE are established at every port and their addresses are given at Appendix "B"

6. These instructions may please be made known to all Supply and Transport Officers in your Region.

7. Any suggestions for ensuring that the schooners are utilised to the fullest and best advantage will be appreciated.

J. B. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

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APPENDIX "A"

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

PROCEDURE FOR MOVEMENT BY WATER CRAFT (COASTERS & SCHOONERS)

ACC GEN. INSTRUCTION No. 1.

On and from 10 June 1944 a new system will be introduced, as set out hereunder, for the movement of supplies by Coasters & Schooners.

1. Coasters (lowerfully propelled vessels as opposed to schooners).

(a) Bids for movement from mainland will be submitted to Transportation Sub-Commission, H.Q. ACC., who will advise in due course allocation of Coaster.

(b) Bids for movement between Sardinia and Sicily, and Sicily and the mainland will be made by No. 1. Region H.Q. to Nav. H.Q. No. 1. District who will advise allocation. There is no schooner movement between Sardinia and Sicily and therefore only coasters can be used.

2. Schooners under 50 Tons deadweight.

(a) All schooners under 50 tons deadweight will be operated and controlled by the Comitato Italiano Gestione Navi (CO-GE-NA), under the supervision of Transportation Sub-Commission, ACC.

(b) CO-GE-NA will operate as under :-

(i) A schedule of schooners will be drawn up to serve regularly, certain ports for which there is a steady traffic.

(ii) Schooners will be made available for other traffic.

(iii) When schooners leave for a given destination, a message will be sent by CO-GE-NA representative from port of sailing to CO-GE-NA representative at destination port and the latter will contact ACC supply officer with a view to ascertaining what traffic is offering for the return journey.

(iv) If no back load is available, the schooner will be utilised if

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[illegible] Sicily, and Sicily and the mainland will be made by No. 1. Region H.Q. to Hdqr. H.Q. No. 1. District who will advise allocation. There is no schooner movement between Sardinia and Sicily, and therefore only coasters can be used.

2. Schooners under 50 Tons deadweight.

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(b) CO-GE-NA will operate as under :-

(i) A schedule of schooners will be drawn up to serve regularly, certain ports for which there is a steady traffic.

(ii) Schooners will be made available for other traffic.

(iii) When schooners leave for a given destination, a message will be sent by CO-GE-NA representative from port of sailing to CO-GE-NA representative at destination port and the latter will contact ACC Supply Officer with a view to ascertaining what traffic is offering for the return journey.

(iv) If no back load is available, the schooner will be utilised if required to take a load to any other port.

(v) CO-GE-NA representatives will daily contact ACC Supply Officers with regard to what cargo is offering at various ports.

(vi) There are representatives of CO-GE-NA in all ports in occupied Italy and Sicily and Sardinia, and details of their names and addresses are given in Appendix "B". 4811

(vii) CO-GE-NA will collect all freight charges.

(c) Supply Officers will operate as under :-

(i) They will at all times endeavour to use schooners for movement in preference to rail or road.

(ii) They will maintain close liaison with CO-GE-NA representative to ensure that maximum use is made of schooners.

(iii) They will submit a fortnightly return of schooner-borne traffic to Transportation Sub-Commission, H.Q. ACC.

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(iv) Provincial Supply Officer will pass all approved requests for shipping space to the local CO-GE-NA representative who will meet requirements as far as possible with the above mentioned schooners. If the tonnage of cargo offering is in excess of what these schooners can cope with CO-GE-NA will submit the bid to the Schooner Board. The Schooner Board will advise CO-GE-NA in due course whether the bid is accepted or not. If the bid is accepted the Schooner Board will advise CO-GE-NA who will in turn inform the Supply Officer as to when the cargo bid for should be ready at the port for shipment. This particularly applies to ACC and other goods which by their nature or location or destination can only be carried by sea. Where necessary the Provincial Supply Officer will indicate priorities for goods to be carried.

(v) In the case of newly captured Provinces where no CO-GE-NA representatives are appointed at the ports, bids for movement by sea should be submitted to the Transportation Sub-Commission.

(vi) Provincial Supply Officers will specify which are ACC goods to enable CO-GE-NA to collect freight charges.

(vii) Voyage permits will be issued by the Divisional Sea Transport Officer, Italy, or his nominee.
For this purpose with regard to schooners under 50 tons deadweight, the CO-GE-NA representative in the D.S.T.O. Italy's nominee.

L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

10 June 1944.

Declassified E.O. 12356 Section 3.3/NND No. 785046

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NOTE RELATING SCHOONERS CONTROLLED BY CO-OP-NA UNDER SUPERVISION OF THE TRANSPORTATION SUB-COMMISSION.

MEMORANDUM

Meeting with Mr. Campbell, MMTBO, Wednesday 7 June '44 who approved of Directive.

Meeting with Lt-Commander Grimsby R.N.V.R. and held Thursday 8 June '44, who approved of Directive.

Lt-Commander Grimsby will bring into the pool the 15 schooners (50 tons and under) which have been operating between Bona and Gaeta just as soon as the 15 Schooner Flt. AAC (who are at present operating these schooners) relinquishes them. The job of moving foodstuff from Bona to Gaeta is almost completed. Lt-Commander Grimsby is of the opinion that there will be sufficient schooners made available to move all coastal traffic in Sicily and that under the new scheme a very appreciable fleet of schooners will be placed at the disposal of CO-OP-NA to move ACC and civilian traffic.

The big delay caused by bids for shipping on behalf of ACC which had to be put through Movements G-4, to MEMBO - D.S.T.O. (Shipping Board) has now been eliminated, as any bids which CO-OP-NA receive which is over and above the tonnage they can cope with by 50 ton and less schooners, will go direct to the Schooner Board.

Schooner Board will also assist by making arrangements to move any exceptional or special tonnage by sea.

L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

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INSTRUCTIONS FOR THE CONTROL AND OPERATION OF

ITALIAN REQUISITED SCHOONERS.

1. All schooners must be registered and numbered in accordance with Commander in Chief, Mediterranean's Cyclog January. Any craft found without registration after 1st. June 1944 should be held and reported to the Senior Naval Authority of the port concerned.

2. All schooners irrespective of size on completion of registration will be placed in a pool and operated by the Mediterranean Shipping Board Italian Schooner Control.

3. Each schooner will be issued with a license valid for three months ; all licenses issued will expire on the same date and will be of different colours for consecutive quarters. The first issue of licenses will be dated on and 1st April 1944. and be coloured blue. Licenses will be issued by C.in.C. Italy or his accredited representatives.

4. Individual voyage permits will be issued by C.in.C. Italy or by his nominees. Permits should be signed and stamped by the authority concerned in the movement of the cargo involved. No other type of permit is acceptable and permits will only be issued to vessels holding valid license cards.

5. Routing orders will be issued by the Naval Control Service Officer/United States Routing Officer (or other competent Naval authority where N.C.S.O. or U.S.R.O. is not established) to the Master of the schooner only on production of a valid voyage permit. Should any doubt exist as to the authenticity of the permit, vessel should be held and confirmation secured from the originator of the permit.

6. All Masters failing to report themselves inward to the competent Naval authority at port of arrival within 24 hours of their arrival are liable to severe penalties. For failure of the Master to report for voyage permits to be stamped outwards the vessel is liable to confiscation.

7. All schooners, excepting those used as harbour craft by the Services, will be time chartered by the Royal Italian Government on the approved Charter Party at uniform rates. A copy of the Charter party will be carried by each Master and must be produced on demand.

8. Schooners under 50 tons deadweight required for harbour use by Naval Officers in Charge, Naval Control Service Officer etc. will be taken on bare boat charter. The remainder will be time chartered by the Royal Italian Government and allotted to the Comitato Italiano Gestione Navi for operation.

The Mediterranean Shipping Board Italian Schooner Control may take up any of

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[illegible] to hold valid license cards.

5. Routing orders will be issued by the Naval Control Service Officer/United States Routing Officer (or other competent Naval Authority where N.C.S.O. or U.S.R.O. is not established) to the Master of the schooner only on production of a valid voyage permit. Should any doubt exist as to the authenticity of the permit, vessel should be held and confirmation secured from the originator of the permit.

6. All Masters failing to report themselves inward to the competent Naval Authority at port of arrival within 24 hours of their arrival are liable to severe penalties. For failure of the Master to report for voyage permits to be stamped outwards the vessel is liable to confiscation.

7. All schooners, excepting those used as harbour craft by the Services, will be time chartered by the Royal Italian Government on the approved Charter Party at uniform rates. A copy of the Charter party will be carried by each Master and must be produced on demand.

8. Schooners under 50 tons deadweight required for harbour use by Naval Officers in Charge, Naval Control Service Officers, etc. will be taken up on bare boat charter. The remainder will be time chartered by the Royal Italian Government and allotted to the Comitato Italiano Gestione Navi for operation.

The Mediterranean Shipping Board Italian Schooner Control may take up any of these vessels at any time if they are required for the use of the Allied Authorities. The Comitato Italiano Gestione Navi will be responsible for collection of freight, payment of hire, issuance of voyage permits and all necessary orders to Masters of schooners allotted to them.

9. Schooners of 50 tons deadweight or over will be operated by the Mediterranean Shipping Board Italian Schooner Control or their representatives who will issue all voyage permits: the following procedure to be adopted :- 4805

(a) Allied Control Commission will centralise all their demands, excluding movement around Sicilian and Sardinian coasts, through the Mediterranean Shipping Board Italian Schooner Control. In cases of coastal voyages in Sicilian waters, such demands will be centralised through the Local Transportation Sub-Commission representative who will refer such demands to the representative of the Mediterranean Shipping Board Italian Schooner Control. In the case of coastal voyages around Sardinia A.C.C. civilian supply demands will be centralised through the office of the Regional Commissioner, who will refer such demands to the Local Sub Transport Officer in charge or his representative.

(b) All demands by Italian civilians which cannot be met by tonnage allotted as in clause 8 will be forwarded to the Comitato Italiano Gestione Navi, who will forward the demand through the appropriate authority in (a) above. No bids will be recognised unless stamped by the appropriate A.C.C. authority.

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10. All charter hires will be settled with owners by the Southern Italians Gestione Navi or their representatives and no individual payments should be made to Editors.

11. It is requested that all signals sent by Naval Control Service Officer or other authorities concerning the movements of schooners should be repeated to N.C.S.O. (Italy).

12. All the transport officers in charge to make daily position signal of all schooners within their area. A weekly statement should also be forwarded by those issuing voyage permits, giving details of voyages authorised by them, stating whether Military, A.M.G. or civilian cargo was carried.

The above scheme comes into force forthwith. Any vessel found trading not having complied with the above instructions must be held and the matter referred to the Mediterranean Shipping Board Italian Schooner Control for action.

IAN D. CAMPBELL
CHAIRMAN

MEDITERRANEAN SHIPPING BOARD (ITALY)

1st. JUNE, 1944.

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APPENDIX "E"

ELENCO DELLE RAPPRESENTANZE AGENZIALI E DEI SUBAGENTI
DEL "COMITATO ITALIANO GESTIONE NAVI" (COGENA)
Piazza Carità n° 32 - Napoli - telef.53211

PUGLIA
Rappresentanza: "Adriatica" S.A. Navigazione - BARI
Via Calefati Palazzo S.Ferdinando

Subagenti:

MANFREDONIA - A.Gelli & Figlio per tutte le rotte Garganica (Visti, Rocchici, Rodi) e Tremoli - Telef.n.8

BARLETTA - Antonio Scorcia - Telef.n.1014

MOLFETTA - Rag.Felice Scianaloepore - Via Dante Alighieri n.93

BISCEGLIE - Maria Maduzzo

TRANI - Saverio Calò Carducci - Via XV Aprile n.22

MOLA DI BARI - Rag.Vito Barbanente - Via Cristoforo Colombo n.6

MONOPOLI - Gerolamo Santostasi & Figli - Piazza Garibaldi n.29 - Telef. n: 12

BRINDISI - Agenzia Principale "Adriatica" S.A.N., anche per le scali di Otranto - Telefoni n.ri 1012 - 1063

GALLIPOLI - Cav.Rocco De Luca fu Filippo - Telef. n. 8

TARANTO - Carmelo Spagnolo - Corso Vittorio Emanuele n.17 Telef. 23 33

CALABRIA
Rappresentanza: Frevelli Latate - Reggio Calabria -

Subagenti:

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BARI	-	Rag.Felice Scianca-Lepere - Via Dante Alighieri n.93
BISCEGLIE	-	Maria Nobuono
TRANI	-	Saverio Calò Carducci - Via XX Aprile n.23
MOLA DI BARI	-	Rag.Vito Barbanente - Via Cristoforo Colombo n.6
MONOPOLI	-	Geroleco Santostasi & Figli - Piazza Garibaldi n.29 - Telef. n. 12
BRINDISI	-	Agenzia Principale "Adriatica" S.A.N., anche per lo scalo di Otranto - Telefoni n.ri 1012 - 1063
GALLIPOLI	-	Cav.Rocco De Luca fu Filippo - Telef. n. 8
TARANTO	-	Carmelo Spagnolo - Corso Vittorio Emanuele n.17 Telef. 23-33

CALABRIA

Rappresentanza: Fratelli Labate - Reggio Calabria -

Subagenti:

CAGIONE	-	Giuseppe Manieri
CATANZARO	-	Giuseppe Martelli
SOVERATO	-	Rocco Caminiti
GIOIA TAURO	-	Cesare Tarantino
PORTO S.STEFANO	-	G.Ep. Concaflo & Figli
PICCO CALABRIA	-	Gesualdo Scordamaglia

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SICILIA

Rappresentanza: - "Tirrenia" S.A.N. PALERMO - Via Roma, 377

Subagenti:

MESSINA - "ITALIA" S.A.N. - Ufficio Sociale - Via Garibaldi

CATANIA - Ditta S.Nicotra Bertuccio - Via S.Tommaso, 5

SIRACUSA - Ditta Concetto Vidolo Rattaro - Via dei Mille,26

AUGUSTA - Russo & C°.

CASTELLAMARE DEL GOLFO - Francesco Plaja Galante - Piazza Marina, 40 telefono n.6

LICATA - Ditta Enrico Peritore - Via Principe di Napoli telef. n.1

MARSALA - Giuseppe Figlioli e Giuseppe Canubolo

MARZAMEMI - Antonio Romeo fu Santoro

MAZARA DEL VALLO - Gaetano Vinci - Via Nolo,23 - telf. n.12

MILAZZO - Trifiletti & C° - Via Luigi Rizzo n.1 tel.n.4

PORTO EMPEDOCLE - Ditta Vincenzo Brubio - Vicolo Marullo,5 - tel.1

RIPOSTO - Giuseppe Leva fu Giovanni - Via Umberto I - tel.64

SCIACCA - Ludovico Marsala & F. Corso V.Emanuele,66 tel.58

TERMINI IMERESE - Rag.Alfonso Indovina Scialabba - Via Umberto e Margherita, n.67

TRAPANI - Ditta Fa lo Salvo Greco

SARDEGNA

Rappresentanza: Sigg.Goldstaub Giorgio e Tirocci Giovanni CAGLIARI - Viale Merello, n.1

Subagenti:

OLBIA - Sigg.Goldstaub Giorgio e Tirocci Giovanni

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[illegible]	-	Giuseppe Cialioli e Giuseppe Cambula
MARZAMEMI	-	Antonio Russo fu Santoro
MAZARA DEL VALLO	-	Gaetano Vivai - Via Molo,23 - telf. n.12
MILAZZO	-	Trifiletti & C° - Via Luigi Rizzo n.1 tel.n.4
PORTO EMPEDOCLE	-	Ditta Vincenzo Arogio - Vicolo Marullo,5 - tel.3
RIPOSTO	-	Giuseppe Leva fu Giovanni - Via Umberto I - tel.84
SCIACCA	-	Ludovico Marsala & F. Corso V.Emanuele,65 tel.59
TERMINI IMERESE	-	Rag.Alfonso Indovina Scialabba - Via Umberto e Margherita, n.67
TRAPANI	-	Ditta Paolo Salvo Greco

SARDEGNA

Rappresentanza: Sigg.Goldstaub Giorgio e Timacci Giovanni
CAGLIARI - Viale Merello, n.0

Subagenti:

OLBIA	-	Sigg.Goldstaub Giorgio e Timacci Giovanni
PORTO TORRES	-	" " " "
LA MADDALENA	-	" " " "
PALAU	-	" " " "
GOLFO ARANCI	-	" " " "
ARBATAX DI TORTOLI'	-	Ditta Giulio ed Emilio De Pau
CARLOFORTE	-	Sig. Gervasio Flaigant
SANT'ANTIOCO	-	Ioeto Biggio
ALGHERO	-	Sig. Carlo Pignoni

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