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

785017

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1000/109/1007
(VOL. I)

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

785017

1000/109/1007
(VOL. I)

SHIPPING
OCT. 1944-AUG. 1945

0213

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

785017

5602.

Cops (71)

HEADQUARTERS
SOUTHERN REGION, ALLIED COMMISSION
APO 394, U. S. ARMY

R/2319

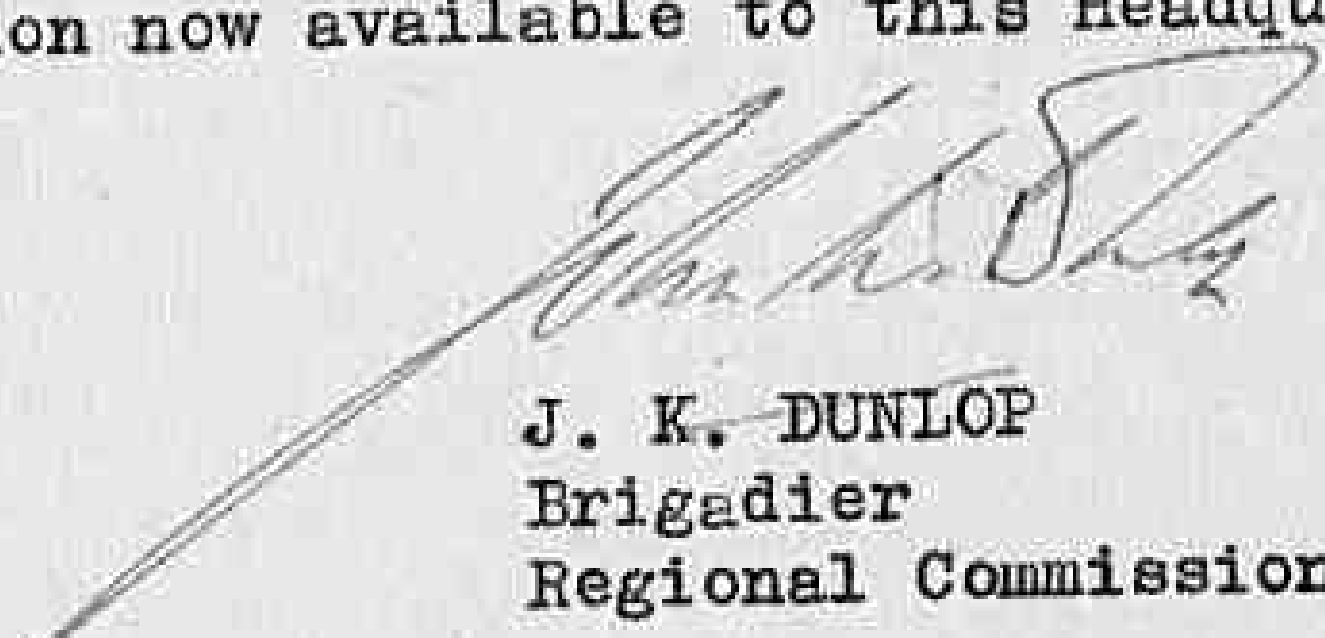
9 February 1945

FEB 11 1945

SUBJECT: Imposition of Fines for Schooner Control

TO : Headquarters, Allied Commission

1. Reference your 5602/49/COS of 15 December 1944.
2. Is the report of the investigation by the Civil Affairs Section now available to this Headquarters?


J. K. DUNLOP
Brigadier
Regional Commissioner

JKD/jjf

See 74

5210

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5602 *q*

HEADQUARTERS ALLIED COMMISSION
 200 294
 ECONOMIC SECTION

6

6.01/RS

LMD, es

31 January 1945

SUBJECT: Italian Schooner Operation

FEB 1 1945

TO : Chief Commissioner (Through Chief of Staff) ✓

1. Some time ago you noticed the following paragraph in an Aide Memoire dated 1 December 1944 on Italian Schooners sent to A. C. by the Mediterranean Shipping Board:

65 "To correct the confusion existing today, and to utilize the fleet to the possible maximum control, 'tonnage bidding' appears more important than 'Schooner Control'.

At that time you asked us for a statement setting forth the present procedure for bidding, and for our comments with respect to 'tonnage bidding' and 'schooner control'.

2. Present tonnage bidding procedure can be summarized as follows: 66

(a) A bid form (S.B.2), copy attached, is completed by the Consignor and submitted through the local Chamber of Commerce, to the A. C. Regional Headquarters in the Region of export.

(b) Bids are not submitted direct to CO-GE-NA, or to Transportation Sub-Commission. The only exceptions to this rule are bids from an A. C. Sub-Commission, or from a State Monopoly, which bids are submitted direct to Transportation Sub-Commission. Even bids from these two groups, however, have to be submitted after approval by the A. C. Regional Commissioner of the Region of export.

(c) All bids are finally considered by Transportation Sub-Commission, Movements (Shipping) Section, 67 68 69 who arrange shipment either in CO-GE-NA Schooners or in vessels set up by G-4 (Mov & Tn), A.S.A.Q.

3. The history of CO-GE-NA and the use of Italian schooners has not been a savoury one. In order to correct

see M.70 *Mio 10/2*

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68

the present abuses, and more adequately to control the movement of schooners and the cargo they carry, the following program is in process of being adopted by the Italian Government, upon the recommendation, and with the assistance of the Transportation Sub-Commission:

(a) CO-GE-NA will employ registered schooners on a "time charter" basis, under rates which have been increased to make it possible for schooner owners to operate at a profit.

(b) A flat, ton-mile freight rate has been agreed upon and will be established as of 1 February 1945. The classifications that apply appear in "Classificazione e Tariffa Base", Tirreno, August 1942."

(c) The four leading Italian shipping companies, under the title FINMARE, and under the control of CO-GE-NA, are to undertake the actual operation, as well as the collection of the freight, and issuance of bills of lading. The use of these available facilities will make for greater efficiency than was hitherto possible under management by CO-GE-NA. The operation by FINMARE is desired by them and has the approval of MEDEO, with certain reservations as to financing of administration expenses, responsibility for note collections, etc. These reservations have now been agreed to by the Italian Government and Allied Commission, as well as FINMARE, and operation under accepted terms will commence 11 February 1945.

(d) On any Allied vessels being employed, CO-GE-NA will be responsible for the collection of freight.

(e) As in the past, A. C. will continue to indicate to MEDEO the various transport requirements, and MEDEO will in turn instruct CO-GE-NA, the operation being undertaken as indicated by FINMARE.

(f) It is believed that since CO-GE-NA and FINMARE are between the shipper and carrier, there will be at least some check on irregularities.

(g) As an incentive, it is hoped to arrange for owners to receive a bonus on the speedy carrying of full cargoes and on the other hand a penalty clause is being added to all shipping documents, making shipping masters and owners liable for violations of contract, diversions, jettisons and overcharges.

4. A fact-finding meeting is being held today by me within the Economic Section relative to the question of "Status and Functions of the Shipping Sub-Commission". A

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- 3 -

further report will be made to you in this connection.

L. D. Dinsmore

L. D. DINSMORE

Colonel, F A

Acting Deputy Chief of Staff
Economic Section

Incl:

Bid Form (S.B. 2)

cc: Transportation S/C

5207

5602

73

HEADQUARTERS ALLIED C. MISSION
APO 394
OFFICE OF THE CHIEF OF STAFF

EE/mi

ALLIED COMMISSION SHIPPING INSTRUCTION NO. 7

SHIPMENT OF U.N.R.R.A. SUPPLIES

FEB 11 1945

AC/501/13/Tn.3.

10 Feb. '45.

In view of the fact that U.N.R.R.A. supplies are now coming into this Theatre, the following information is given for its identification and disposal.

1. MARKING OF SUPPLIES.

- (a) Destination shown in clear.
- (b) Letters "U.N.R.R.A." 4" to 6" high.
- (c) No distinctive colour markings, (i.e. no green dots or TOG markings)

2. NOTIFICATION OF ARRIVAL.

G-5 A.F.H.Q. inform HQ Allied Commission of the expected arrival of ships carrying U.N.R.R.A. supplies in a special Appendix to their 10 Days Maintenance Period letters. This information is distributed to U.N.R.R.A., the Port & Warehouse Division of the Transportation Sub-Commission, to all Regional Headquarters and to A.C. Port Liaison Officers, some days before the vessels are due to arrive.

3. ACCEPTANCE AND DISPOSAL.

- (a) U.N.R.R.A. supplies will be handled as if they were normal civilian supplies and will be stored in A.C. Warehouse, subject to U.N.R.R.A. orders.
- (b) A.C. Personnel at Ports and in Warehouses will watch carefully for U.N.R.R.A. supplies and store them in such a way as to avoid confusion with A.C. supplies and consequent absorption into A.C. stocks.
- (c) Disposal instructions will be signed personally by Mr. A. Hackman, Director of Supply U.N.R.R.A. until further notice, copy to Ports & Warehouse Division of Transportation Sub-Commission HQ.A.C.
- (d) Information regarding U.N.R.R.A. supplies should be obtained from Mr. Abe Hackman, Director of Supplies, INA Building, Rome, Telephone Rome : 478947, or A.C. Rome Ext : 395.

By Command of Rear Admiral STONE :

1 of 4 documents.

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0217

In view of the fact that U.N.R.R.A. supplies are now coming into this Theatre, the following information is given for its identification and disposal.

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- (b) Letters "U.N.R.R.A." 4" to 6" high.
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By Command of Rear Admiral STONE :

L. D. INSOLTE
Colonel, RA

Acting Deputy Chief of Staff
Economic Section.

Copy on file 2208/cas.

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

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- G (Maint)
- CM
- DST
- ORD (E)

CG HTOUA

- HC, 15 Army Group (Admin. Eol.)
- W.S.A. A.T.H.C.
- M.W.T.R. A.T.H.C.
- HC, No. 1 District
- HC, No. 2 "
- HC, No. 3 "
- CG P.B.S. Forward
- CG P.E.S. Rear
- CG NGRS
- MOV West Italy
- MOV East Italy
- MOV Liaison Officer 204 Sub-Area
- U.N.R.R.A. (20)

HC, A3.

- Chief of Staff
- Economic Section
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- Education Sub-Comm.
- Finance Sub-Comm.
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- Industry Sub-Comm.
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- Planning Staff
- Movements Division (3)
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- Post & Warehouse Division

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Q (Maint)

QM

DST

ORD (B)

CG MTOUSA

HC.. 15 Army Group (Admin.Econ.)

W.S.A. A.Z.H.C.

M.W.T.R. A.T.H.C.

HC. No.1 District

HC. No.2 "

HC. No.3 "

CG P.B.S. Forward

CG P.B.S. Rear

CG MOPS

MOV West Italy

MOV East Italy

MOV Liaison Officer 304 Sub-Area

U.N.R.R.A. (20)

HC.40.

Chief of Staff

Economic Section

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Education Sub-Comm.

Finance Sub-Comm.

Food Sub-Comm.

Industry Sub-Comm.

Commerce Sub-Comm.

Labour Sub-Comm.

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Navy Sub-Comm.

Communications Sub-Comm.

Displaced Persons & Repatriation Sub-Comm.

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Monuments and Fine Arts and Archives Sub-Comm. (2)

Transportation Sub-Comm.

Director, D/Director and

Administration Division

Planning Staff

Movements Division (3)

Rail Division

Roads Division

Ports & Warehouse Division

Liaison Shipping Sub-Comm.

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HEADQUARTERS ALLIED COMMISSION
APO 594
Office of the Chief of Staff

CONFIDENTIAL

74

Tel: 478201

13 February 1945

Ref: 5602/74/COS

SUBJECT: Imposition of Fines for Schooner Control.

TO : Regional Commissioner,
Southern Region.

1. Reference your R/2319 dated 9 Feb 45 the investigation to which you refer is still being made and is likely to be a lengthy one.
2. You will be informed of the result in due course.

PA *[initials]*

[initials]
Noted *[initials]*
Brigadier,
Chief of Staff.

[initials]

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785017

5204

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

785017

Ref: 7390/305

26 January 1945

SUBJECT: Desire of Italian Government to
Retrieve Italian Merchant Vessels
Sold to the Government of Argentina.

TO : G-5 Section, Allied Force Headquarters
Copy to: U. S. Political Advisor
British Resident Minister

1. There has been received from the Italian Prime Minister a letter dated January 16, 1945 (No. 21/00504/30) expressing the desire of the Italian Government to effect the return from Argentina of 3 merchant vessels which had been sold to that Government under a redemption clause, "to be claimed 6 months after the end of the war". A copy of the translation of this communication is attached.

2. It would be appreciated were this question to be examined and material furnished the Commission as a basis for a reply to the Italian Government.

For the Chief Commissioner:

WILLIAM B. SCHWET
Vice President, Political Section

Copy to: British Embassy
U. S. Embassy

1 Ref: Ltr No. 21/00504/30 dtd 16.1.45.

MR

See file 77 # 85

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JAC/hjp

76

JCB

Ref: P/350/385

2 March 1945

My dear Mr. Ambassador:

As you know, Admiral Stone is laid up in bed and he therefore wishes me to apologise for the delay in answering your letter of February 16th.

The question of the Italian shipping in Argentine waters is one on which we had been pressing AFHQ for some time but we will now again endeavor to obtain a decision from them, and will keep you informed of any progress that is made.

Sincerely,

/s/ J. A. Quayle

J. A. QUAYLE
Major, R. A.
Staff Officer to CG

Hon. Myron C. Taylor
The Personal Representative of the
President of the United States of America
To His Holiness The Pope
2, Via Boncompagni
Rome

cc: pol Sec

Ex. Comm'r
CC files

see 77

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

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5602

JAG/hjp

77

9/13

3/3

P/A

2 March 1945

TO: Political Section, Hq A.C.
(Attention: Major Stewart)

1. Please note attached exchange of correspondence between Mr. Myron Taylor and the Chief Commissioner.

2. Will you please try to get a reply from AFHQ in answer to our letter P/350/385 of 26 January.

3. Also please note that Mr. Myron Taylor has an interest in this matter and should be posted of any progress.

/s/ J. A. Quayle

J. A. QUAYLE

Major, E. A.

Staff Officer to CC

2 Incls:

Incl 1 - Ltr fr Mr. M. Taylor } Pol. SEC. only.
dtd 16 Feb 45

Incl 2 - Ltr, Office of the CC
P/350/385, 2 Mar 45

cc: Ex. Commr.
CC files

BU 9/3
Noted
3/3

0227

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

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5602

78H

File

Extract of Minutes of Executive Commissioner's Meeting held on 6 March 1945.

Schooners. Econ Sec had taken up the matter of schooner traffic into RIMINI and RAVENNA and said that Emilia Region would have to follow the normal bidding procedure.

Ex C said the schooner bidding procedure should be explained at the Regional Commissioners meeting by a member of the Movements Committee. Econ Sec promised to arrange.

12/24

5612
U R G E N T

HEADQUARTERS ALLIED COMMISSION

GBG/lr

APO 394

Transportation Sub-Commission

AC/602/108/Tn3

20 April 1945

APP 97 REC'D

SUBJECT : Allocation of Italian Shipping to Coastwise Liner Sailings.

TO : Ministry of Marine.
(Attn.: Lt. Gen. Matteini)

1. Advice has been received from the Shipping Authorities that the proposed schedule of coastwise liner sailings, which was drawn up in conjunction with CO-GE-NA, has, with certain minor adjustments, been accepted and will become effective as and when vessels become positioned at their loading Ports. All vessels allocated for this purpose will be operated under the control of CO-GE-NA, but subject to overall supervision of the Mediterranean Shipping Authorities, in a manner similar to that under which the "Abbazia" and "Langano" are operating at present.

2. Attached is a copy of the agreed schedule showing the names of vessels already allocated to voyages together with Ports and estimated dates of readiness of these vessels. This schedule is purely provisional and after trial voyages have been completed, subject to the overall approval of the Shipping Authorities, either yourselves or this Commission may desire to adjust itineraries or voyage durations. Names of vessels not yet allocated against voyages (d) and (e) will be advised in due course.

3. The Shipping Authorities have also indicated to this Commission that freight rates for all vessels operating under the control of CO-GE-NA will be entirely the responsibility of the Italian Government, in agreement with the Allied Commission, provided that the rates agreed upon do not prejudice the turnaround of vessels or their efficient operation.

4. You have already stated verbally that you are in a position to accept control of these additional vessels, and that you have an existing organisation ready to operate as vessels become available on the dates shown. Please confirm this. The only cargoes which of course may be carried by these vessels are those cargoes authorised for movement as part of the programme to prevent disease and unrest.

5. It is also requested that you now submit to this Commission, your new proposed freight rates which you consider

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

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TO : Ministry of Marine.
(Attn.: Lt. Gen. Matteini)

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5. It is also requested that you now submit to this Commission, your new proposed freight rates which you consider reasonable and equitable for our approval in order that they may be brought into effect with the minimum of delay.

For the Chief Commissioner :

M.J. Siefert
M.J. SIEFFT,
Colonel,
Chief, Movements

0 2 3 0

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

785017

Copy to : Medbo A.F.H.Q.
Campbell Committee Rome
CO-GE-NA (6)
WRT - Rome
WSA - Rome
G-4 (Mov and Tr) AFHQ (2)
G-5 A.F.H.Q. (2)
Economic Section (3)
Price Office - Economic Section
Ports and Whse Division (2)
Shipping Sub-Comm.
Navy Sub-Commission

5138

0237

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

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SCHEDULE OF COASTWISE LINER SAILINGS

SERIAL	VESSEL	CARGO	TONNAGE	ITINERARY	EXPECTED ESTIMATE DATE DURATION TO GO ON SERV OF ROUND VOYAGE	
(a)	PERTUSOLA	SALT/PYRITES	2.300	CAGLIARI/CIVITAVECCHIA/ PORTIGLIONE/CAGLIARI	30	30 APRIL AT P
(b)	PELAGOSA	GENERAL	750	CAGLIARI/LEGHORN OR FIOMBINO/PORTIGLIONE/ CAGLIARI	30	PROMPT AT CAG
(c)	CAPO MELE	WINE AND CITRUS PYRITES	5.400	CATANIA AND/OR SYRACUSE/ C.VECCHIA/PORTIGLIONE/ SICILY	55	15th MAY AT C
(d)		WINE AND CITRUS PYRITES	2.660	CATANIA AND/OR SYRACUSE/ C.VECCHIA/PORTIGLIONE/ SICILY	51	
(e)		GENERAL CARGO	2.200	GALLIPOLI/MESSINA OR REGGIO NAPLES OR C.VECCHIA/ PORTIGLIONE/CROTONE	24	
(f)	CONSTANCE C.	GEN. CARGO	1.000	ANCONA ONE HELL PORT MANFREDONIA ONE HELL PORT	24	10th MAY AT AN
(g)	ULISSE	WINE AND PYRITES	3.800	BRINDISI/C.VECCHIA/ PORTIGLIONE/BARLETTA	54	7th MAY AT POR
(h)	RINUCCI	WINE AND PYRITES	1.400	RIPOSTO AND CATANIA/NAPLES LEGHORN OR FIOMBINO/ PORTIGLIONE/SICILY	43	3rd MAY AT NAB
(j)	ARSLA	WINE/STORES/GENERAL	1.080	MARSALA/TRAFANI/C.VECCHIA PORTIGLIONE/SICILY	30	28th APRIL AT
(k)	(2vessels) CAMPIDOLIO ABBIZIA	PERSONNEL/GENERAL	7.740	REGULAR SERVICE VALERMO/ T/ANNUNZIATI/CAGLIARI AND VICEVERSA		ABBIZIA A OPERATING GLIO READ MAY APPRO /ALREADY I
(i)	LARGANO	LIVESTOCK	1.800	TRANSPORT CATTLE SARDINIA/ C.VECCHIA 4 VOYAGES MONTHLY		

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SCHEDULE OF COASTWISE LINER SAILINGS

/1:

CARGO	TONNAGE	ITINERARY	EXPECTED ESTIMATE DATE READY DURATION TO GO ON SERVICE OF ROUND VOYAGE	
SALT/PYRITES	2.200	CAGLIARI/CIVITAVECCHIA/ PORTIGLIONE/CAGLIARI	30	30 APRIL AT PORTIGLIONE
GENERAL	750	CAGLIARI/LEGHORN OR PIOMBINO/PORTIGLIONE/ CAGLIARI	30	PROMPT AT CAGLIARI
WINE AND CITRUS PYRITES	5.400	CATANIA AND/OR SYRACUSE/ C.VECCHIA/PORTIGLIONE/ SICILY	55	15th MAY AT CAGLIARI
WINE AND CITRUS PYRITES	2.660	CATANIA AND/OR SYRACUSE/ C.VECCHIA/PORTIGLIONE/ SICILY	54	
GENERAL CARGO	2.200	GALLIPOLI/MESSINA OR REGGIO NAPLES OR C.VECCHIA/ PORTIGLIONE/CROTONE	24	
GEN. CARGO	1.000	ANCONA ONE HUEL PORT MANFREDONIA ONE HUEL PORT	24	10th MAY AT ANCONA
WINE AND PYRITES	3.800	BRINDISI/C.VECCHIA/ PORTIGLIONE/BARIETTA	54	7th MAY AT PORTIGLIONE
WINE AND PYRITES	1.400	RIPOSTO AND CATANIA/NAPLES LEGHORN OR PIOMBINO/ PORTIGLIONE/SICILY	43	3rd MAY AT NAPLES
WINE/STORES/GENERAL	1.080	MARSALA/TRAPANI/C.VECCHIA PORTIGLIONE/SICILY	30	28th APRIL AT PORTIGLIONE
PERSONNEL/GENERAL	7.740	REGULAR SERVICE TYLERMO/ T/ANNUNZIATA/CAGLIARI AND VICEVERSA		ABBZIA ALREADY OPERATING/CAMPIDO- GLIO READY 5th MAY APPROX
LIVESTOCK	1.800	TRANSPORT CATTLE SARDINIA/ C.VECCHIA 4 VOYAGES MONTHLY		ALREADY IN OPERATION

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6015

5602
HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION
(Movements Division)

Tel: Ext. 318

531/5/Tn.3.

23rd April, 1945.

APR 26 RECD

SUBJECT: Allocation of Italian Shipping to
Coastwise Liner Sailings.

TO : MEDBO, A.F.H.Q.
Campbell Committee Rome.
CO-GE-NA
NAVY - Rome.
NSA - Rome.
G-4 (Nav & Tn) AFHQ.
G-5, AFHQ.
Economic Section.
Price Office - Economic Section.
Ports & Warehouse Division.
Shipping Sub-Commission.
Navy Sub-Commission.

1. Reference this H.Q. letter AG/602/108/Tn.3, dated 20th April, 1945.
2. A copy of the reply received from the Ministry of Marine is appended below, for your information.

For the Chief Commissioner:

M.J. STEFF, Colonel.

MINISTRY OF MARINE

Div. II Nav. Ser.1.
Ref. 3654

SUBJECT: Operation of Steamers for Civil Shipments.

TO : Allied Commission,
Transportation Sub-Commission, Rome.

This Ministry has received letter No. 602/108/Tn.3, dated 25th April, with which it was said that in future steamers will be available for civil shipments.

While we consider the fixed itineraries and the instructions issued by the Allied Commission, we confirm that above mentioned ships can be operated through the COGEMA, and can ship existing commodities. Naturally at the beginning the operation will not be perfect, but this Ministry will do its utmost to improve the service as soon as possible.

Coastwise Liner Sailings.

TO :

MEDEC, A.F.H.Q.
Campbell Committee Rome.
CO-GE-NA
MTT - Rome.
WSA - Rome.
G-4 (Mov & In) AFHQ.
G-5, AFHQ.
Economic Section.
Price Office - Economic Section.
Ports & Warehouse Division.
Shipping Sub-Commission.
Navy Sub-Commission.

1. Reference this H.Q. letter AC/602/108/Tn.3, dated 20th April, 1945.

2. A copy of the reply received from the Ministry of Marine is appended below, for your information.

For the Chief Commissioner:

M.J. STEFF, Colonel.

MINISTRY OF MARINE

Div. II Nav. Ser.1.
Ref. 3654

ROME 21.4.1945.

SUBJECT: Operation of Steamers for Civil Shipments.

TO : Allied Commission,
Transportation Sub-Commission, Rome.

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While we consider the fixed itineraries and the instructions issued by the Allied Commission, we confirm that above mentioned ships can be operated through the CUGUNA, and can ship existing commodities. Naturally at the beginning the operation will not be perfect, but this Ministry will do its utmost to improve the service as soon as possible.

We take the opportunity to inform you that in agreement with the Ministry of Industry we are compiling the new transport rates, which will soon be sent to the Allied Commission for approval.

For THE MINISTER
(Sgd.) Matteini.

(Sgd. (Name))

Declassified E.O. 12356 Section 3.3/NND No. 785017

82

Executive Committee
 HEADQUARTERS ALLIED COMMISSION RH/AS
 APO 394
 Transportation Sub-Commission

Our Ref :- AC/516/16/Int.3. 9 May 1945.

MAY 10 1945

SUBJECT :- Shipping Advices

TO :- See Below

NLR

1. AC. Shipping Instruction No 5 is now cancelled for all ports other than those under military control.

2. Shipping Sitreps are now being received through the Italian Ministry of Marine, and with immediate effect no further sitreps are required from the Ports listed below :-

CIVITAVECCHIA	OROTONE
TORRE ANNUNZIATA	CACLIARI
CASTELLAMARE	SAN. ANTIOCO
SALERNO	PALEMO
REGGIO CALABRIA	CATANIA

3. Shipping Sitreps are still required from all Ports under Military Control.

By Command of Rear Admiral STONE

100
 M.J. STONE
 Colonel

DISTRIBUTION

Senior Transportation officer AC. Naples
 " " AC. Reggio Calabria c/o 204 Sub-Area
 Transportation Officer AC. Palazzo delle Ferrovie Palermo
 Port Liaison Officer AC Civitavecchia
 " " AC Piombino
 Capt. Parker Food Sub-Commission AC. Magazzini Generali
 Castellammare.
 Movements Liaison Officer Catania c/o 204 Sub-Area
 " " " Orotone
 M.M.I.A. Liaison Officer Sardinia
 Economic Section
 Executive Commissioner
 Tn. I (Statistics)

11/5

TO :- See Below

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2. Shipping Sitreps are now being received through the Italian Ministry of Marine, and with immediate effect no further sitreps are required from the Ports listed below :-

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TORRE ANNUNZIATA	CAGLIARI
CASTELLAMARE	SAN. ANTIOCO
SALERNO	PADEMO
REGGIO CALABRIA	CATANIA

3. Shipping Sitreps are still required from all Ports under Military Control.

By Command of Rear Admiral SPONLE

DISTRIBUTION

Senior Transportation officer AC, Naples
 " " AC, Reggio Calabria c/o 204 Sub-Area
 Transportation Officer AC, Palazzo delle Ferrovie Palermo
 Port Liaison Officer AC Civitavecchia
 " " AC Piombino
 Capt. Farber Food Sub-Commission AC, Magazzini Generali Castellammare.
 Movements Liaison Officer Catania c/o 204 Sub-Area
 " " Crotone
 M.M.I.A. Liaison Officer Sardinia
 Economic Section
 Executive Commission
 En. I (Statistics)
 G-4 (Mov & Tr.) ATHQ
 G-5 Section ATHQ
 Regional Commissioner, TOSCANA Region.
 A.M.G., Naples Commune.

11/5
See M. 83.

(Caro Angelo) *(M)*

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

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JUN 5 RECD
CC 1149
10 JUN 1945

SECRET

INTER-ALLIED SHIPPING BOARD

MINUTES OF AN EXTRAORDINARY MEETING HELD IN THE OFFICES OF
THE ITALIAN MINISTER OF MARINE, ROME, ON 30TH AND 31ST MAY, 1945.

During the course of the Meeting there attended:

- Mr. J. Gibson Graham, Chairman.
- Members:
- Admiral Sir John D. Cunningham, R.N.
 - Comodoro C.R.E.W. Longman, R.N.
 - Colonel J.T. Dursley, R.S. Army
 - Colonel G. Ackroyd
 - Captain J.O. Hewitt, U.S. Army
 - Mr. R. Nicol
- Present:
- Rear Admiral G.L. Warren, R.N.
 - Rear Admiral Ellery J. Stone, U.S.N.
 - Comodoro H.W. Zindel, U.S.N.
 - Commander G.D. Stuart, R.N.V.R.
 - Lieut. W.W. Witherspoon, U.S.N.R.
 - Colonel M.J. Sier
 - Lt.Col. J.A. Beltrac
 - Mr. I.D. Campbell
 - Mr. Morritt H. Taylor
 - Mr. A.G. Antelino
 - Mr. J.H. Montague
 - Mr. G.A. Bell
 - Mr. W. Williams
 - Mr. R. Hughes
 - Mr. Harris
 - Mr. R.L. Harbaugh
- Chairman:
- C-in-C. Mol.
 - P.S.T.O. Med.
 - C-4 Mov & Tr. (Am.)
 - C-4 Mov & Tr. (Dr.)
 - P.S.T.O. H.C. W. Med.
 - Dep. Dir., W.S.A. W. Med.
- Chief of Staff, Rome:
- Chief Commissioner, A.O.
 - Navy Sub-Commission, A.O.
 - S.C.O. to P.S.T.O. Mol.
 - Navy Sub-Commission, A.O.
 - Trans. Sub-Commission, A.O.
 - Trans. Sub-Commission, A.O.
 - D.M.M.T.R. Med.
 - Chief, Trans. Sub-Commission, A.O.
 - Act. Vice Pres., Foon. Sub-Comm., A.O.
 - D.M.M.T.R.
 - D.M.W.R.
 - D.M.N.T.R.
 - D.O.H.C. Representative.
 - M.W.T.
 - W.S.A.

- (Italian)
- S.E. Admiral de Courten, R.I.N.
 - S.E. Signor Inzenga
 - S.E. Signor Montalbano
 - Admiral Drivenski, R.I.N.
 - Admiral Accorrotti, R.I.N.
 - Lt. General Mattioli, R.I.N.
 - Constructor Captain Lupatelli, R.I.N.
 - Captain Capponi, R.I.N.
 - Lt. Commander A. Cusano, R.I.N.
 - Lieut. Morini, R.I.N.
 - Comandier Mattoli (Med.)
 - Signor Fortini
 - Signor Minioletti
 - Dottore N. Scatella
- Minister of Marine.
- Under Sec. of State, Min. of Marine.
 - Under Sec. of State, Merchant Marine.
 - Secretary General, Min. of Marine.
 - Deputy Chief of Naval Staff.
 - Director General, Merchant Marine.
 - Directorate Gen., Merchant Marine.
 - Naval Mission to C-in-C. Med.
 - Naval Mission to C-in-C. Med.
 - Liaison, A.O.
 - Liaison, M.W.T.
 - Ministry of Marine.
 - C.N.L.I.I., Milan.
 - Director, C.O.G.M.A.

- Representatives of Italian Shipowners from all ports of Italy.
- Signor Caroli
 - Signor Corrado
 - Signor Costa
 - Signor Dagn
 - Signor D'Amico
 - Signor Fioravanti
 - Signor Juvis
 - Signor G. Iorio
 - Signor Longobardi
 - Signor Marano
 - Signor Mazzella
 - Miss M.M. Michie
 - Signor Meli
 - Signor Pignolo
 - Signor Ravano
 - Signor Rositano
 - Signor Enrico Scorni
 - Signor Mario Scorni
 - Signor Souderi
 - Signor S. Scatolo
 - Signor Vallarini
 - Signor Vianello
 - Secretary, MEDCO.

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F.S.T.O. Med.
G-4 Nov & In. (Am.)
G-4 Nov & In. (Br.)
D.D.C.H.G., W. Med.
Reg. Dir., W.S.A. W. Med.

F.O.T.A.L.I., Rome.
-Chief Commissioner, A.O.
-Navy Sub-Commission, A.O.
S.C.O. to P.S.T.O. Med.
-Navy Sub-Commission, A.O.
-Trans. Sub-Commission, A.O.
-Trans. Sub-Commission, A.O.
S.M.W.T.L. Med.
-Chief, Trans. Sub-Commission, A.O.
-Act. Vice Pres., Teen. Sub-Comm., A.O.
D.M.W.T.R.
D.M.W.T.R.
D.M.W.T.R.
D.M.H.C. Representative.
M.W.T.
W.S.A.

Minister of Marine.
Under Sec. of State, Min. of Marine.
Under Sec. of State, Merchant Marine.
Secretary General, Min. of Marine.
Deputy Chief of Naval Staff.
Director General, Merchant Marine.
Directorate Gen., Merchant Marine.
Naval Mission to C.-in-C. Med.
Naval Mission to C.-in-C. Med.
Liaison, A.O.
Liaison, M.W.T.
Ministry of Marine.
C.N.L.M.I., Milan.
Director, OO.GE.MA.

Representatives of Italian
Shipyards from all parts
of Italy.

Secretary, MEDIC.

Secretary to Mr. Campbell.

see 1193094

(Note: There is one of two)

copies received by chief
(commissioner)

(Note: (Honor))

Colonel J.C. Decker, U.S. Army
Colonel G. Ackerman
Captain J.C. Haver, U.S. Army
Mr. R. Nicol

Present:
(British & U.S.)
Rear Admiral S.D. Warren, R.N.
Rear Admiral Elliot M. Stone, U.S.N.
Commodore H.M. Zircoli, U.S.N.
Commander G.D. Sturt, R.N.V.R.
Lieut. W.W. Vothelmann, U.S.N.A.
Colonel M.J. Sier
Lt. Col. J.A. Talbot
Mr. I.D. Campbell
Mr. Kerwin H. Taylor
Mr. A.G. Astelle
Mr. J.H. Hemmelen
Mr. G.A. Dell
Mr. W. Williams
Mr. R. Hughes
Mr. Harde
Mr. R.L. Harbaugh

(Italian)
S.E. Admiral de Courten, R.I.N.
S.E. Signor Tassano
S.E. Signor Menzies
Admiral Drivenot, R.I.N.
Admiral Ascarelli, R.I.N.
Lt. General Martini, R.I.N.
Constructor Captain Martini, R.I.N.
Captain Capponi, R.I.N.
Lt. Commander A. Capponi, R.I.N.
Lieut. Martini, R.I.N.
Commander Martini (Naval)
Signor Fortini
Signor Minioletti
Dottore E. Scavella

Signor Canali	Signor Melli
Signor Corrado	Signor Pignolo
Signor Costa	Signor Ravano
Signor Dagn	Signor Rositani
Signor D'Amico	Signor Enrico Scerri
Signor Fiorentino	Signor Mario Scerri
Signor Juri	Signor Souleri
Signor G. Jure	Signor S. Szalako
Signor Longobardi	Signor Wallazzi
Signor Marano	Signor Viarelli
Signor Mazzella	

Miss M.M. Michie

Miss R.L. Hight

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

1. The Meeting of the Mediterranean Shipping Board in the Italian Ministry of Marine and Italian Shipowners' took both the North and South of Italy was opened in the morning by Mr. J. Giffen Graham, the Chairman, introducing, and thanking for his personal attendance, Admiral Sir John D. Cunningham, Commander-in-Chief, Mediterranean, who then addressed the Meeting. The Commander-in-Chief, Mediterranean stated that it was his duty, under the Cunningham - de Courten Agreement, to accept from the Italian Government in the name of the Supreme Allied Commander, the merchant shipping and craft in Italian waters and ports, as also those on the stocks in Italian building yards, which craft would be placed in the combined shipping pool under the control of the Combined Shipping Adjustment Board. Commander-in-Chief, Mediterranean was pleased to record that the duties, which under the terms of the foregoing Agreement had fallen on the Italian Minister of Marine, had been fulfilled and efficiently carried out. Admiral de Courten, the Italian Minister of Marine, then replied, after which the Chief Commissioner of the Allied Commission, Rear Admiral Henry W. Stone, made a short speech. In his concluding words the Chairman reported that the Commander-in-Chief, Mediterranean had agreed the principle of the Italian Ministry of Marine assuming control of the Italian Schooner Fleet, subject to surveillance by the Shipping Authorities, as also of those vessels allocated by the Shipping Authorities to the Ministry of Marine to maintain the coastwise shipping service as required by the Allied Commission, and that the Meeting would adjourn until the afternoon when that and other questions concerning Italian Merchant shipping would be closely examined and considered on an executive level.

Verbatim reports of all the speeches, which at the Meeting were translated into Italian or English, as the case might be, are attached as Appendices "A" to "F" inclusive. The speech of Admiral de Courten also being in the English translation.

2. COMMITTEE ITALIAN SHIPOWNERS' MEET. On the resumption of the Meeting and after the Chairman's speech (attached as Appendix "G"), General Matteini gave a detailed statement on 22.12.44, in which he stated that these representatives from the North might be informed of the duties and the manner in which the administration of both schooners and Italian vessels over 300 tons dead weight had been performed. He hoped that the additional knowledge and assistance of those Northern shipowners might now assist in eliminating certain difficulties which had previously existed, and he welcomed their officers of co-operation.

Speaking on behalf of the Northern shipowners, Signor E. Scerri wished to thank Admiral de Courten, Mr. Giffen Graham, General Matteini, the President, and Dottore Samolla, the Director of 22.12.44, for all that had been done on behalf of the shipowners of the North in looking after their interests in the South when they themselves had been prevented from so doing. Signor Mazzella, for the shipowners of the South, added his own appreciation of what had been achieved.

With reference to the statement, that to some extent 22.12.44, had lacked the co-operation of such shipowners as were available, contained in the 3rd paragraph of the Chairman's speech, (vide Appendix "G") Signor Mazzella, who represented the shipowners of Southern Italy, said that those owners had in many ways not been allowed to give their full co-operation to the Allies, as they had desired, and referred to the period before the entry of Italy into the War when Italians, in most cases contrary to their personal interests, had chartered ships to Great Britain. In reply the Chairman said that he could only note those views for he was not in a position to make known the policy of the Allied Governments, but Signor Mazzella could rest assured that it was the wish of the Mediterranean Shipping Board and Allied Commission that the rehabilitation of Italy, which included that of the Merchant Marine, should be furthered at some later date, which could not yet be foreseen, but he himself could not commit Governments on such a matter.

3. RE-ORGANISATION OF COMMITTEE ITALIAN SHIPOWNERS' MEET. The Mediterranean Shipping Board and Allied Commission now considered, the Chairman reported, /

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was pleased to record that the Italian, which under the terms of the foregoing Agreement had fallen on the Italian Ministry of Marine, had been fulfilled and efficiently carried out. Admiral de Courten, the Italian Minister of Marine, then replied, after which the Chief Commissioner of the Allied Commission, Rear Admiral Ellery W. Stone, made a short speech. In his concluding words the Chairman reported that the Commander-in-Chief, Mediterranean had agreed the principle of the Italian Ministry of Marine assuming control of the Italian Schooner Fleet, subject to surveillance by the Shipping Authorities, as also of those vessels allocated by the Shipping Authorities to the Ministry of Marine to maintain the coastwise shipping service as required by the Allied Commission, and that the Meeting would adjourn until the afternoon when that and other questions concerning Italian Merchant shipping would be closely examined and considered on an executive level.

Verbatim reports of all the speeches, which at the Meeting were translated into Italian or English, as the case might be, are attached as Appendices A to F inclusive. The speech of Admiral de Courten also being in the English translation.

2. COMMITTEE ITALIAN-GREAT BRITAIN NAVY. On the resumption of the Meeting and after the Chairman's speech (attached as Appendix A), General Matteini gave a detailed statement on the situation in order that those representatives from the North might be informed of the situation and the manner in which the administration of both schooner and Italian vessels over 500 tons dead weight had been performed. He hoped that the additional knowledge and assistance of those Northern shipowners might now assist in eliminating certain difficulties which had previously existed, and he welcomed their offers of co-operation.

Speaking on behalf of the Northern shipowners, Signor E. Soemi wished to thank Admiral de Courten, Mr. Gilbert Graham, General Matteini, the President, and Dottore Samella, the Director of the Italian Navy, for all that had been done on behalf of the shipowners of the North in looking after their interests in the South when they themselves had been prevented from so doing. Signor Mazzella, for the shipowners of the South, added his own appreciation of what had been achieved.

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3. THE ORGANISATION OF CONTINENTAL ITALIAN-GREAT BRITAIN NAVY. The Mediterranean Shipping Board and Allied Commission now considered, the Chairman reported, /

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reported, that these schooners not required for military purposes, as also those coasting vessels required for the transportation of civil goods, sponsored by Allied Commission, should be allocated for operation to the Italian Government, under the supervision of the Allied Authorities. As heretofore, the administrative duties would fall on CO.G.E.M.A. and, in order to undertake the increased responsibilities, it had been suggested that CO.G.E.M.A. be reconstituted to include representatives from the shipping interests in the North of Italy, and renamed to indicate its greater powers. This proposal was welcomed by Signor E. Scerri, on behalf of the shipowners from the North, who were very willing to be represented and work on the new organization.

General Matteini later stated, after discussion with the Italian shipowners, that it was proposed the President of the body should be nominated by the Italian Minister of Marine, and as at present all financial transactions were effected by the Italian Government, a representative of the Italian Treasury should be appointed to the membership of CO.G.E.M.A. in its new form, until such time as requisition of vessels by the Italian Government ceased. The Director would be chosen by the Italian Minister of Marine, as also four members from the shipping firms of Italy, who would, however, act as shipping experts and not in their personal or commercial interests. In reply to the Chairman, General Matteini said that these men would be selected for their wide knowledge of shipping matters and would not necessarily represent the different categories of vessels. In the new organization, the majority of the members would thus represent the shipowners of Italy. General Matteini then reported the proposal that the main administrative office, under the Director, should remain in Naples, where all records were presently kept, that the President would have under him in Rome a small policy organization and that there should be a Branch office in Genoa. An Allied Commission Headquarters was in Rome, and in order to avoid unnecessary telephone communications with Naples, the Chairman was of the opinion that there should also be an executive section of CO.G.E.M.A., as reconstituted, in Rome, to which Allied Commission could pass their requirements and from which day to day information regarding the vessels at their disposal could be obtained. Colonel Sieff agreed that this would be essential for the efficient working, both of that organization and Allied Commission, and explained that the future procedure to be adopted was for Allied Commission to state that a certain tonnage of some commodity, or class of commodity, would require to be lifted during a certain period, and that it would then be for CO.G.E.M.A., in its new form, to allocate the necessary tonnage. Allied Commission would require to be satisfied that their programme would be fulfilled, but would leave local agents to arrange with the shippers, through the Chamber of Commerce, for the goods to be available at the ports in time to be lifted in the vessel allocated. General Matteini agreed, but said the transfer of certain functions from the Naples office to Rome would of necessity take place gradually. Once this had been effected, Colonel Sieff considered the time now taken between bids being put forward for the movement of goods, and their actual carriage, would be considerably reduced.

4. SCHOONER CONTROL. With the world wide shortage of shipping the Chairman explained that control as to the employment of all vessels was essential if the most economic use of available facilities were to be made, and that in the case of Italy, an average schooner lift had to be known and achieved, before additional tonnage could be allocated against the economic requirements of the country. This schooner lift had now been assessed at 30,000 tons a month, and now that the MEDO Schooner Control was to be abolished on an executive level, this figure would be taken as the schooner lift available when considering any requests that might be made for additional tonnage.

In order that these representatives from the North might be aware of the reasons for the application of control of the schooner fleet, as it existed up to the present, and the steps taken in that direction, Mr. Campbell/

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In order that these representatives from the North might be aware of the reasons for the application of control of the schooner fleet, as it existed up to the present, and the steps taken in that direction, Mr. Campbell/

Mr. Campbell explained the position in detail.

The allocation of all schooner tonnage previously under the MEDRO Schooner Control Committee, and also these schooners found in Northern waters, to the Italian Government, was at all times dependent on military requirements, and in reply to Mr. Taylor the Chairman stated that if at any time the schooner fleet were depleted or enlarged by reason of such requirements, the agreed figure of 30,000 tons would be varied accordingly.

As the schooner fleet which was now being allocated to the Italian Government for operation was required to lift civil cargoes within the Supreme Allied Commander's "disease and unrest" programme, Colonel Ackerley was of the opinion that the question of the release of these vessels should be deferred until the approval of the Chief Administrative Officer had been obtained. The Chairman explained that the Italian Government were responsible to Allied Commission for the fulfillment of the programme, but that the actual tonnage to meet such programme was allocated by Mediterranean Shipping Board and he therefore considered that until such time as the Supreme Allied Commander's "disease and unrest" programme were prejudicial, the shipping authorities should be allowed to put it into effect in whatever manner they deemed advisable.

5. "CAMBELL COMMITTEE" REPORT. The Chairman stated that this Report set out the policy which it was recommended should be followed when military organisations released ports in Italy to civil control and after perusal and consideration of the "Campbell Committee" Report - as amended - the Meeting stated they were in entire agreement with the policy laid down therein.

6. UNITED MARITIME AUTHORITY. This Authority had not yet commenced its work in the Mediterranean but the Chairman informed the Meeting that it was intended the offices of Zone 3, which comprised the whole Mediterranean, Red Sea, Black Sea and extended to West Africa, would at some future date be set up in Rome. He explained that at the close of the European War, it was the policy that vessels of the Allied Nations be released from the operational control of the Combined Shipping Adjustment Board and be returned to their respective Governments, who were contracting parties of the United Maritime Authority, so that their agreed programmes could be implemented, but that such vessels would be under requisition by their own Governments and would be placed back in the common pool which would be administered by the United Maritime Authority. After consultations that had taken place with Mr. Malloch and Allied Commission, the Chairman said he was prepared to recommend to London and Washington that Italy might be admitted to this Authority as an associate member of the Mediterranean Zone, provided the Italian Government would guarantee their complete co-operation in compliance with the decisions of the United Maritime Authority.

7. REQUISITION ON ITALIAN VESSELS. The Chairman reported that under the terms of the Cunningham - de Courvenay Agreement, the Italian Government was at present committed to requisition all Italian vessels, for inclusion in the Allied pool, but he replied to Sir Mr. E. Goerni that, provided the vessels remained at the disposal of the Italian Government for Allied requirements, the Mediterranean Shipping Board would have no objection to different arrangements between the Italian Government and the shipowners being made should, at any later date, the terms be modified to admit such a procedure.

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OPENING SPEECH BY MR. J. CLESON GRAHAM, CHAIRMAN OF THE
MEDITERRANEAN SHIPPING BOARD, INTRODUCING
ADMIRAL, SIR J.D. CUNNINGHAM, COMMANDER IN CHIEF, MEDITERRANEAN.

Your Excellencies, Gentlemen,

As Chairman of the Mediterranean Shipping Board, and in collaboration with my American colleague, Mr. Kallouch, who I regret to say is indisposed, but who is represented here today by Mr. Nicol, his deputy, I would explain to you that we act as advisors to the Commander in Chief, Mediterranean on shipping matters, and at the same time represent the Combined Shipping Adjustment Board of the Allied Nations.

On the liberation of the Northern part of Italy, we felt it good that the Commander in Chief should speak to you on certain aspects as they affect Merchant Shipping. In introducing to you Admiral Sir John D. Cunningham, Commander in Chief in the Mediterranean, I have also to express our gratitude to him for coming in person. I have also to express our pleasure and thanks to Admiral Stone, the Chief Commissioner of the Allied Commission, for coming to this Meeting, and thank the Italian Minister of Marine, Admiral de Courten, for placing his offices at our disposal.

ROME.

30th May, 1945.

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R O M E.

30th May, 1945.

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ADDRESS BY THE COMMANDEUR-IN-CHIEF, MEDITERRANEAN
TO ITALIAN SHIPWRECKERS.

Your Excellencies, Gentlemen,

I am glad to welcome this reunion of the Mercantile interests of Northern and Southern Italy - so long separated, but now, I am pleased to learn, united in a common effort to assist in dealing with the vast problems which face not only Italy but the remainder of Europe, and indeed, the whole world.

It is my duty to accept from your Government in the name of the Supreme Allied Commander, the merchant shipping and craft on your seas and in your harbours and on the stocks in your building yards, under the agreement signed by the Admiral of the Fleet Sir Andrew Cunningham and your Minister of Marine, Admiral de Courten. I am pleased to recall to you that under the terms of that Agreement certain other duties were provided to be performed by your Minister of Marine, and I am happy to record that these have been fulfilled and efficiently carried out.

In accepting these vessels I would remind you that they are placed in the common pool of shipping and controlled as to employment by the Combined Shipping Adjustment Board. That Board is represented in this area by Representatives of the War Shipping Administration of the United States of America and the British Ministry of War Transport, who also act on the Mediterranean Shipping Board as my advisers on the use and operation of all merchant shipping in the Mediterranean.

These same Representatives will deal with you, Gentlemen, on my behalf and on behalf of the Combined Shipping Adjustment Board on all matters connected with merchant shipping, and I am happy to have been given to understand that they can look for earnest co-operation on your part.

It has been accepted as a principle by all the countries engaged in the task which we have now partially completed, that unification of Shipping Control is a necessity, if success is to be secured. The success so recently achieved has proved the soundness of this principle and is the reward for its loyal acceptance. I need not emphasise that all is not yet over. There are still gigantic tasks ahead of us and the acceptance of unification of control is still essential if our labours in that direction are not to be wasted.

Organisations have been created within your Ministry of Marine which have done their best to fulfil the duties entrusted to them, but there can be no doubt that they will be enriched by the additional experience and assistance which you, Gentlemen, will now be able to give them.

Certain features will arise, and are bound to arise, which shipping people who are renowned for their independence of thought may find irksome and with which they may find fault in their hearts. But over these long five years shipping men of other nations have had to accept similar experiences and have found their salvation in the righteousness of their endeavours, and their reward has been the success which has crowned them. You, too, must find your salvation in obedience to the agreed principles and in loyal endeavour to assist in the solution of the tasks which lie ahead of you.

I/.....

... attempt to assist in dealing with the vast problems which face not only Italy but the remainder of Europe, and indeed, the whole world.

It is my duty to accept from your Government in the name of the Supreme Allied Commander, the merchant shipping and craft on your seas and in your harbours and on the stocks in your building yards, under the agreement signed by the Admiral of the Fleet Sir Andrew Cunningham and your Minister of Marine, Admiral de Courten. I am pleased to recall to you that under the terms of that Agreement certain other duties were provided to be performed by your Minister of Marine, and I am happy to record that these have been fulfilled and efficiently carried out.

In accepting these vessels I would remind you that they are placed in the common pool of shipping and controlled as to employment by the Combined Shipping Adjustment Board. That Board is represented in this area by Representatives of the War Shipping Administration of the United States of America and the British Ministry of War Transport, who also act on the Mediterranean Shipping Board as my advisers on the use and operation of all merchant shipping in the Mediterranean.

These same Representatives will deal with you, Gentlemen, on my behalf and on behalf of the Combined Shipping Adjustment Board on all matters connected with merchant shipping, and I am happy to have been given to understand that they can look for earnest co-operation on your part.

It has been accepted as a principle by all the countries engaged in the task which we have now partially completed, that unification of Shipping Control is a necessity, if success is to be assured. The success so recently achieved has proved the soundness of this principle and is the reward for its loyal acceptance. I need not emphasize that all is not yet over. There are still gigantic tasks ahead of us and the acceptance of unification of control is still essential if our labours in that direction are not to be wasted.

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If.....

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

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- 2 -

I understand that you are proceeding today to examine your future work and the details of the organization required to implement your duties. I look forward to see that this work is well and thoroughly done.

Thank you.

ROME

30th May, 1945.

5190

DICHIARAZIONI DEL MINISTRO DELLA MARINA ALLA RIUNIONE
DELL'ARMAMENTO ITALIANO.

Desidero anzitutto dare il benvenuto cordiale ed esprimere i vivi ringraziamenti della Marina mercantile e miei al Comandante in capo navale del Mediterraneo, al Presidente del Nello, al Capo della Commissione alleata ed a tutte le altre autorità che parteciperanno a questa riunione.

Desidero in particolare esprimere a Sir John GURRINGHAM la mia gratitudine per le parole con le quali egli, nell'atto di innettere simbolicamente nel pool comune del naviglio mercantile la flotta mercantile di tutta l'Italia, ormai riunita nella sua integrità nazionale, ha voluto dare il suo apprezzato riconoscimento alla realtà e allo spirito fattivo con cui sono stati applicati gli accordi conclusi a suo tempo fra Sir Andrew GURRINGHAM e me. Tale riconoscimento fa soprattutto diretto all'armamento ed alla gente di mare italiani che, in ogni circostanza hanno dimostrato chiara comprensione delle necessità nazionali e hanno aderito a quei principi di unificazione del controllo sul traffico, che sono stati volentieri accettati, anche se a costo di qualche sacrificio degli interessi individuali, come premessa indispensabile di quello che era e rimane lo scopo supremo: la vittoria contro il comune nemico.

Questa comprensione e questa adesione sono state tanto più facilmente realizzabili in quanto hanno avuto le loro radici nella amicizia e nella reciproca stima che sono preziose tradizioni nei rapporti fra armamento e gente di mare dell'Italia e armamento e gente di mare del Gran Bretagna e degli Stati Uniti: e nostra ardente voto che la realtà presente valga a rafforzare e ad approfondire questi vincoli tradizionali.

Vorrei accennare che la Marina mercantile Italiana, in tutti i suoi ceti, confida sempre che la sua attività ed il suo spirito di dedizione, pur nello attuali, ridotte condizioni di consistenza della flotta mercantile, siano apprezzate dalle Nazioni Unite e valgano a dare all'Italia quei riconoscimenti morali e materiali, che sono necessari per la ricostruzione della nostra patria.

Vorrei anche mettere in rilievo l'urgente necessità che la numerosa gente di mare Italiana, della quale voi conoscete la capacità professionale, lo spirito di sacrificio e l'ardente amore di patria, possa, nel sempre crescente sviluppo dei traffici marittimi, trovare una forma che le consenta di dare in pieno il suo contributo alla guerra ed alla pace e trovare giusto appagamento ai suoi bisogni di vita.

Potete essere certi che anche in futuro, come finora, armamento e gente di mare italiani saranno sempre pronti a dare tutta la loro opera per facilitare il trionfo di quegli ideali, sui quali si fonda la speranza in un mondo laborioso e pacifico.

Desidero anzitutto dare il benvenuto cordiale ed esprimere i vivi ringraziamenti della Marina mercantile e miei al Comandante in capo navale del Mediterraneo, al Presidente del Consiglio, al Capo della Commissione alleata ed a tutte le altre autorità che partecipano a questa riunione.

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ROMA

30th May, 1945.

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APPENDIX "D".

RESPONSE TO THE SPEECH OF ADMIRAL SIR JOHN D. CUNNINGHAM,

COMMANDER-IN-CHIEF, MEDITERRANEAN, by ADMIRAL DE COURTEN,

MINISTER OF MARINE.

In the first place I wish to give a cordial welcome and express sincere thanks on behalf of the Merchant Navy and of myself to the Commander-in-Chief, Mediterranean Station, to the President of the MEDCO, to the Chief of the Allied Commission, and to all the other Authorities present at the meeting.

Today Sir John Cunningham is symbolically adding the entire Italian Merchant Fleet now united in its natural whole, to the common pool of merchant shipping. On this occasion I particularly wish to express to him my gratitude for his words in acknowledging the loyalty and the efficiency with which the terms of the agreement between Sir Andrew Cunningham and myself have been carried out. This acknowledgment is due chiefly to Italian shipowners and merchant seamen who, in all circumstances, have shown clear understanding of national requirements and full adherence to the principles of unified shipping control. Even at the cost of sacrificing some individual interests, these principles have been willingly accepted as a necessity for what was and remains the main purpose: victory over the common enemy.

This understanding and adherence have been so much more easily realised inasmuch as their original is to be found in the solid friendship and mutual esteem which constitutes a precious tradition in the relationships between Italian shipowners and seamen and British and United States shipowners and seamen. It is our sincere hope that this present reality may reinforce and deepen such traditions.

I would like to point out that all classes of men in the Italian Merchant Navy are constantly hoping that their activities and their loyal spirit will be appreciated by the United Nations, even in the present conditions of reduced consistency of the Merchant Fleet, and will bring Italy the moral and material acknowledgment necessary for the reconstruction of our country.

I would also like to draw your attention to the many Italian merchant seamen of whose professional capacity, spirit and patriotism you are aware, and to the urgent necessity that in the ever increasing world sea traffic they may find a way which will allow them the possibility of giving their full contribution both to the war effort and to peace, so enabling them to satisfy their necessities of life.

You can rest assured that also in the future, as has been the case up to the present, Italian shipowners and merchant seamen will always be ready to give all their collaboration in order to assist in the triumph of those ideals on which are founded the hopes of an industrious and peaceful world.

R O M E.

30th May, 1945.

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R O M E.

30th May, 1945.

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5112

SPEECH BY THE CHIEF COMMISSIONER, ALLIED COMMISSION

REAR ADMIRAL EMILIO W. STONE.

Your Excellencies, Gentlemen,

I have no prepared remarks to deliver. I should, however, like to express my gratitude at being present at this Meeting in an atmosphere which to a Navy man must naturally be gratifying, with Representatives of the Allied Navies and the Italian Mercantile Navy.

The performances of your Mercantile Navy are not unknown to me, either in my official capacity or personally, because I have travelled on Italian ships and I know that what Admiral de Courten has said about the ability and seamanship of Italian Officers and Seamen represents a tradition of many generations of seafaring people.

The role of the Allied Commission is one in a large part of representing Italian needs to the Allies to assist in the reconstruction of Italy. Since October 13th, 1943 when the Italian Government declared war on Germany, our role has been one of working together and on the defeat of the common enemy. Still more work needs to be done. At a time when the supplies, facilities and shipping are scarce in the world, our only hope of building a peace does not lie in the documents which we sign but in bringing a reasonable standard of living to the people of this Continent.

The problems of Italy are difficult - the problems of all countries in Europe are difficult, and I can assure you, Gentlemen, that the problems of the United States are not easy, but I am confident that in working together we can find a solution to your problems.

I am happy to meet you all.

ROME.

30th May, 1945.

785017

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ROME.

30th May, 1945.

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5153

Declassified E.O. 12356 Section 3.3/NND No. 785017SECRETCONCLUDING SPEECH BY MR. J. C. GARDNER, CHIEF,
MEDITERRANEAN SHIPPING BOARD.

Your Excellencies, Gentlemen.

I feel that we are all grateful to the Chairman in Chief, Mediterranean, to the Ministry of Shipping and Transport for the spirit which has been shown in the speeches which have been made at this meeting.

The Chairman in Chief, Mediterranean, has allowed us to examine certain details on an executive level. In your opinion I have to announce that the principles of the Italian Ministry of the Italian Merchant Fleet under the control of the Shipping Authorities, and also of these vessels allocated by the Shipping Authorities to the Ministry of Marine to manage the maritime shipping services required by the Allied Commission. The Chairman in Chief has accepted, and it has been agreed that we put it in effect. This will require considerable care and thought in regard to the shipping services will need to be co-ordinated with the Allied Commission. For the purpose of this meeting, by the kindness of Admiral de Courcy, the meeting at 3 p.m. this afternoon.

SECRET

J. C. GARDNER

0260

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

SECRETARY OF THE DEFENSE DEPARTMENT

Your Excellencies, Gentlemen

I feel that we are all entitled to the Commander in Chief, Mediterranean, to the Minister of Marine, the General Staff for the spirit which has been shown in the speeches which have been made, at this meeting.

The Commander in Chief, Mediterranean, has promised us to examine certain details on an executive level, and in your information I have to announce that the principle of the Mediterranean Fleet will be the control of the Italian Schooner Fleet unit, the maintenance of the Allied Shipping Authorities, and also of those vessels of interest by the Shipping Authorities to the Ministry of Marine to maintain the shipping services as required by the Allied Commission, the Commander in Chief, and it has been agreed that we put it in a separate unit, and require considerable care and thought in working out the details, and co-ordinated with the Allied Commission. On this subject we will meet again, by the kindness of Admiral de Courville, in the afternoon, this afternoon.

W. J. A. B.

20th Dec, 1945

(14)

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

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APPENDIX "G".

SPEECH BY MR. J. GINSON GRAHAM, CHAIRMAN OF THE MEDITERRANEAN SHIPPING BOARD AT THE CONTINUATION OF THE MEETING IN THE AFTERNOON.

Gentlemen,

You have before you the translation of the speech made to you by the Naval Commander in Chief and you have also before you the response made by your Minister of Marine.

I would be failing in my duty if I did not tell you at this time that certain features of the operation of Italian shipping have to be faced. You will appreciate that as things stand at the present your shipping has been handed over as part of the American task. It was agreed, however, that within the limits of the requirements of the Allied nations for the use of shipping, that Italian ships should be used for Italian needs and manned by Italian crews. The Mediterranean Shipping Board was tasked with these duties by the Commander in Chief, Mediterranean, and also by the Combined Shipping Adjustment Board in Washington and London.

We felt it necessary in the early days before the liberation of Northern Italy that your Minister of Marine should create some body of practical men to deal with the executive details in connection with the duties involved. We felt it necessary, however, in view of the fact that many of the questions arising would become inter-Governmental, that the head of any such body should be a prominent Italian Government official. Out of these deliberations has grown the organisation known as C.S.M.A. To some extent C.S.M.A. has lacked the co-operation of such ship owners as were available in the port of Italy with which we were at that time concerned. You will see from the Commander in Chief's remarks that he has asked the Government experience and assistance that should now be available. I sincerely trust that this co-operation will be obtained, as only by this means can we inform our Governments that all matters are going smoothly, and that you are carrying out the wishes of the Prime Minister of England, Mr. Churchill and the late President of the United States, Mr. Roosevelt, when they advised you to find your salvation in what Mr. Churchill so tritely put as "working your passage".

I would draw your attention, as our civil personnel note, to the fact that the civilian personnel who will assist you in this matter are, like myself, normally engaged in the shipping business of our countries. Our service to our countries has not been to our own personal interests, but to only those interests of our countries, and I feel that I have only to tell you this and you will realise the situation as it is at the moment, and will be, until the War in the Far East has reached a successful conclusion.

END

20th May, 1945.

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I would draw your attention, as our staff personnel note, to the fact that the civilian personnel who will assist you in this matter are, like myself, normally engaged in the shipping business of our countries. Our service to our countries has not been to our own personal interests, but to only those interests of our countries, and I feel that if I have only to tell you this and you will realise the situation as it is at the moment, and will be, until the war in the Far East has reached a successful conclusion.

E.O. 12812

30th May, 1945.

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

785017

HEADQUARTERS ALLIED COMMISSION
APO 394
Office of the Executive Commissioner

95

Ref. 5602/KC.

27th July 1945.

To: V.P.
Economic Section.

When I was at A.F.H.Q. yesterday Brigadier Henn
asked that your Section should be strongly represented
at the MEDBO weekly meetings on Tuesdays. Will you
therefore arrange for someone in your office with executive
powers to attend these meetings - rank is important.

M. S. LUSH

Brigadier.
Executive Commissioner.

See 96

PA 27/2

0266

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

785017

5602
HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

96

Tel: 460

JMA/ab

Ref: ES/6.00

51 July 1945

SUBJECT : Representation at the MEDPO Weekly Meetings

JUL 31 1945

TO : Executive Commissioner

95

1. Reference your 56.02/EC of 27 July 1945.
2. It is felt that the Economic Section is adequately represented at these meetings.
3. The head of the Shipping Branch of Movements Division of Transportation Sub-Commission (Major Lammann at present) attends all MEDPO weekly meetings. As frequently as possible and whenever matters of major importance are to be discussed, the Chief of the Movements Division of Transportation Sub-Commission (at present Lt. Col. Baker) attends these meetings.

Ad by G.C.

E. B. McHenry
E. B. MCHENRY
Brigadier General, US.
Acting Vice President

(Camp Akmalov)

see 1197-100

4/101

97.102

0267

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

785017

3602

102

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

Tel: 267

LED/sc

Ref: IS/6.00

9 August 1945

SUBJECT: AC Representation at MEDCO Weekly Meetings 10 AUG 1945

TO : C-5, AFHQ

See 101 - Folio 96 pages

1. The Executive Commissioner of AC has requested that your office be informed as to who will represent AC at the next two or three weekly meetings of MEDCO.

2. Such representations will be either the Director, Mr. Frank Upson (A), or Col. F. D. G. Buchanan, Transportation Sub-Commission (B), and Maj. Laraman.

FOR THE ACTING VICE PRESIDENT:

LDS

L. D. DUNSMITH
Colonel, FA
Chief Staff Officer

Copy to:

Sr. Com.
Supply Div.
Ind. S/C
Trans. S/C

see 11.103
PA
11/5

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

785017

SMA/1c

ALLIED COMMISSION
LIAISON OFFICE
BARI

Tel. 14152

Ref : LB/49/13

4th August, 1945

SUBJECT : Doubtful Activities.

TO : H.Q., 52 Area.

AUG 11 1945

The following letter received from Rear B.M.M. ALBANIA is forwarded to you for information as it relates to incidents at BRINDISI Port in which certain Albanian subjects were involved:-

" Subject : Doubtful Activities.

Allied Commission
Liaison Office
BARI.

Rear B.M.M. Albania
c/o HQ, 54 Area, GEF,
Date : 1 Aug 45
Ref : R/BM/660

1. Reference your LB/49 of 29 Jul, this letter and attached documents are acknowledged.

2. The matter has been fully investigated and reported to G-5 Section, A.F.M.C. Copies of all documents on the case have been forwarded for perusal.

3. The officer in charge of the Albanian Military Mission has been informed of the nature of the offence his men committed at his instigation. It has further been pointed out that if further cases of this kind arise the consequences to himself and the Mission will be serious.

/s/ HUBERT, Capt. G.S.
Rear B.M.M. Albania."

S. W. Miller

S. W. MILLER, Colonel,
Liaison Officer, A.C.,
BARI.

11 AUG 1945

Copy to : Comdr, 91 Garrison, BRINDISI.
A.P.M., 52 Area.

* Executive Commissioner, Hq, ALLIED COMMISSION, C.M.F.
V.P., Civil Affairs Section, Hq, ALLIED COMMISSION, C.M.F.

* Earlier reports sent to V.P. Civil Affairs Section

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

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C.S.O. for Ex. Comm97

Please see folio 95 & answer on folio 95

Eg 4 1/8. attn 1/8/55
98.

I will discuss with VP in his office

M 7/8

99.Spoke to Col Gensman. The Director
himself will go for next few meetings.
Please tell G.S.

DD/4/8

100C.S.O.

Do you wish to take the action indicated in Min 99.?

attn 5/8

101

5181

No - but see that Lem Seabin' does.

Eg 7/8.

Done 103
see 102
10/8

C.S.O.:

23

Subject: Resume of Minutes of Extraordinary Meeting of the Mediterranean Shipping Board. 30/31 May.

1. Admiral Sir John D. Cunningham, O-in-C Med., stated it was his duty under the Cunningham-de Courten agreement to accept from the Italian Government merchant shipping and craft in Italian waters and ports as well as in yards. All craft should be placed in Combined Shipping Pool under control of Combined Shipping Adjustment Board.
2. Comitato Italiano Cestione Navi: It was suggested CO.GE.NA. be re-organized to include representatives from shipping interests in North Italy and renamed in view that operations will be by the Italian Govt under supervision of Allied authorities; however, administrative duties would be the responsibility of CO.GE.NA.
3. Schooner Control: Chairman stated that schooner control was essential if the most economic use of available facilities was to be made, and that an average schooner lift would have to be known and achieved before additional tonnage could be allocated.
4. "Campbell Committee" Report: Chairman stated this report recommended a policy to be followed when military organizations released Italian ports to civil control. The Committee seemed to be in agreement with the policy laid down.
5. United Maritime Authority: This authority had not yet started to work in the Mediterranean but it was intended that the offices of Zone 3 (which comprises the Mediterranean, the Red and the Black Seas to North Africa) would be set up in Rome. The Chairman explained that at the close of the European war the policy was that vessels of Allied nations be released from operational control of Combined Shipping Adjustment Board and returned to their governments who were contracting parties of the United Maritime Authority so that their agreed programmes could be implemented but that as such vessels would be under requisition by their own governments they would be placed back in the common pool which would be administered by the United Maritime Authority. After consultations it was recommended to London and Washington that Italy might be admitted to this Authority as an associate member of the Mediterranean Zone provided the Italian Government guaranteed their complete co-operation in complying with this instrument.
6. Requisition of Italian Vessels: Chairman reported that under the terms of the Cunningham-de Courten Agreement, the Italian Government was committed to requisition all Italian vessels for the Allied pool, but provided the vessels remained at the disposal of the Italian Government for Allied requirements, the Mediterranean Shipping Board had no objection to different arrangements between the Italian Govt and shipowners being made.

13 June 45

Chief Commissioner.

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

785017

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2/4/45
14/6

94

2. Comitato Italiano Gestione Navi: It was suggested CO.GE.NA. be re-organized to include representatives from shipping interests in North Italy and renamed in view that operations will be by the Italian Govt under supervision of Allied authorities; however, administrative duties would be the responsibility of CO.GE.NA.

3. Schooner Control: Chairman stated that schooner control was essential if the most economic use of available facilities was to be made, and that an average schooner lift would have to be known and achieved before additional tonnage could be allocated.

4. "Campbell Committee" Report: Chairman stated this report recommended a policy to be followed when military organizations released Italian ports to civil control. The Committee seemed to be in agreement with the policy laid down.

5. United Maritime Authority: This authority had not yet started to work in the Mediterranean but it was intended that the offices of Zone 3 (which comprises the Mediterranean, the Red and the Black Seas to North Africa) would be set up in Rome. The Chairman explained that at the close of the European war the policy was that vessels of Allied nations be released from operational control of Combined Shipping Adjustment Board and returned to their governments who were contracting parties of the United Maritime Authority so that their agreed programmes could be implemented but that as such vessels would be under requisition by their own governments they would be placed back in the common pool which would be administered by the United Maritime Authority. After consultations it was recommended to London and Washington that Italy might be admitted to this Authority as an associate member of the Mediterranean Zone provided the Italian Government guaranteed their complete co-operation in complying with this instrument.

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13 June 45

*CC 24/4/45 5150
14/6*

9H

Chief Commissioner.

The attached is submitted for your approval/information/signature.

Mr 15/6

CC noted own file copy. PB

(15)

0/272

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

785017

82.

C.S.O.:

1. See folio 80, stating that Italian shipping allocated to coastwise trade will operate under control of CO.GE.NA, subject to overall supervision of MEDBO and that freight rates will be entirely responsibility of Italian Government. The Italian Ministry of Marine is asked to compile rates for approval of AC to be put into effect with the minimum of delay.
2. Folio 79 shows proposed provisional schedule for the first twelve vessels.
3. Folio 81 is Marine Ministry's interim reply, confirming this and stating that the rates will be soon submitted to AC.

28 April 45.

5/28/4

943
Major.

83

666

Please note only, Shipping (shipping) are still required from Ports under 179
Military Control. - all others are being received thru Ital Min of Marine.

Calhoun 11/5/45

179
11 May

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

785017

45.

TO: C.O.S.

1. Please see folio at 42, subject "Organization of the Schooner Situation". This memo summarizes the concurrence that has been reached with Medbo and instructions to Transportation S/C as to control of schooner movement.

2. The outline of the plan at 41 envisages:

- a) Definite control of movement by Transportation S/C who will direct Cogena to carry out the approved operations.
- b) Certain vessels will be assigned regular runs.
- c) Bids from Regions will come up from Italian sources through Regional HQ.

Trans. S.C. Com.

3. The plan appears well drawn and Econ-Sec will be instructed to see that the necessary instructions are circulated.

4. Investigation of Cogena. C.A. Sec have undertaken to request that an investigation of Cogena be made under the aegis of AMIQ.

12 Dec 44

WV 14/44

L

encl.
certain

64

13/12

Col.

~~CO~~: for COS to see folio 63: Econ. Sect.'s reply to his query (folio 38) of 8/1

Civil Affairs Ship (p/s) are
apparently in short supply.
C.A.S. meeting. WV 9/1/45

S
8/1

Cos

70.

~~CO~~: Reference folios 65-69: Report on Schooner Operation:

- 1) Para. 2 of folio 69 shows procedure on bidding for schooner space.
- 2) Info on MEDBO is side-lined in red on folio 68 to see 4/3/45
- 3) A further report follows (see para. 4). See folio 65 which is a resume of schooner situation. 2/1

SEEN & NOTED BY COS & CC. 10/1

0 2 7 4

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

785017

14.

TO : C.S.O.

Reference signal at p. 5 and reply at p. 9 it is clear that Transportation S/C was not consulted prior to dispatch of signal to AFMC as agreement had been reached with Director General of Mercantile Marine and the Comitato Gestione Navi relative to the schooners over 36 tons and the sailing vessels which had been lying at Sardinia.

A copy of a preliminary draft which is being revised by Transportation S/C is attached at 11.

16 Nov 44

seen by eso

cup
12/4cup
Captain

5177

ALLIED COMMISSION - TRANSPORTATION SUB-COMMISSION

COMMISSIONE ALLEATA - SOTTOCOMMISSIONE PER I TRASPORTI

BID - REQUEST FOR SEA TRANSPORTATION - BID (RICHIESTA PER TRASPORTO VIA MARE)

Serial No. of Bid
 Numero progressivo della richiesta
 Date
 Leading Port
 Porto di caricazione
 Consignor
 Mittente
 Address
 Indirizzo
 City
 Città
 Tel. No.
 Num. di Tel.

Description & weight of Commodity and how packed Descrizione e peso della merce e dell'imballaggio	Date loading can commence Data alla quale si può iniziare la caricazione	Amount that can be loaded per day Quantitativo che può essere caricato giornalmente	Total tonnage Tonnellaggio totale	Measurement in cu. metres Misure in metri cubici

Only one consignment to be shown on each bid
 Ogni richiesta serve per una sola destinazione

Consignee
 Destinatario
 Address
 Indirizzo
 Discharging Port
 Porto di scarico
 Province
 Provincia

Full reason why transportation is required
 Ragioni complete per le quali si fa richiesta di trasporto

LIMITATION: Sea transportation must be limited to Allied Military Traffic plus only such MINIMUM traffic as is necessary to the life of the Community and essential war industry. Before requesting sea transportation AC officers and consigners must determine conclusively that proposed movement is necessary in accordance with the foregoing.

LIMITAZIONE: Il trasporto marittimo deve essere limitato al traffico militare alleato più quel MINIMO di traffico civile che è necessario per la vita della comunità e per le industrie belliche essenziali. Prima di richiedere il trasporto marittimo, gli ufficiali dell'AC e i mittenti devono stabilire in modo conclusivo che il movimento richiesto è necessario, tenendo presente quanto precede.

Observations of the Office forwarding the bid
 Osservazioni dell'Ufficio che inoltra la richiesta

5170

0278

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

785017

Serial No. of Bid Date
Numero progressivo della richiesta
Landing Port
Porto di caricazione
Consignor
Mitente
Address City Tel. No.
Indirizzo Città Num. di Tel.

Description & weight of Commodity and how packed Descrizione e peso della merce e dell'imballaggio	Date loading can commence Data alla quale si può iniziare la caricazione	Amount that can be loaded per day Quantitativo che può essere caricato giornalmente	Total tonnage Tonnellaggio totale	Measurement in cu. metres Measure in metri cubici

Only one consignment to be shown on each bid
Ogni richiesta serve per una sola destinazione

Consignee Address
Destinatario Indirizzo
Discharging Port Province
Porto di scarico Provincia
Full reason why transportation is required
Ragioni complete per le quali si fa richiesta di trasporto

LIMITATION: Sea transportation must be limited to Allied Military Traffic plus only such MINIMUM traffic as is necessary to the life of the Community and essential war industry. Before requesting sea transportation AC officers and consignors must determine conclusively that proposed movement is necessary in accordance with the foregoing.

LIMITAZIONE: Il trasporto marittimo deve essere limitato al traffico militare alleato più quel MINIMO di traffico civile che è necessario per la vita della comunità e per le industrie belliche essenziali. Prima di richiedere il trasporto marittimo, gli ufficiali dell'AC e i mittenti devono stabilire in modo conclusivo che il movimento richiesto è necessario, tenendo presente quanto procede.

Observations of the Office forwarding the bid
Osservazioni dell'Ufficio che inoltra la richiesta

5170

Signed Date
Firmato Data
Regional Commissioner's decision Priority
Decisione del Commissario Regionale Priorità

THE FOLLOWING QUESTIONS MUST BE ANSWERED:

Bisogna rispondere alle seguenti domande:

1. Has transportation to Port and loading labour been arranged?
Si è provveduto per il trasporto al porto e per la mano d'opera per la cauzione?
2. Have the necessary arrangements been made for prompt discharge?
E' stato accertato che il destinatario può scaricare celeremente?
3. Have you an Export permit?
Avete ottenuto un permesso di esportazione?
4. Who will pay freight?
Chi pagherà il nolo?
5. When is shipment required?
Per quale epoca è richiesto l'imbarco?

NOTE:

- (a) This form will in all cases be submitted in triplicate to the Office of the AC Regional Commissioner, of the region of export, through the Provincial Chamber of Commerce.
 - (b) The form in duplicate will be submitted, by the AC Regional Commissioner, direct to HQ Transportation Sub-Commission, and instructions will be given to COGENA, to set up the movement.
 - (c) Notification of the name and E.T.A. of the ship allocated will be made to the Consignor (unless some other person is specifically nominated in the Bid by COGENA, who will collect freight charges.
 - (d) THE CONSIGNOR MUST MAKE ALL ARRANGEMENTS FOR DELIVERY TO PORT, LOADING AND DISCHARGE.
 - (e) WINE MUST NOT BE SHIPPED IN A MIXED CARGE.
- (a) Questo modulo in tutti i casi dovrà essere presentato in triplicato all'ufficio del Commissario Regionale della regione dalla quale si origina l'esportazione, per il tramite della Camera di Commercio.
 - (b) Il modulo in duplicato dovrà essere sottoposto, dal Commissario Regionale AC al Quartiere Generale Sotrocom-missione per i Trasporti, che a sua volta darà istruzioni al COGENA, per ordinare l'assegnazione di spazio sulle navi.
 - (c) Al destinatario saranno comunicati da parte del COGENA, il nome della nave e la data presumibile di arrivo, a meno che sul modulo di richiesta non sia specificatamente delegata altra persona: lo stesso COGENA riscuoterà il nolo.
 - (d) IL MITTENTE DEVE PREDISPORRE OGNI COSA PER LA CONSEGNA DELLE MERCI AL PORTO, LA CARICAZIONE A BORDO E LA DISCARICA.
 - (e) NON SI DEVE MAI SPEDIRE VINO INSIEME CON CARICO MISTO.

785017

66 S R 2 **ALLIED COMMISSION - TRANSPORTATION SUB-COMMISSION**

COMMISSIONE ALLEATA - SOTTOCOMMISSIONI PER I TRASPORTI

BID - REQUEST FOR SEA TRANSPORTATION - BID **(RICHIESTA PER TRASPORTO VIA MARE)**

Serial No. of Bid Date
 Numero propositivo della richiesta Data
 Loading Port
 Porto di caricazione
 Consignor
 Mittente
 Address
 Indirizzo
 City
 Città
 Tel. No.
 Num. di Tel.

Description & weight of Commodity and how packed Descrizione e peso della merce e dell'imballaggio	Date loading can commence Data alla quale si può iniziare la caricazione	Amount that can be loaded per day Quantitativo che può essere caricato giornalmente	Total tonnage Tonnellaggio totale	Measurement in cu. metres Misure in metri cubici

Only one consignment to be shown on each bid
 Ogni richiesta saive per una sola destinazione

Consignee
 Destinatario
 Address
 Indirizzo
 Discharging Port
 Porto di scarico
 Province
 Provincia

Full reason why transportation is required
 Ragioni complete per le quali si fa richiesta di trasporto

LIMITATION: Sea transportation must be limited to Allied Military Traffic plus only such MINIMUM traffic as is necessary to the life of the Community and essential war industry. Before requesting sea transportation AC officers and consi-gars must determine conclusively that proposed movement is necessary in accordance with the foregoing.

LIMITAZIONE: Il trasporto marittimo deve essere limitato al traffico militare alleato più quel MINIMO di traffico civile che è necessario per la vita della comunità e per le industrie belliche essenziali. Prima di richiedere il trasporto marittimo, gli ufficiali dell'AC e i mittenti devono stabilire in modo conclusivo che il movimento richiesto è necessario, tenendo presente quanto precede.

Observations of the Office forwarding the bid
 Osservazioni dell'Ufficio che inoltra la richiesta

5173

Declassified E.O. 12356 Section 3.3/NND No. 785017

0 2 7 8

Serial No. of Bid
Numero progressivo della richiesta

Date
Data

Loading Port
Porto di caricamento

Consignor
Mitente

Address
Indirizzo

City
Città

Tel. No.
Num. di Tel.

Description & weight of Commodity and how packed Descrizione e peso della merce e dell'imballaggio	Date loading can commence Data alla quale si può iniziare la caricazione	Amount that can be loaded per day Quantitativo che può essere caricato giornalmente	Total tonnage Tonnellaggio totale	Measurement in cu. metres Misure in metri cubici

Only one consignment to be shown on each bid
Ogni richiesta serve per una sola destinazione

Consignee
Destinatario

Address
Indirizzo

Discharging Port
Porto di scarica

Province
Provincia

Full reason why transportation is required
Ragioni complete per le quali si fa richiesta di trasporto

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5/73

Observations of the Office forwarding the bid
Osservazioni dell'Ufficio che inoltra la richiesta

Signed
Firmato

Regional Commissioner's decision Priority
Decisione del Commissario Regionale Priorità

Signed
Firmato

Date
Data

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

785017

0279

THE FOLLOWING QUESTIONS MUST BE ANSWERED:

Bisogna rispondere alle seguenti domande:

1. Has transportation to Port and loading labour been arranged?
Si è provveduto per il trasporto al porto e per la mano d'opera per la caricazione?
2. Have the necessary arrangements been made for prompt discharge?
E' stato accertato che il destinatario può scaricare celermente?
3. Have you an Export permit?
Avete ottenuto un permesso di esportazione?
4. Who will pay freight?
Chi pagherà il nolo?
5. When is shipment required?
Per quale epoca è richiesto l'imbarco?

NOTE:

- (a) This form will in all cases be submitted in triplicate to the Office of the AC Regional Commissioner, of the region of export, through the Provincial Chamber of Commerce.
 - (b) The form in duplicate will be submitted, by the AC Regional Commissioner, direct to HQ Transportation Sub-Commission, and instructions will be given to CO.GE.N.A. to set up the movement.
 - (c) Notification of the name and E.T.A. of the ship allocated will be made to the Consignor (unless some other person is specifically nominated in the Bid by CO.GE.N.A., who will collect freight charges.
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 - (e) WINE MUST NOT BE SHIPPED IN A MIXED CARGE.
- (a) Questo modulo in tutti i casi dovrà essere presentato in triplicato all'ufficio del Commissario Regionale della regione dalla quale si origina l'esportazione, per il tramite della Camera di Commercio.
 - (b) Il modulo in duplicato dovrà essere sottoposto, dal Commissario Regionale AC al Quartiere Generale Sottocommissione per i Trasporti, che a sua volta darà istruzioni al CO.GE.N.A. per ordinare l'assegnazione di spazio sulle navi.
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 - (d) IL MITTENTE DEVE PREDISPORRE OGNI COSA PER LA CONSEGNA DELLE MERCI AL PORTO, LA CARICAZIONE A BORDO E LA DISCARICA.
 - (e) NON SI DEVE MAI SPEDIRE VINO INSIEME CON CARICO MISTO.

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

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0280

65/

Italian Schooners

Aide Memoir

At the outset the problem was one of instituting a measure of control into a fleet of vessels which had defied any attempts at control prior to the Italian Armistice. In fact, the then Under Secretary of Marine stated that the schooner fleet was uncontrollable.

In agreement with the general policy dictated by MEDBO toward deep sea and inter-Mediterranean trading vessels under the Italian flag, it was decided that the Italians themselves should run their own vessels under the direction of MEDBO on behalf of the Allied Commander-in-Chief.

For various reasons it soon became apparent that the Italians were either unable or unwilling to form their own control. The black market freights offering proved too great a temptation for the average schooner owner or master. MEDBO (Italy) therefore on 14th December 1943 approached the Allied Naval Authority to order through the Italian Navy that all schooners not chartered to the Allies or on Allied service to present themselves at certain named ports within a given time, the 31st December 1943 was given as the dead line date. This order was not obeyed and little was achieved.

On 21st January 1943 a paper was issued by MWT/WSA under the heading of the Shipping Sub-Commission outlining a scheme for the control of schooner cargoes. This scheme was approved by FOTALI and FOWIT, but although A.C.C. was requested to comment, no comments were made.

G-in-C Med. was requested to instruct his NOICs in ports in Italy to register and number all schooners and a signal to this effect was made on 25th January 1943.

During this period of time when attempts were being made to gain physical control of the schooners, numerous authorities considered that they were entitled to retain private to fleets and there was evidence of strong antagonism to the control which was being exercised by H.Q. This antagonism continued for into the summer months and indeed, to a certain extent, still exists today.

In the early months of the year strenuous efforts were made to force the Italian Merchant Marine to form an operating committee who would function along similar lines to Italian shipping as M.W.T. does to British. This suggestion was evaded by Admiral Barone, Under Secretary of the Merchant Marine, and it was eventually necessary to have him removed from office in May.

On the appointment of Lt.Gen. Matteini as Director General of the Italian Merchant Marine on Admiral Barone's dismissal, control became noticeably stricter at the same time CO.GE.NA. (the operating committee) commenced to function in its intended manner.

On 19th February A.C.C. re-issued Mov. A.F.H.Q. Adv. Working Instruction No. 18, Control of Schooners of 31st January 1944, which set out the manner of bidding for schooner tonnage. This instruction was honoured more in the breach than in the execution, and several months elapsed before schooner "users" learned to bid through the proper channel.

Medbo Schooner Control have consistently and correctly declined to accept any bids for schooners or schooner tonnage unless the proper machinery was used. This stand resulted in considerable dissatisfaction with the

In agreement with the general policy dictated by MEDBO toward deep sea and inter-Mediterranean trading vessels under the Italian flag, it was decided that the Italians themselves should run their own vessels under the direction of MEDBO on behalf of the Allied Commander-in-Chief.

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Medbo Schooner Control have consistently and correctly declined to accept any bids for schooners or schooner tonnage unless the proper machinery was used. This stand resulted in considerable dissatisfaction with the user sub-commissions of A.C.C. despite almost continuous requests for firm programmes.

As matters stand today, machinery does exist which can allocate cargoes to schooners in an orderly manner, this organisation working as Medbo Schooner Control and CO.GE.NA. Admittedly full control of the schooner fleet has not been achieved, but it must be conceded that 75 % to 80 % of the fleet are

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785017

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amenable to discipline. It is doubtful if, without drastic disciplinary powers, the remaining 20 % to 25 % will ever come to heel.

To correct the confusion existing today, and to utilise the fleet to the possible maximum control, "tonnage bidding" appears more important than "schooner control".

Campbell

D.M.W.T.R. (MED.)

0284

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

785017

5602 *Handwritten*

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

(63)

per 81 P/A

AMMcC/mi

Tel: 550

AC/29/49/TN/S

SUBJECT: G-4 (Mov & Tn) Weekly Report on
Movements, dated 26 Nov. '44.

4 January '45

JAN - 7 1945

38

TO : Chief of Staff

1. Reference your Memo. dated 2 December '44, No. 5602/38/COS, the general term "Civil Affairs Ships to Southern France" is admitted by G-4 (Mov & Tn) to have been rather loosely used in this case.

2. No civil affairs ships, as such, are available for Southern France.

3. All bids for cargo for Southern France on civil affairs a/c are passed thru the same machinery as AC bids, and the same shipping pool provides vessels for both Southern France and Italy.

4. In view of the present world shipping shortage and the operational requirements of the Services, it is not possible to set up an organization of civil affairs ships for Italy.

L.D. Densmore
L.D. Densmore,
Colonel, F.A.,
Acting D/Chief of Staff,
Economic Section.

5113

see Minute 64

MA
P/A

0285

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

785017

5602-10

62

ANMCC/td

yes

HEADQUARTERS ALLIED COMMISSION
APC 394
Office of the Chief of Staff

JAN - 6 1945

Tele : 478704

5 January 1945

Our ref.: AC/29/5/Tn/3

SUBJECT : Routing of Naval Craft by AC/ANG Officers

TO : Regional Commissioners:

Sicilia, Sardegna, Southern, Lazio-Umbria, Abruzzi-Marche,
Toscana, Emilia, Liguria, Piemonte, Lombardia, Venezia.

1. C in C MED. has reported an instance of a Naval Craft being diverted from its proper route by an ANG Officer.

2. C in C MED. desires it to be made clear that all questions relating to the movement of Naval Craft are directed by the Naval Officers-in-charge of the different ports and areas. Any requests for alterations in routing or movement of Naval Craft which AC/ANG may wish to make must be submitted through these officers, who, if they approve, will issue the necessary instructions.

3. You are therefore requested to arrange that appropriate instructions are issued to ensure that Officers do not in the future direct the routing of Naval Craft.

by Command of Rear Admiral Stone:

Brigadier
Chief of Staff

5172

Copy to : G-4 (Mov & Tn)

G-5 letter 361.1 dated 27 Dec. '44 refers.

Folio 100 on file 520/cas refers

0286

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

785017

Ref. 5602/61/COS.

Tel. 451

4 January 1945

SUBJECT: Schooners for Fiumicino Traffic.

TO : Economic Section.

1. Reference cable from Transportation B/C to Southern Region AC for Medbo No 9106 of 2 Jan 45.

2. Please keep this office informed as to progress in beginning such coal traffic via schooners to Fiumicino.

3. Information as to results obtained from proposed trial run of 1.5 meter draught vessels to Rome via Fiumicino is also desired if and when available.

[Signature]
4 Chief Staff Officer,
To the Chief of Staff.

5171

BU
10/1
Noted 81.

W.

0 2 8 7

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

785017

SECRET

Tel: 451

21 December 1944.

Ref: 5602/= /003

SUBJ: Shipping.

TO : Economic Section.

The attached copies of AFHQ cables No. FX 70117 dated 17 Dec 44 and F 70848 dated 18 Dec 44 are passed to you for your information and retention.

Chief Staff Officer,
To the Chief of Staff.

Incl:
as above

5170

0288

Declassified E.O. 12356 Section 3.3/NND No. 785017

5602-1
C48 59
VFA
21/12
PA

HEADQUARTERS
SOUTHERN REGION, ALLIED ~~CONTROL~~ COMMISSION
OFFICE OF THE REGIONAL COMMISSIONER
APO 394

R/1304

18 December 1944

20 DEC 1944

SUBJECT: Imposition of Fines for Schooner Control.

TO: Headquarters, Allied Commission. ✓

1. Reference your 5602/49/COS of 15 December.
2. Thank you for your information.
3. We now await further news from the Civil Affairs Section.

JKD/jh


J. K. DUNLOP,
Brigadier,
Regional Commissioner.



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

785017

For filing on 5602/005
no action

16/12/44

[Signature]

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

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HEADQUARTERS ALLIED COMMISSION
ASG 394
Transportation Sub-Commission

Ref : AC/23/15/Tn/S

9 December 1944

SUBJECT : Bidding Procedure for Water
Transportation.

TO : Chief of Staff.

Ref. your 2203/6/403 dated 6 Dec., subject bid for U.N.R.R.A.
Shipping.Attached is a copy of AC Shipping Memorandum No. 2 which explains
the exact procedure for making bids for transportation by sea. It will be
noted that U.N.R.R.A. have received a copy of this instruction.MERRITT H. TAYLOR
DIRECTOR.

Enclosure : AC Shipping Memorandum No. 2

Copy to : Economic Section
U.N.R.R.A.
Mr. Keeney.

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ACTION COPY ON FILE 2208/COS
INFO " " " 5602/COS ✓

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

HEADQUARTERS ALLIED COMMISSION
APO 384
Transportation Sub-Commission

A.C. MEMORANDUM DI SPEDIZIONE NO. 2.

Procedura per il movimento di merci via mare.

1. Movimento di merci per destinazioni diverse che per il territorio Italiano:

Tutte le richieste debbono essere fatte dalla Commerce Sub-Commission, Foreign Trade Division che chiederà al Ministry of War Transport di trattare simili movimenti.

2. Movimento di merci per il territorio italiano.

1. Tutte le richieste saranno trattate dalla Transportation Sub-Commission, Shipping, Ports & Warehousing Division che disporrà per l'imbarco o su motovelieri dipendenti dal COCOMA, o su navi fornite da G-4 (Mov. & Tr.) AFHQ.

II. Il modulo di richiesta S.S.2, che è l'unico ufficiale per richiesta di trasporto via mare, è stato largamente distribuito e può essere ottenuto dalle seguenti fonti:

- Tutte le Sub-Commission
- A.C. Regional Headquarters
- Zone Supply Officers
- Unioni delle Camere di Commercio
- Camera di Commercio
- Sede centrale del CO-GE-NA
- Agenzia del CO-GE-NA
- Monopoli di Stato

Dettagliate informazioni possono essere ottenute dalle seguenti banche (Ufficio merci):

5167

PALERMO:	Banco di Sicilia, Banca Commerciale Italiana, Credito Italiano.
CATANIA:	" " " "
MESSINA:	" " " "
SIRACUSA:	" " " "
AGRIGENTO:	Banco di Sicilia
TRAPANI:	" " "
MARSALA:	" " "
TERMINI IMERSE:	" " "
LICATA:	" " "
NAPOLI:	Tutte le banche sopra citate più il Banco di Napoli.

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1. Movimento di merci per destinazioni diverse che per il territorio Italiano:

Tutte le richieste debbono essere fatte dalla Commerce Sub-Commission, Foreign Trade Division che chiederà al Ministry of War Transports di trattare simili movimenti.

2. Movimento di merci per il territorio italiano.

I. Tutte le richieste saranno trattate dalla Transportation Sub-Commission, Shipments, Ports & Warehousing Division, che si sporrà per l'imbarco o su motovelieri dipendenti del COGENA, o su navi fornite da G-4 (Mov. & Pa.) ARHQ.

II. Il modulo di richiesta S.E.2, che è l'unico ufficiale per richiesta di trasporto via mare, è stato largamente distribuito e può essere ottenuto dalle seguenti fonti:

Tutte le Sub-Commission
A.G. Regional Headquarters
Zone Supply Officers
Unioni delle Camere di Commercio
Camera di Commercio
Sede centrale del CO-GE-NA
Agenzia del CO-GE-NA
Monopoli di Stato

Dettagliate informazioni possono essere ottenute dalle seguenti Banche (Ufficio merci):

PALERMO:	Banco di Sicilia,	Banco Commerciale Italiana	5167
CATANIA:	"	"	"
MESSINA:	"	"	"
SIRACUSA:	"	"	"
AGRIGENTO:	Banco di Sicilia	"	"
TRAPANI:	"	"	"
MARSALA:	"	"	"
TERMINI IMERSE:	"	"	"
LICATA:	"	"	"
NAPOLI:	Tutte le banche sopra citate più il Banco di Napoli.	"	"
SALERNO:	"	"	"

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LIVORNE:	"	"	"	"
PAGLIA:	"	"	"	"
FELSARÀ:	"	"	"	"
ROMA: Banco di Sicilia, Banco di Napoli, Banco Commerciale Italiano, Credito Italiano, Banco di Santo Spirito.	"	"	"	"
CIVITAVECCHIA:	"	"	"	"

III. Il modulo di cui sopra dovrà essere compilato in triplice copia dal Mittente e dovrà essere sempre presentato per il tramite della competente Camera di Commercio all'A.C. Regional Headquarters dell' Regione dalla quale proviene l'esportazione.

IV. In nessun caso le richieste debbono essere presentate direttamente al CO-DE-NA o alla Transportation Sub-Commission, o mono che non si tratti di richieste provenienti da A.C. Sub-Commission o dai Monopoli di Stato, nel qual caso esse dovranno essere presentate direttamente alla Transportation Sub-Commission, semprechè questo avvenga nel pieno consenso dell'A.C. Regional Commissioner della Regione nella quale porta l'esportazione.

V. Le richieste per movimenti fino a 500 tonnellate saranno generalmente vagliate dalla Transportation Sub-Commission ed inviate al CO-GE-NA perché venga predisposto lo spazio a bordo e l'imbarco. Tutte le altre richieste saranno sottoposte all'approvazione del G-4 (Mov. & Tr.) Affq. alle Riunioni del Comitato, Precedenza Movimenti (P.O.M.) che vengono tenute ogni 10 giorni.

Se le richieste vengono approvate dalle suddette riunioni, la G-4 (Mov. & Tr.) AFHQ disporrà per l'imbarco informandone la Transportation Sub-Commission. Due a sei volte informerà i richiedenti.

vi. Si fa presente che di norma lo spazio a bordo non può essere posto a disposizione immediatamente, sia che si tratti di navi gestite dal CO-GE-NA., sia che si tratti di navi dell'APHC. Nel primo caso bisognerà attendere il proprio turno, mentre, nel secondo caso, nelle riunioni del P.O.M. che vengono tenute ogni 10 giorni, vengono prese in esame, con un mese di anticipo, le richieste per la corrispondente decade. Si farà ogni sforzo per esaminare immediatamente richieste urgenti, per fornitura di medicinali, trapianto, minestroni, K & V e simili.

VIII. I Noli saranno sempre incestuati dal CO-OP-NA.

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VII. Sul modulo di richiesta devono essere fornite le seguenti indicazioni:

- Numero progressivo della richiesta e data
- Porto d'origine
- Nome e indirizzo del mittente
- Descrizione e peso di ogni merce e descrizione dell'imballaggio
- Data alla quale possono essere iniziate le operazioni di imbarco
- Quantità che può essere caricata ogni giorno
- Tonnellaggio totale dell' merce
- Volume totale occupato dalla merce (in metri cubi)
- Nome e indirizzo del destinatario
- Porto di sbarco
- Dettagliati motivi per i quali si richiede il trasporto

Il mittente deve inoltre dichiarare:

Che è stato già provveduto per il trasporto della merce al porto e per la manovalanza per il carico a bordo.

Che sono state prese le necessarie disposizioni per un sollecito servizio.

Che egli è in possesso di regolare permesso di esportazione

Il nome della persona o ditta che pagherà il nolo.

Quando si richiede abbia luogo il trasporto.

IX. Per maggiore chiarezza si allega copia del modulo S.D.2.

X. Sull'appendice "A" si troveranno i periodi deceduti di cui al punto (VI), insieme con le corrispondenti date entro le quali la richiesta dovranno pervenire alla Transportation Sub-Commission.

Dette richieste vanno comprese in due categorie:

- a) Richieste per la zona di Roma e per le zone a sud di questa, poste sotto il controllo dell'AFHC.
- b) Richieste per le zone a nord di Roma, poste sotto il controllo dell'A.A.I.

Detta Appendice è distribuita solamente a:-

- Tutto la Sub-Commission
- A.C. Regional Headquarters
- Zone Supply Officer
- Unione delle Camere di Commercio
- Camera di Commercio
- Sede Centrale del CO-GE-NA
- Agenzia del CO-GE-NA
- Monopoli di Stato

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Contenimento totale della merce

Volume totale occupato dalla merce (in metri cubi)

Nome e indirizzo del destinatario

Porto di sbarco

Dettagliati motivi per i quali si richiede il trasporto

Il mittente deve inoltre dichiarare:

Che è stato già provveduto per il trasporto della merce al porto e per la manovalezza per il carico e bordo.

Che sono state prese le necessarie disposizioni per un sollecito scarico.

Che egli è in possesso di regolare permesso di esportazione

Il nome della persona o ditta che pagherà il nolo.

Quando si richiede abito luogo il trasporto.

IX. Per ragione d'urgenza si allega copia del modulo S.B.2.

X. Sull'appendice "A" si troveranno i periodi decedenti di cui al punto (VI) insieme con le corrispondenti date entro le quali le richieste dovranno pervenire alla Transportation Sub-Commission.

Detto richiama viene comprese in due categorie:

- a) Richieste per la zona di Roma e per la zona a sud di questa, poste sotto il controllo dell'ATHQ.
- b) Richieste per la zona a nord di Roma, poste sotto il controllo dell'A.A.I.

Detta Appendice è distribuita solamente a:-

Tutte le Sub-Commission
A.C. Regional Headquarters
Zone Supply Officer
Unione delle Camere di Commercio
Camera di Commercio
Sede Centrale del CO-GE-NA
Agenzia del CO-GE-NA
Monopoli di Stato

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Per Ordine del Comandante Stone

D.S. ADAMS

Colonel, C.E.

Director, Tn. Sub. Comm.

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APPENDICE "A".

Le richieste per movimento di merci via mare dovranno pervenire alla Transportation Sub-Commission entro le seguenti date:-

<u>Periodo decadale</u>	<u>Richieste per la zona di Roma e per le zone a Sud di queste, comprese le isole.</u>	<u>Richieste per le zone a Nord di Roma.</u>
6 - 15 Genn.	8 Dicembre 1944	4 Dicembre 1944
16 - 25 Genn.	18 " "	14 " "
26 Genn. - 4 Febb.	28 " "	24 " "
5 - 14 Febb.	7 Gennaio 1945	3 Gennaio 1945
15 - 24 Febb.	17 " "	13 " "
25 Febb. - 6 Marzo	27 " "	23 " "
7 - 16 Marzo	6 Febbraio	2 Febbraio
17 - 26 Marzo	16 " "	12 " "
27 Marzo - 5 Aprile	26 " "	22 " "
6 - 15 Aprile	8 Marzo	4 Marzo
26 Aprile - 5 Maggio	28 " "	24 " "
6 - 15 Maggio	7 Aprile	3 Aprile
16 - 25 Maggio	17 " "	13 " "
26 Maggio - 4 Giugno	27 " "	23 " "
5 - 14 Giugno	7 Maggio	3 Maggio
15 - 24 Giugno	17 " "	13 " "
25 Giugno - 4 Luglio	27 " "	23 " "
5 - 14 Luglio	6 Giugno	2 Giugno
15 - 24 Luglio	16 " "	12 " "

E indispensabile che vengano presentate richieste specifiche corredate di tutti i dettagli, e che le merci da trasportare siano già pronte per l'imbarco.

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TRANSPORTATION SUB-COMMISSION ON
APO 394
Transportation Sub-Commission

A.C. SHIPPING MEMORANDUM NO. 2.

Procedure for Movement of Goods by Sea.

1. MOVEMENT OF GOODS TO DESTINATION OTHER THAN ITALIAN TERRITORY.

All bids should be made by Commerce Sub-Commission, Foreign Trade Division, who will request the Ministry of War Transport to handle such Movements.

2. MOVEMENT OF GOODS TO ITALIAN TERRITORIES.

(i) All bids will be handled by Transportation Sub-Commission, Shipment, Ports and Warehousing Division, who will arrange shipment either in CO-GE-NA schooners or in vessels set up by 3 - 4 (Mov. & Tr.) AFHQ.

(ii) Bid Form SB 2, which is the official form for request for movement by sea, has been widely distributed and may be obtained from the following sources:-

- All Sub-Commissions
- A.C. Regional Headquarters
- Zone Supply Officers
- Unions of Chamber of Commerce
- Chambers of Commerce
- CO-GE-NA Head Office
- CO-GE-NA Agencies
- State Monopolies

Full instruction may be obtained from the following Banks (Goods Depts):-

PALERMO:-	Banco di Sicilia, Banco Commerciale Italiana, Credito Italiano
CATANIA:-	" " " 5104
MESSINA:-	" " "
SIRACUSA:-	" " "
ACRIS NTO:-	Banco di Sicilia
PORTO MENDOCCE:-	" " "
TRAPANI:-	" " "
MARSALA:-	" " "
TRIMINI LAROSE:-	" " "
LIO:TA:-	" " "
VAROLI:-	All above Banks and Banco di Napoli

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OF GOODS TO DESTINATION OTHER THAN ITALIAN TERRITORY.

All bids should be made by Commerce Sub-Commission, Foreign Trade Division, who will request the Ministry of War Transport to handle such Movements.

2. MOVEMENT OF GOODS TO ITALIAN TERRITORIES.

(i) All bids will be handled by Transportation Sub-Commission, Shipment, Ports and Warehousing Division, who will arrange shipment either in CO-GS-NA schooners or in vessels set up by G - 4 (Mov. & Tr.) AMHQ.

(ii) Bid Form GS 2, which is the official form for request for movement by sea, has been widely distributed and may be obtained from the following sources:-

All Sub-Commissions
A.C. Regional Headquarters
Zone Supply Officers
Unions of Chamber of Commerce
Chambers of Commerce
CO-GS-NA Head Office
CO-GS-NA Agencies
State Monopolies

Full instruction may be obtained from the following Banks (Goods Ports):-

PALERMO:-	Banco di Sicilia,	Banco Commerciale Italiana,-
CATANIA:-	"	Credito Italiano
MESSINA:-	"	"
SIRACUSA:-	"	"
AGRIGENTO:-	Banco di Sicilia	
POMPEO IMPROVVISI:-	"	
TRAPANI:-	"	
MARSALA:-	"	
TERMINI IMERESA:-	"	
LECCE:-	"	
NAPOLI:-	ALL above Banks and Banco di Napoli.	
SALERNO:-	"	

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CATANZARO:-Banco di Napoli, Banca Commerciale Italiana,-

Credito Italiano

REGGIO CALABRIA:-

COSENZA:-

TARANTO:-

BARI:-

LECCE:-

NOGGIA:-

PESCARA:-

ROMA:- Banco di Sicilia, Banco di Napoli, Banca Commerciale Italiana, Credito Italiano, Banco di Santo Spirito.

CIVITAVECCHIA:-

(iii) This form will be completed in triplicate by the Consignor and will in all cases be submitted through the Chamber of Commerce to the A.C. Regional Headquarters in the Region of export.

(iv) Bids must on no account be submitted direct to CO-GE-NA or to Transportation Sub-Commission, with the exception of bids from A.C. Sub-Commissions and State Monopolies who should submit them direct to Transportation Sub-Commission, always provided that such bids are submitted in full agreement with the AC. Regional Commissioner of the Region of export.

(v) Bids for movement up to 300 tons will generally be finally screened by Transportation Sub-Commission and sent to CO-GE-NA for setting up of shipping space.

All other bids will be submitted to G-4 (Mov. & Tr.) AFHQ. for approval at the Priority of Movement Meetings which are held every ten days.

If the bids are approved at these meetings, G-4 (Mov. & Tr.) will set up shipping and advise Transportation Sub-Commission, who will in turn advise the Bidders.

(vi) It is emphasized that shipping space cannot normally be set up immediately, either in the case of vessels operated by CO-GE-NA or in that of AFHQ vessels. In the first case it is a question of awaiting one's turn; in the second case, the P.O.M. meetings which are held every ten days, are dealing with a "Bid Period" a month ahead. Every effort will be made to deal immediately with Emergency Bids, for urgent supplies of Medical Stores, wheat, soap, M & V and the like.

(vii) ALL FREIGHT CHARGES WILL BE COLLECTED BY CO-GE-NA.

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(iii) This Form will be completed in triplicate by the Consignor and will in all cases be submitted through the Chamber of Commerce to the A.C. Regional Headquarters in the Region of export.

(iv) Bids must on no account be submitted direct to CO-GE-NA or to Transportation Sub-Commission, with the exception of bids from A.C. Sub-Commissions and State Monopolies who should submit them direct to Transportation Sub-Commission, always provided that such bids are submitted in full agreement with the AC. Regional Commissioner of the Region of export.

(v) Bids for movement up to 300 tons will generally be finally screened by Transportation Sub-Commission and sent to CO-GE-NA for setting up of shipping space.

All other bids will be submitted to G-4 (Mov. & Tr.) AFHQ. for approval at the Priority of Movement Meetings which are held every ten days.

If the bids are approved at these meetings, G-4 (Mov. & Tr.) will set up shipping and advise Transportation Sub-Commission, who will in turn advise the Bidders.

(vi) It is emphasized that shipping space cannot normally be set up immediately, either in the case of vessels operated by CO-GE-NA or in that of AFHQ vessels. In the first case it is a question of awaiting one's turn; in the second case, the P.O.M. meetings which are held every ten days, are dealing with a "Bid Period" a month ahead. Every effort will be made to deal immediately with Emergency Bids, for urgent supplies of Medical Stores, wheat, soup, M & V and the like.

(vii) ALL FREIGHT CHARGES WILL BE COLLECTED BY CO-GE-NA.

(viii) The following information must be given on the Bid Form:-

Serial No. of Bid and date
 Loading Port
 Name and address of Consignor.
 Description and weight of each commodity and how packed.
 Date loading can commence.
 Amount that can be loaded each day.
 Total tonnage
 Measurement in cubic metres
 Name and address of consignee
 Port of discharge
 Full reason why transportation is required.

The consignor must also state:-

That transportation to Port, and loading labour have been arranged.

That the necessary arrangements have been made for prompt discharge.

That he is in possession of an export permit.

The name of the person or firm who will pay freight. When shipment is required.

(ix) For ready reference, a copy of Bid Form S.B.2 is attached hereto.

(x) At Appendix "A" will be found the ten day maintenance periods, together with dates by which bids should be submitted to Transportation Sub-Commission.

These are classified under two headings:-

(a) Bids for Rome area and the South which are under ATHQ control.

(b) Bids for areas North of Rome, i.e. areas under control of A.A.I.

This Appendix is distributed only to:-

All Sub-Commissions
 A.C. Regional Headquarters
 Zone Supply Officers
 Unions of Chambers of Commerce
 Chambers of Commerce
 CO-CE-NA Head Office
 CO-CE-NA Agencies
 State Monopolies

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amount that can be loaded each day.

Total tonnage

Measurement in cubic metres

Name and address of consignee

Port of discharge

Full reason why transportation is required.

The consignor must also state:-

That transportation to Port, and loading labour have been arranged.

That the necessary arrangements have been made for prompt discharge.

That he is in possession of an export permit.
The name of the person or firm who will pay freight.
When shipment is required.

(ix)

For ready reference, a copy of Bid Form S.B.2 is attached hereto.

(x)

At Appendix "A" will be found the ten day maintenance periods, together with rates by which bids should be submitted to Transportation Sub-Commission.

These are classified under two headings:-

(a) Bids for Rome area and the South which are under ATHQ control.

(b) Bids for areas North of Rome, i.e. areas under control of A.A.I.

This Appendix is distributed only to:-

All Sub-Commissions
A.C. Regional Headquarters
Zone Supply Officers
Unions of Chamber of Commerce
Chambers of Commerce
CO-GE-NA Head Office
CO-GE-NA Agencies
State Monopolies

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By Command of Commodore Stone



D.S. ADAMS

Colonel, C.E.

Director, Tn.Sub.Comm.

DISTRIBUTION

Unions of Chambers of Commerce:-

Chambers of Commerce:-

Arenzo
Firenze
Grosseto
Livorno
Lucca
Massa
Pisa
Pistoia
Siena
Arezzo
Areoli
Macerata
Pesaro
Perugia
Terni
Frosinone
Littoria

Toscana
Abruzzi-Marche
Lazio-Umbria
Southern
Sicilia
Sardinia

Roma
Rieti
Viterbo
L'Aquila
Campobasso
Chieti
Pesceara
Teramo
Avellino
Benevento
Napoli
Salerno
Bari
Bisindisi
Puglia
Taranto
Lecce

Matera
Potenza
Catanzaro
Cosenza
Reggio Calabria
Agrigento
Caltanissetta
Catania
Enna
Messina
Palermo
Ragusa
Siracusa
Trapani
Cagliari
Nuoro
Cassari

Banks:-

Palermo: Banco di Sicilia, Banca Commerciale Italiana, Credito Italiano
Catania: " " " " " "
Messina: " " " " " "
Siracusa: " " " " " "
Agrigento: Banco di Sicilia
Porto Empedocle: " " " " " "
Trapani: " " " " " "
Marsala: " " " " " "
Termini Imerese: " " " " " "
Licata: " " " " " "
Napoli: Banco di Napoli, Banco di Sicilia, Banca Commerciale Italiana, Credito Italiano
Salerno: " " " " " "
Catanzaro: Banco di Napoli, Banca Commerciale Italiana, Credito Italiano
Reggio Calabria: " " " " " "
Cosenza: " " " " " "
Taranto: " " " " " "
Bari: " " " " " "
Lecce: " " " " " "
Foggia: " " " " " "

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Sardegna

Chambers of Commerce:-

Arezzo	Rome	Vaterra
Firenze	Pisti	Potenza
Grosseto	Viterbo	Catanzaro
Livorno	L'Aquila	Cosenza
Lucca	Campobasso	Reggio Calabria
Massa	Ciampi	Agrianto
Pisa	Pescara	Caltanissetta
Pistoia	Taranto	Catania
Sienna	Avellino	Enna
Ancona	Benevento	Messina
Ascoli	Napoli	Palermo
Macerata	Salerno	Ragusa
Pesaro	Bari	Siracusa
Perugia	Brindisi	Trapani
Terni	Foggia	Cagliari
Frosinone	Toronto	Nuoro
Livorno	Lecco	Sassari
Palermo: Banco di Sicilia, Banca Commerciale Italiana, Credito Italiano		
Catania: "	"	"
Messina: "	"	"
Siracusa: "	"	"
Agrianto: Banco di Sicilia		
Porto Empedocle: "	"	"
Trapani: "	"	"
Marsala: "	"	"
Termini Imerese: "	"	"
Licata: "	"	"
Napoli: Banco di Napoli, Banco di Sicilia, Banca Commerciale Italiana, Credito Italiano		
Salerno: "	"	"
Catanzaro: Banco di Napoli, Banca Commerciale Italiana, Credito Italiano		
Reggio Calabria: "	"	"
Cosenza: "	"	"
Taranto: "	"	"
Bari: "	"	"
Lecco: "	"	"
Foggia: "	"	"
Pescara: "	"	"
Roma: Banco di Sicilia, Banco di Napoli, Banca Commerciale Italiana, Credito Italiano		
Civitavecchia: "	"	"

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Gallipoli
 Taranto
 Reggio Calabria
 Crotone
 Catanzaro
 Savigneto
 Cicia Tauro
 Porto S. Venera
 Pizzo Calabro
 Paleone

AC. Regional Headquarters:-

Sicilia Region
 Southern Region
 Marche-Abruzzi Region
 Lazio-Umbria Region
 Toscana Region
 Emilia Region
 Sardegna Region

AC. HQ.

Economic Section
 Agriculture Sub-Commission
 Forestry Division
 Fisheries Division
 Crop Production
 Citrus Fruit

Education Sub-Commission
 Finance Sub-Commission
 Food Sub-Commission
 Home Supply Officer
 Supply Officer
 Transportation Officer

Industry Sub-Commission
 Building Materials Division
 Chemicals
 Textiles
 Mining
 Hemp
 Coal

Porto Empedocle
 Raposto
 Sciacca
 Termini Imerese
 Trapani
 Capriani
 Cilia
 Porto Torres
 La Maddalena
 Dolea

Commerce Sub-Commission
 Materials Division
 Matches & Tobacco Division
 Foreign Trade
 Petroleum
 Imports Paper
 Textiles, Shoes

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Labour Sub-Commission (2)
Public Health Sub-Commission
Medical Supply Branch
Public Health Branch

Public Works & Utilities Sub-Commission (2)
Communications Sub-Commission (2)
Displaced persons and Repatriation Sub-Commission (2)

Legal Sub-Commission (2)
Monuments Fine Arts & Archives Sub-Commission (2)

U.N.S.R.A. (2)
Salt (Monopolio dello Stato)
Tobacco (Monopolio dello Stato)
Matches (Monopolio dello Stato)

Ministero dell'Industria Commercio e Lavoro
Direzione Generale Marina Mercantile
Sotto Segretario Generale Marina
Ministero delle Comunicazioni

A.A.T. (2)
A.T.H.C. G-5 (2)
G-4 (2)

M.E.D.E.O. (2)
Scholar Control Board (2)

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

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Displaced persons and Repatriation Sub-Commission (2)
 Legal Sub-Commission (2)
 Monumenta Fine Arts & Archives Sub-Commission (2)
 U.N.R.R.A. (2)
 Salt (Monopolio dello Stato)
 Tobacco (Monopolio dello Stato)
 Matches (Monopolio dello Stato)

Ministero dell'Industria Commercio e Lavoro
 Direzione Generale Marina Mercantile
 Sotto Segretario Generale Marina
 Ministero delle Comunicazioni

A.A.I. (2)
 A.F.M.C. G-5 (2)
 G-4 (2)
 K.E.D.B.J. (2)
 Schooner Control Board (2)

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

785017

Bids for movement by sea are required at transportation procurement as follows:

Bid Period

Bids for Rome area South
Italy and the Islands to
be rendered by

Bids for area North
of Rome to be
rendered by

6 - 15 Jan.
16 - 25 Jan.
26 Jan. - 4 Feb.
5 - 14 Feb.
15 - 24 Feb.
25 Feb. - 6 March
7 - 16 March
17 - 26 March
27 March - 5 April
6 - 15 April
16 - 25 April
26 April - 5 May
6 - 15 May
16 - 25 May
26 May - 4 June
5 - 14 June
15 - 24 June
25 June - 4 July
5 - 14 July
15 - 24 July

8 Dec. 44
18 Dec.
28 Dec.
7 Jan. 45
17 Jan.
27 Jan.
6 Feb.
16 Feb.
26 Feb.
8 March
18 March
28 March
7 April
17 April
27 April
7 May
17 May
27 May
6 June
16 June

4 Dec. 44
14 Dec.
24 Dec.
3 Jan. 45
13 Jan.
23 Jan.
2 Feb.
12 Feb.
22 Feb.
4 March
14 March
24 March
3 April
13 April
23 April
3 May
13 May
23 May
2 June
12 June

It is essential that specific bids be submitted, giving all the necessary details, and that the goods are ready for movement at once.

5431

ALLIED COMMISSION - TRANSPORTATION SUB-COMMISSION

COMMISSIONE ALLEATA - SOTTOCOMMISSIONE PER I TRASPORTI

BID - REQUEST FOR SEA TRANSPORTATION - BID (RICHIESTA PER TRASPORTO VIA MARE)

Serial No. of Bid Date
 Numero progressivo della richiesta
 Loading Port
 Porto di caricazione
 Consignor
 Mittente
 Address
 Indirizzo
 City
 Città
 Tel. No.
 Num. di Tel.

Description & weight of Commodity and how packed Descrizione e peso della merce e dell'imballaggio	Date loading can commence Data alla quale si può iniziare la caricazione	Amount that can be loaded per day Quantitativo che può essere caricato giornalmente	Total tonnage Tonnellaggio totale	Measurement in cu. metres Misure in metri cubici

Only one consignment to be shown on each bid
 Ogni richiesta serve per una sola destinazione

Consignee
 Destinatario
 Discharging Port
 Porto di scarica
 Address
 Indirizzo
 Province
 Provincia

Full reason why transportation is required
 Ragioni complete per le quali si fa richiesta di trasporto

LIMITATION: Sea transportation must be limited to Allied Military Traffic plus only such MINIMUM traffic as is necessary to the life of the Community and essential war industry. Before requesting sea transportation AC officers and consignors must determine conclusively that proposed movement is necessary in accordance with the foregoing.

LIMITAZIONE: Il trasporto marittimo deve essere limitato al traffico militare alleato più quel MINIMO di traffico civile che è necessario per la vita della comunità e per le industrie belliche essenziali. Prima di richiedere il trasporto marittimo, gli ufficiali dell'AC e i mittenti devono stabilire in modo conclusivo che il movimento richiesto è necessario, tenendo presente quanto precede.

Observations of the Office forwarding the bid
 Osservazioni dell'Ufficio che inoltra la richiesta

Serial No. of Bid
Numero progressivo della richiesta

Date
Data

Loading Port
Porto di caricamento

Consignor
Mittente

Address
Indirizzo

City
Città

Tel. No.
Num. di Tel.

Description & weight of Commodity and how packed Descrizione e peso della merce e dell'imballaggio	Date loading can commence Data alla quale si può iniziare la caricatura	Amount that can be loaded per day Quantitativo che può essere caricato giornalmente	Total tonnage Totale	Measurement in cu. metres Misure in metri cubi

Only one consignment to be shown on each bid
Ogni richiesta serve per una sola destinazione

Consignee
Destinatario

Address
Indirizzo

Discharging Port
Porto di scarica

Province
Provincia

Full reason why transportation is required
Ragioni complete per le quali si fa richiesta di trasporto

LIMITATION: Sea transportation must be limited to Allied Military Traffic plus only such MINIMUM traffic as is necessary to the life of the Community and essential war industry. Before requesting sea transportation AC officers and consulars must determine conclusively that proposed movement is necessary in accordance with the foregoing.

LIMITAZIONE: Il trasporto marittimo deve essere limitato al traffico militare alleato più quel MINIMO di traffico civile che è necessario per la vita della comunità e per le industrie belliche essenziali. Prima di richiedere il trasporto marittimo gli ufficiali dell'AC e i consoli devono stabilire in modo conclusivo che il movimento richiesto è necessario, tenendo presente quanto precede.

Observations of the Office forwarding the bid
Osservazioni dell'Ufficio che inoltra la richiesta

Signed
Firmato

Regional Commissioner's decision Priority
Decisione del Commissario Regionale Priorità

Signed
Firmato

Date
Data

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

785017

0312

THE FOLLOWING QUESTIONS MUST BE ANSWERED:

Bisogna rispondere alle seguenti domande:

1. Has transportation to Port and loading labour been arranged?
Si è provveduto per il trasporto al porto e per la mano d'opera per la caricazione?
2. Have the necessary arrangements been made for prompt discharge?
E' stato accertato che il destinatario può scaricare celermente?
3. Have you an Export permit?
Avete ottenuto un permesso di esportazione?
4. Who will pay freight?
Chi pagherà il nolo?
5. When is shipment required?
Per quale epoca è richiesto l'imbarco?

NOTE:

- (a) This form will in all cases be submitted in triplicate to the Office of the AC Regional Commissioner, of the region of export, through the Provincial Chamber of Commerce.
- (b) The form in duplicate will be submitted, by the AC Regional Commissioner, direct to HQ Transportation Sub-Commission, and instructions will be given to COGENA, to set up the movement.
- (c) Notification of the name and E.T.A. of the ship allocated will be made to the Consignor (unless some other person is specifically nominated in the Bid by COGENA, who will collect freight charges.
- (d) THE CONSIGNOR MUST MAKE ALL ARRANGEMENTS FOR DELIVERY TO PORT, LOADING AND DISCHARGE.
- (e) WINE MUST NOT BE SHIPPED IN A MIXED CARGE.

- (a) Questo modulo in tutti i casi dovrà essere presentato in triplicato all'ufficio del Commissario Regionale della regione dalla quale al origine l'esportazione, per il tramite della Camera di Commercio.
- (b) Il modulo in duplicato dovrà essere spedito, dal Commissario Regionale AC al Quartiere Generale Subcommissione per i Trasporti, che a sua volta darà istruzioni al COGENA per ordinare l'assegnazione di spazio sulle navi.
- (c) Al destinatario saranno comunicati da parte del COGENA, il nome della nave e la data presumibile di arrivo (a meno che sul modulo di richiesta non sia specificamente delegata altra persona): lo stesso COGENA recuserà il nolo.
- (d) IL MITTENTE DEVE PREDISPORRE OGNI COSA PER LA CONSEGNA DELLE MERCI AL PORTO, LA CARICAZIONE A BORDO E LA DISCARICA.
- (e) NON SI DEVE MAI SPEDIRE VINO INSIEME CON CARICO MISTO.

0314

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

785017

49
Tel. 478808

15 December 1944

Ref. 5602/49/COS

SUBJECT: Imposition of Fines for Schooner Control.

TO : Regional Commissioner, Southern Region.

- (33)
1. Reference your R/2210 of 26 Nov.
 2. Civil Affairs Section have been requested to investigate the assessment of fines as reported by you.
 3. Under date of 10 Dec Economic Section at the direction of the Chief of Staff wrote to Captain F.H. SMITH as per copy attached. This should regularize his position in the Region.

Encl.

see 71
Brigadier,
Chief of Staff.

5459
11/12

0315

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

785017

5602

AMMOC/n1

48

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

Tel: 478704
Our Ref: AC/3/69/Tn/S

10 December 1944.
18 DEC 1944

SUBJECT: Imposition of Fines for Schooner Control

TO : Capt. Smith,
Southern Region
Naples

36

46/47

With reference to Transportation Sub-Commission letter AC/3/58/Tn/S dated 2 December, your attention is drawn to Southern Region Staff Memorandum No. 3 of 30 Oct., paras. 4, - c, d, e, f, and 5, copy attached.

Please ensure that these instructions are strictly carried out, with regard to keeping the Zone Commissioner fully in the picture.

see file 39

P/A

13/12
encl

A.G. ANTOLINI
Acting Head
Economic Section, AC.

Copy to: Chief of Staff
and Transportation S/C

5158

Copy

HEADQUARTERS
SOUTHERN REGION ALLIED COMMISSION
APO 394 U.S. Army

STAFF MEMORANDUM)

NUMBER 3)

30 October 1944

Discipline, Supervision and Control of Allied
Commission Officers

- 1 The Chief of Staff has ruled that the Regional Commissioner will be responsible for the discipline of all AC Officers in the Region and for the general supervision and control of their work.
- 2 This responsibility is delegated to Zone Commissioners in respect of all AC Officers whose activities are confined more or less to the Zone concerned. Officers with wider spheres of action will come under Region HQ.
- 3 The ruling does NOT apply, of course, to HQ AC Officers visiting the Region on duty.
- 4 Officers on duty in this Region, other than HQ AC Officers on official visits, will conform to the following rules:
 - a. They will report to the Regional Commissioner on their arrival in the Region. If, of necessity, they go direct to a distant Zone, they will report to the Zone Commissioner. Similarly they will report to the Regional or Zone Commissioner on their departure.
 - b. Changes of location of such officers will normally take place on Regional Movement Orders. If HQ AC Movement orders are received direct by the officer, he will, of course, carry out the order promptly but before doing so, he must inform his Zone Commissioner, who will inform Regional Headquarters.
 - c. Presumably all communications to such officers on important policy matters will be routed through Regional HQ, but if the officer receives communication on such matters direct, he will supply a copy promptly to the Zone Commissioner for the transmission to this HQ.
 - d. The Officer will supply the Zone Commissioner with one copy of every message or letter on important policy which he dispatches, and will keep in general contact with the Zone Commissioner.
 - e. The Officer may sign his letters as a member of his Sub-Commission if this has been his practice. If he requires the wider authority conferred by signing for the Zone Commissioner or for the Regional Commissioner, he must consult the Commissioner concerned before doing so.
 - f. Zone Commissioners will be responsible for coordinating the work of such officers with the other activities of the Zone and such officers will be careful not to take any steps, technical or otherwise, which may have effects outside the spheres of his own activities

785017

0317

785017

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

Discipline, Supervision and Control of Allied
Commission Officers

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b. Changes of location of such officers will normally take place on Regional Movement Orders. If HQ AC Movement orders are received direct by the officer, he will, of course, carry out the order promptly but before doing so, he must inform his Zone Commissioner, who will inform Regional Headquarters.

c. Presumably all communications to such officers on important policy matters will be routed through Regional HQ, but if the officer receives communication on such matters direct, he will supply a copy promptly to the Zone Commissioner for the transmission to this HQ.

d. The Officer will supply the Zone Commissioner with one copy of every message or letter on important policy which he dispatches, and will keep in general contact with the Zone Commissioner.

e. The Officer may sign his letters as a member of his Sub-Commission if this has been his practice. If he requires the wider authority conferred by signing for the Zone Commissioner or for the Regional Commissioner, he must consult the Commissioner concerned before doing so.

f. Zone Commissioners will be responsible for coordinating the work of such officers with the other activities of the Zone and such officers will be careful not to take any steps, technical or otherwise, which may have effects outside the spheres of his own activities without obtaining the prior approval of Zone Commissioner.

0318

Declassified E.O. 12356 Section 3.3/NND No. 785017

- 2 -

116

5. It is NOT desired to interfere in any way with an AC officer in carrying out his normal duties. The job is the important thing. But an AC Officer working in the Region must realize that, unless the Regional Commissioner and Zone Commissioners are kept constantly and promptly advised on all important matters they will be unable to exercise supervision and control in accordance with the Chief of Staff's instruction or, for that matter, to help the officer in his job by use of their wider authority and more ample resources.

6. In short, all AC Officers working in this Region are to be built into the Regional team, with all the responsibilities and whatever advantages that may entail.

CLIVE E. TEMPERLEY,
Colonel,
Regional Commissioner.

CET/bb

cc. 40 to Headquarters Allied Commission, CHIEF OF STAFF for distribution to Heads of Sections and Independent SubCommissions.

5136

0319

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

785017

Ref: 5602/44/COS

Tel: 451

9 December 1944

SUBJECT: Deposition of Pines for Schooner Control.

TO : Civil Affairs Section.

1. Copy is attached of a letter received from Southern Region on the above subject, reference R/2210 of 26 Nov 44. Also attached is a list of penalties which have been assessed against motor schooners, assessments which run into rather a sizable sum.

2. Apart from the questionable legal aspects of this matter it is not clear whether the penalties have been enforced and actual collections made.

3. The matter is brought to your attention for possible transmittal to Public Safety for a full investigation.

encl
Chief Staff Officer,
To the Chief of Staff.

Copy to: Room 300

5155

Ext. 513

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

MHT/eh

ESPM/6.01

8 December 1944

-8 DEC 1944

SUBJECT: Italian Shipping and COGENA
(Ref. 5602/COS)

TO : Chief of Staff -

1. The views of the Economic Section in connection with the operation of COGENA are set forth in attached memorandum of 22 November 44 to the Transportation Sub-Commission, ref. 6.01.

Harlan Cleveland
HARLAN CLEVELAND
Executive Director
Economic Section

1 Incl.
Ltr 22 Nov. 44 ref. 6.01
to Trans. Sub-C. w. incl
(Memo 19 Nov.)

encl
9/12

5134

MHT/emg

HEADQUARTERS ALLIED COMMISSION
ECONOMIC SECTION
APO 394

Tel. 513

22 November 1944

Ref. 6.01

SUBJECT: Shipping - Vessels and Schooners
TO : Transportation Sub-Commission

1. Attached memorandum dated 19 November 1944 represents policy of Economic Section in regard to operations of vessels and schooners.

2. Items 1 and 2 of attached memorandum have been agreed by Mediterranean Shipping Board and will be followed through by Priority and Movements Division, Economic Section.

3. Other items contained in this memorandum are referred to Transportation Sub-Commission for appropriate action, including the obtaining of concurrence of Schooner Committee, MEDBO, and other necessary concurrence.

4. Proper instructions in this connection will be prepared by Transportation Sub-Commission.

HARLAN CLEVELAND
Executive Director
Economic Section

Enclosure:
Memorandum 19 Nov. 1944
Inf. cc to:
Mediterranean Shipping Board
G-4 (Mov. & Tn. AFHQ)
Mr. Harlan Cleveland
Col. L. D. Denamore
Shipping Sub-Commission

5153

MHT mg

MEMORANDUM

19 November 1944

In order to correct the schooner situation in Italy the following recommendations are made:

1. All vessel traffic should be charged for on a ton mile basis and standard tariff rates should be established by COGENA, with the A.C. concurrence. These rates to allow for a fixed charge for loading and unloading and due allowance for shipments to ports where no return load is available.
2. Italian armed military guards should accompany each vessel while at sea. Guards to be changed periodically.
3. Certain vessels should be assigned to regular runs between certain ports for hauling of wheat, salt, citrus fruits, wine and charcoal and also for parcel freight between Sicily, Sardinia and the Mainland, especially where regular back loading traffic can be assured. Example: Wheat - Ancona to Civita-vecchia. - Return wine barrels CV. to Bari. A.M.G. traffic Bari - Ancona or Salt S. Margareta to Ancona.
4. Daily advice should be furnished by COGENA to Transportation Sub-Commission, H.Q.A.C. of all port arrivals or departures of vessels, under its control.
5. All bids for vessels movement from a region should be made to the Italian provincial Chamber of Commerce or other agency designated by the Regional Commissioner, who will rule on the export and forward bid to Regional Headquarters. Approved bids will then be forwarded by Headquarters, or Region where shipment originates, to Transportation Sub-Commission H.Q.A.C. for action. Approved bids will be furnished by H.Q.A.C. to COGENA or A.F.H.Q. M & TN as the case may be with priority ratings. Copy of approved bids will be sent to bidders, who must have shipment available at the port.
6. No schooner movements, except military movements should be made until approved bid has been received by COGENA from H.Q.A.C.
7. Revised bid form and full instructions should be given widest possible distribution, especially to all Chambers of Commerce.

5152

0323

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

785017

- 2 -

8. Government Monopolies and A.C. Sub-Commissions may bid direct to Transportation Sub-Commission H.Q.A.C. for vessel movements providing Regional Commissioner, where shipment originates has approved export from his region.

M. H. TAYLOR

5151

Declassified E.O. 12356 Section 3.3/NND No. 785017

HEADQUARTERS ALLIED COMMISSION
APO 394
Office of the Chief of Staff

Tel. 451

7 December 1944

Ref. 5602/39/COS

SUBJECT: Imposition of Fines for Schooner Control.

TO : Economic Section.

1. Reference your memo AG/3/57/In/S of 2 Dec 44 concerning imposition of fines for Schooner control, you do not reply to para 4 of memo 5602/35/COS of 30 Nov 44 stating that Capt. SMITH reports direct to you and does not inform the Regional Commissioner of his activities at any time.

2. I would draw your attention to Southern Region Staff Memorandum No. 3 of 30 Oct. Paras 4 c, d, e, f and 5 (copy of which you received) clearly laying down that all Regional officers are to keep Zone Commissioners or the Regional Commissioner completely in the picture.

3. Would you please instruct Capt. Smith accordingly, copy to Regional Commissioner and one to me so that I can advise Southern Region in my reply.

4. I would be grateful if this could be done as soon as possible, as the matter has been outstanding some time.

5150

HM

Chief Staff Officer,
To the Chief of Staff.

BU 9 Dec
HMS

1 1/2

0325

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

785017

Office of the Chief of Staff.

5602/38/cos.

Civil Affairs Staff.

2 December 1944.

DDO's Econ Sec.

I see in para 62 of Gen's Weekly Report on Movements dated 26 November that Southern France apparently has civil affairs staff. Is it not possible for us to arrange the same organization for this benighted country?

WLL/38.

M. S. LUSH

Brigadier
Chief of Staff.

BU 9/12
Noted
J.E.

see 63

0326

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

785017

SECRET

EXTRACT from AFHQ memo G-4 (Mov & Tn) 5/411/GDM
of 26 Nov 44.

62. PIPE BRIAR.

Information has been requested regarding the availability of pipe
briar in PHILIPPEVILLE, and the feasibility of its use as filler cargo
on civil affairs ships to S. FRANCE.

see 38

5148

0327

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

785017

5602
HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

cc/hl
36

2 December 1944

Tel: 478704

Our Ref: AC/3/57/Tn/s

4 DEC 1944

SUBJECT: Imposition of Fines for Schooner control

TO : Chief of Staff
Headquarters, Allied Commission

- 35
1. Reference is made to your letter dated 30 Nov. '44 reference 5602/35/COS.
 2. Fines referred to where imposed by MEDSO Schooner control Board over which Transportation Sub-Commission has no control.
 3. Capt. Smith has been advised that as a member of the Transportation Sub-Commission he should not take part in the imposition of fines which are not supported by proper law.
 4. In the absence of legal authority to impose fines, the control of schooner traffic will be impossible.
 5. This Sub-Commission is discussing with appropriate authorities the enactment of a decree which would impose severe penalties for improper use of vessels.

Charles C. Crooks
for.

see 39
D.S. ADAMS
Colonel, C.E.
Director, Tn. Sub. Comm.

5147

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

785017

HEADQUARTERS ALLIED COMMISSION
APO 394
Office of the Chief of Staff

35

Tel. 451

Ref. 5602/35/OCS

30 November 1944

SUBJECT: Imposition of Fines for Schooner Control.

TO : Economic Section for Transportation S/C.

32

1. A letter has been received from R.C., Southern Region on the above subject and it is reported that within the period between 10 Oct 44 and 17 Nov 44 the Medbo Schooner Control Board composed of Capt. P.B. Smith, Transportation S/C Schooners, Mr. W. Williams, a representative of Medbo and Dr. E. Sarnella representing Cogema imposed fines aggregating 1,839,000 lire.

31

2. Attached hereto is a list of the fines imposed.

3. Southern Region have asked the Medbo Schooner Control Board for their authority to impose these fines and the Board has replied that they are operating on a basis of AFM Memorandum A.G. 563/051 of 25 August 44. The Southern Region's Legal Officer advises that in his opinion the proceeding as set forth is highly irregular. It is observed that the Memo from AFM does not authorize imposition of penalties by the Schooner Board.

4. It is understood that Capt. Smith, although assigned to Southern Region, directs all correspondence and reports directly to you and has not apprized the Regional Commissioner of his activities at any time.

5. Pending a decision here, Regional Commissioner, Southern Region has directed Capt. Smith to assist in participating in the imposition of fines.

5146

6. Will you please submit a statement on the above matter for the further consideration of the OCS.

see 39

ewf
Chief Staff Officer,
To the Chief of Staff.

Noted
BP 12
RA
30/11

0329

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

785017

34

Ref. 5600/34/005

Tel. 476308

30 November 1964

SUBJECT: Imposition of Fines for Shipowner Control.
TO : Regional Commissioner, Southern Region.

35

1. Reference is made to your letter on the above subject, your reference R/2210 of 26 Nov 64.

2. This matter is being taken up with the Transportation Sub Commission. You will be advised further in due course.

encl
Chief Staff Officer,
To the Chief of Staff.

5145

CONFIDENTIAL

HEADQUARTERS
SOUTHERN REGION, ALLIED COMMISSION
AFO 394, U. S. ARMY

R/2210

26 November 1944

SUBJECT: Imposition of Fines for Schooner Control.

TO : Headquarters, Allied Commission
(Attention of Chief of Staff)

Reference the attached file in regard to the above subject.

1. You will note that during the period from the 10th of October 1944 until 17th November 1944 that the Medbo Schooner Control Board composed of Captain F. H. Smith, Transportation Sub-Commission Schooners, Mr. W. Williams, a representative of Medbo and Dr. E. Sarnella representing Cogenia have imposed fines aggregating 1, 835,000 Lire.

2. Contained in the file is a copy of a letter addressed to Captain Smith dated 24 November 1944 requesting information as to the authority by the above Board was empowered to impose fines. Captain Smith's letter R/2199 dated 25 November 1944 contained, herein, is in response.

3. The Regional Legal Officer has been consulted, and has rendered a verbal opinion that the proceedings set forth are highly irregular.

4. Although Captain Smith is assigned to Southern Region, he has assumed the position of being an officer attached for rations and accommodations only since all correspondence and reports relating to his activities have gone directly to Transportation Sub-Commission, and the Regional Commissioner has not been apprised at any time of such activities. Captain Smith has advised this Headquarters that his activities are more inter-Regional than intra-Regional, and that his parent Sub-Commission had directed that his activities are directly controlled by Transportation Sub-Commission, and that all reports and correspondence pertaining, thereto, were to be independent of the control of the Regional Commissioner.

5. The Regional Commissioner has directed Captain Smith to assist in participating in the imposition of fines, and the attached file is forwarded to you for such action as you may deem advisable.

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

785017

P/A Sec 34-35
K. DUNLOP
Brigadier

R/2210

26 November 1944

SUBJECT: Imposition of Fines for Schooner Control.

TO : Headquarters, Allied Commission
(Attention of Chief of Staff)

Reference the attached file in regard to the above subject.

1. You will note that during the period from the 10th of October 1944 until 17th November 1944 that the Medbo Schooner Control Board composed of Captain F. H. Smith, Transportation Sub-Commission Schooners, Mr. W. Williams, a representative of Medbo and Dr. E. Sarnella representing Cogena have imposed fines aggregating 1, 835,000 Lire.

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4. Although Captain Smith is assigned to Southern Region, he has assumed the position of being an officer attached for rations and accommodations only since all correspondence and reports relating to his activities have gone directly to Transportation Sub-Commission, and the Regional Commissioner has not been apprised at any time of such activities. Captain Smith has advised this Headquarters that his activities are more inter-Regional than intra-Regional, and that his parent Sub-Commission had directed that his activities are directly controlled by Transportation Sub-Commission, and that all reports and correspondence pertaining, thereto, were to be independent of the control of the Regional Commissioner.

5. The Regional Commissioner has directed Captain Smith to desist in participating in the imposition of fines, and the attached file is forwarded to you for such action as you may deem advisable.

P/A *Sub-34*
28 Nov 1944
K. DUNLOP
Brigadier
Regional Commissioner

0332

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

785017

HEADQUARTERS
ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
C/o Southern Region

2 NOV 1944

32

TO : Colonel GUY I. WARREN
Executive Officer
A.C. H.Q.
Southern Region

25th. November 1944

Ref: R/2199

SUBJECT : Imposition of fines in Schooner Control.

a. In accordance with your request dated 24th. November 944, I enclose a list of fines imposed by the Medbo Schooner Control Board.

b. No specific authority from higher echelon was given, it having been assumed that the authority given in Memo A.G. 563/051 dated 25 August 944 from A.F.H.Q. to operate the schooners covered this.

c. No Italian Decree on this subject is in our possession.

d. The persons referred to are informed of vessels allocated to them and are required to sign a charter party which expressly states which vessel shall be used and stipulates the nature of the cargo that shall be carried.

I enclose a blank copy for your perusal.

In addition the master of the vessel is given sailing orders by "Co.ge.na", as per blank form herewith.

These are issued on the authority of the Medbo Schooner Control Board.

D.S. Adams
Captain.
for D.S. ADAMS,
Colonel,

Director, Transportation Sub-Commission.

5143

PENALTIES MOTOR SCHOONERS.

10/10/44 "S.MARIA DEL PRINCIPIO" Reg.No.271	Freight & Demurrage for transport abusively from Trapani/Castellammare 5 tons Skins	L. 70.000.
10/10/44 "DOMENICO PADRE II" Reg.No.121	Ditto	70.000.
17/10/44 "FEDELE PADRE" Reg.No.325	Freight, Demurrage Transport on deck 33252 Kilos Salted fish.	120.000.
4/11/44 "MARCUS" Reg No.313	Ditto 8.170 Kilos of Skins Palermo/Torre del Greco.	100.000.
4/11/44 "NUOVO S.CIRO" Reg.No.61	For deviation to Naples on voyage Marsala/Reggio cargo wine with Customs Papers destination Naples	50.000.
7/11/44 "EMILIA" Reg.No.855	Freight & Demurrage for abusive transport part wine.	60.000.
7/11/44 "GIACOMO & FRANCESCO" Reg.No. 291	For abusive transport Wine Marsala to Naples whereas permission only Marsala to Reggio	500.000.
14/11/44 "S.GIUSEPPE" Reg.No.171	For abusive transport 9 tons Wine on deck V.Valentia to Ischia.	25.000.
20/11/44 "ROSINA B"(Sailing ship)	For abusive transport cargo Wine Marsala/Portici whereas permission Marsala-Reggio	400.000.
20/11/44 "ROSINA BRIGNONE" Ditto	Ditto	420.000.
17/11/44 "LA GIUSEPPINA" Reg.No.959	Freight & Demurrage Palermo to T.del Greco 14 tons A/c Captain.	20.000.
Total		L. 1.835.000.

NAPLES. 23rd November 1944.

0334

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

785017

PORT

MASTER M/s

Being in all respects ready for sea,
you are to proceed to

with a cargo of

You are to navigate in accordance
with orders received from NCSS or
other competent naval authorities,
who will issue route instructions on
production of this order.

Date

SIGNATURE

PORTO

CAPITANO M/v

Trovandovi pronto alla navigazione,
proseguirete per

con un carico di

Navigherete secondo gli ordini ri-
cevenuti dal NCSS o da altre autorità
navali competenti, le quali rila-
sceranno le istruzioni di rotta alla
presentazione di quest'ordine.

Data

FIRMA

5141

CONTRATTO DI SUB-NOLEGGIO

Quest'oggi viene convenuto, di comune accordo fra:

quale noleggiatore del motoveliero denominato _____
di tonn. _____ di registro lordo e della portata di circa tonn. _____
e _____

come subnoleggiatore, quanto segue:

1) Il noleggiatore, avvalendosi della facoltà concessagli dall'art. 11 del contratto di noleggio stipulato a _____ il _____
subnoleggia a _____ il mv _____
di cui al contratto di noleggio ora ricordato cedendogli i diritti e delegandogli gli obblighi di cui agli art. 4, 6, 7 e 8 di tale contratto per tutta la durata del presente subnoleggio.

2) La nave viene subnoleggiata con inizio dal giorno _____
per _____ viaggio da _____ a _____
e ritorno a _____
e pel trasporto di _____ in andata
e di _____ al ritorno.

Essa verrà consegnata al subnoleggiatore nel porto di _____
e riconsegnata al noleggiatore nel porto di _____.
È vietato al subnoleggiatore di sublocarla e/o destinarla ad altro viaggio. Il viaggio dovrà compiersi con la maggiore celerità e la durata delle soste in porto dovrà ridursi al minimo, compatibilmente con le necessità della navigazione e delle operazioni da compiersi.

3) Il subnoleggiatore accetta di pagare per subnoleggio di cui al presente contratto la somma di L. _____ al giorno, aumentata del 15%, quale acconto spese per assicurazione contro i rischi di guerra del motoveliero e netta di spesa per combustibili e lubrificanti per macchine. La fornitura e l'onere di tali combustibili e lubrificanti, nella quantità necessaria per compiere l'intero viaggio, comprese le soste nei porti, e nelle qualità adatte, cadono a carico del subnoleggiatore.

4) Quale anticipo nolo e garanzia del subnoleggio e dei patti tutti di esso il subnoleggiatore verserà all'atto della sottoscrizione del presente contratto la somma di L. _____

di tonn. _____ di registro lordo e della portata di circa tonn. _____

e _____

come subnoleggiatore, quanto segue:

1) Il noleggiatore, avvalendosi della facoltà concessagli dall'art. 11 del contratto di noleggio stipulato a _____ il _____ subnoleggia a _____ il mv _____ di cui al contratto di noleggio ora ricordato cedendogli i diritti e delegandogli gli obblighi di cui agli art. 4, 6, 7 e 8 di tale contratto per tutta la durata del presente subnoleggio.

2) La nave viene subnoleggiata con inizio dal giorno _____ per _____ viaggio da _____ a _____ e ritorno a _____ in andata e pel trasporto di _____ al ritorno. e di _____

Essa verrà consegnata al subnoleggiatore nel porto di _____ e riconsegnata al noleggiatore nel porto di _____ . È vietato al subnoleggiatore di sublocarla e/o destinarla ad altro viaggio. Il viaggio dovrà compiersi con la maggiore celerità e la durata delle soste in porto dovrà ridursi al minimo, compatibilmente con le necessità della navigazione e delle operazioni da compiersi.

3) Il subnoleggiatore accetta di pagare pel subnoleggio di cui al presente contratto la somma di L. _____ al giorno, aumentata del 15%, quale acconto spese per assicurazione contro i rischi di guerra del motoveliero e netta di spesa per combustibili e lubrificanti per macchine. La fornitura e l'onere di tali combustibili e lubrificanti, nella quantità necessaria per compiere l'intero viaggio, comprese le soste nei porti, e nelle qualità adatte, cadono a carico del subnoleggiatore.

4) Quale anticipo nolo e garanzia del subnoleggio e dei patti tutti di esso il subnoleggiatore verserà all'atto della sottoscrizione del presente contratto la somma di L. _____

mentre il saldo verrà versato dal subnoleggiatore al noleggiatore, o alle sue rappresentanze nei vari porti, e nel loro rispettivo domicilio, al termine del viaggio, prima della riconsegna della nave.

5) All'atto della consegna della nave il subnoleggiatore di accordo col capitano constateranno l'esistenza a bordo di rimanenze di combustibile e di lubrificanti per macchine ed a termine del subnoleggio, all'atto

29

della riconsegna, si dovrà provvedere ad analogo accertamento in modo che la rimanenza iniziale sussista e, ove ciò non fosse, venga reintegrata a cura e carico del subnoleggiatore.

6) Il subnoleggiatore dichiara di conoscere e di approvare tutte le clausole del contratto di noleggio fra il noleggiatore e l'armatore della nave. Esse si intendono perciò come qui riportate e sono pienamente accettate dal subnoleggiatore per quanto può riflettere il presente contratto.

7) Di accordo fra le parti si conferma che la clausola 14 del contratto di noleggio, riguardante l'arbitraggio, s'intende valida e applicabile anche al presente contratto di subnoleggio.

8) Il presente contratto viene sottoscritto pure dall'armatore e/o dal capitano, anche in rappresentanza dell'armatore, a tutti gli effetti di legge.

9) Il subnoleggiatore prende atto che il viaggio di cui all'art. 2 del presente contratto deve compiersi con la massima sollecitudine.

Pertanto si conviene che l'impiego della nave per tutte le operazioni di caricazione e scarica non debba superare in totale sei giorni lavorativi (cioè non festivi o in cui il lavoro non sia sospeso in tutto il porto), decorrenti dal momento in cui la nave sarà giunta nella località destinata all'imbarco e/o sbarco del carico (porto, rada, spiaggia ecc.), pronta per compiere tali operazioni.

Trascorsi i sei giorni, da considerarsi alla stregua di "stallie reversibili", per ogni ulteriore giorno corrente intero, o sua frazione, impiegato nelle operazioni di caricamento o scarica della merce, la nave sarà considerata come in "controstallie", le quali saranno calcolate in base al triplo del nolo giornaliero. Il lavoro in giorni festivi, o non lavorativi per tutto il porto, non darà luogo a riscatto di stallie.

10) A conferma dello spirito che informa l'art. 9 del presente contratto, viene convenuto di mutuo accordo fra i contraenti che il periodo di controstallie di cui al suddetto articolo non possa superare i giorni tre, trascorsi i quali il noleggiatore avrà facoltà di sbarcare le merci ancora esistenti a bordo e provvedere al loro deposito su banchina, in magazzino, su galleggianti o altrove a seconda delle possibilità del luogo di approdo, il tutto a spese e rischio del subnoleggiatore e/o della merce.

7) Di accordo fra le parti si conferma che la clausola 14 del contratto di noleggio, riguardante l'arbitraggio, s'intende valida e applicabile anche al presente contratto di subnoleggio.

8) Il presente contratto viene sottoscritto pure dall'armatore e/o dal capitano, anche in rappresentanza dell'armatore, a tutti gli effetti di legge.

9) Il subnoleggiatore prende atto che il viaggio di cui all'art. 2 del presente contratto deve compiersi con la massima sollecitudine.

Pertanto si conviene che l'impiego della nave per tutte le operazioni di caricazione e scarica non debba superare in totale sei giorni lavorativi (cioè non festivi o in cui il lavoro non sia sospeso in tutto il porto), decorrenti dal momento in cui la nave sarà giunta nella località destinata all'imbarco e/o sbarco del carico (porto, rada, spiaggia ecc.), pronta per compiere tali operazioni.

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11

194

Il Noleggiatore

L'Armatore o il Capitano

Il Subnoleggiatore

file
HEADQUARTERS
SOUTHERN REGION, ALLIED COMMISSION
APO 394, U. S. ARMY

R/2199

24 November 1944

SUBJECT: Imposition of Fines in Schooner Control

TO : Captain F. H. Smith

1. Reference the question of the Medbo Schooners Control Board having imposed fines upon various persons connected with coastal shipping, will you please furnish me the following:

a. A list of the fines which have been imposed by this Board including the amount of the fine.

b. Whether any authority from higher echelon was given the Medbo Schooners Control Board to impose such fines.

c. Whether there is any Italian Decree in the possession of the Medbo Schooners Control Board from any Italian Authority, Prefectural or Ministerial through which such fines might be imposed.

d. Was there any published instructions to the above referred to persons by which they could be considered to have had prior knowledge of shipping allocations as to commodities carried. If so, by whose authority were such instructions published.

By Order of Brigadier Dunlop:

Docu
CUTY I. WARREN
Lt. Col. Sp. Res. AUS
Executive Officer

GIW/jjf

5139

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

785017

ALLIED ~~EXERCISES~~ COMMISSION

NAPLES ZONE

(PROVINCES OF NAPLES, AVELLINO, BENEVENTO)

PREFETTURA, NAPLES

23 November, 1944.

File NZ / 14.

Subject: Schooner Control and Improper Imposition of Fines✓

To: Regional Commissioner, H.Q. Southern Region, A.C✓

1. A few days ago my attention was drawn to a statement that a schooner had sailed from Marsala to Naples without permission and a fine had been imposed on the master by Capt. F. H. Smith, Sub-Commission Transportation (Schooners).
2. I questioned Capt. Smith who informed me he had imposed fines in a number of such cases and the money was payed into Cogna. I asked on what authority he based the power to fine and he quoted an Allied Force H.Q. circular dated 25th August. I am enclosing a copy of this circular but it in no way gives any authority to impose fines.
3. I requested Capt. Smith to give me a brief report on the subject of this letter the schooner "Rosina B". The whole procedure is highly improper and most irregular and calls for a thorough enquiry.
4. The man Williams, mentioned as a member of the reputed Control Board is, I believe, a member of the War Shipping Board and is known to Regional Public Safety.
5. Capt. Smith's report attached hereto.

*Col. Adams
Lt. Col. Shawville*

H. B. Simson
H. B. SIMSON
Lt. Col.

Zone Commissioner.

5138

Encl.

Declassified E.O. 12356 Section 3.3/NND No. 785017R E S T R I C T E D

DCK/ar

24

ALLIED FORCE HEADQUARTERS
APO 512

AG 563/051

25 August 1944

MEMORANDUM TO: All Concerned.

SUBJECT : Italian Schooners.

1. Under the authority of the SUPREME ALLIED COMMANDER, the MEDITERRANEAN SHIPPING BOARD is responsible for the proper control and operation of the Italian Schooner fleet.

2. This fleet includes all registered schooners of Italian nationality and the available tonnage totals approximately 60,000 tons.

NOTE: Unregistered schooners are not permitted to operate in the Mediterranean area and are at all times liable to arrest by the naval authorities.

3. The MEDITERRANEAN SHIPPING BOARD has submitted the following recommendations for the future control, allocation and operation of the Italian Schooner fleet:

a. All schooners of 500 tons and upwards shall be allocated for employment to the Principal Sea Transport Officer as an addition to the Mediterranean coasting fleet, at present under his control for allocation to service needs. Available schooners of this class total some 4,000 tons deadweight.

b. 125 schooners, totalling approximately 25,000 tons deadweight shall be allocated for operation and maintenance by the Royal Army Service Corps. They will be employed, under the direction of G-4 (Mov & Tn) AFHQ, in the carriage of services traffic for the support of allied naval, ground and air forces.

c. The present fleet of small schooners operated by N.O.I.C.'s for harbor work shall continue in their present employment. This fleet totals some 4,000 tons deadweight.

d. The balance of the schooners totalling some 27,000 tons deadweight will be employed to fulfill, as far as possible, the economic and civil needs for coastal traffic within the area, and shall be operated by a Schooner Control Board comprised of a representative of CO.GE.M., a representative of MEDBO, and a representative of the Allied Control Commission.

4. These recommendations are confirmed and take effect immediately.

5137

R E S T R I C T E D

R E S T R I C T E D

AFHQ Memo. AG 563/051 dated 25 August 1944 (cont'd)

5. a. The tonnage allocations set out in paragraph 3 will be varied only on the recommendation of the MEDITERRANEAN SHIPPING BOARD.

b. Requests for the allocation of additional tonnage, permanently or for individual voyages will be submitted:

1. By the ROYAL NAVY and US NAVY to P.S.T.O.
2. By military branches and organizations to G-4 (Mov & Tn).

c. P.S.T.O. and G-4 (Mov & Tn) respectively will be responsible for checking the necessity and priority of such demands and for submitting them to the Board.

d. Whenever any of the controlling authorities, detailed in paragraph 3, is unable to employ its allocation fully and economically, the authority concerned will:

1. When tonnage is temporarily surplus to its requirements, offer the surplus lift to the other authorities.
2. When tonnage becomes permanently surplus, return the surplus lift to the MEDITERRANEAN SHIPPING BOARD for reallocation.

By command of General WILSON:

R. H. Christie
R. H. CHRISTIE,
Colonel, AGD,
Acting Adjutant General.

DISTRIBUTION:

1 - SGS	2 - Tn (Br)
1 - CAO	2 - USN
1 - G-3	6 - PSTO (Med)
2 - G-4 (A)	6 - LWT
2 - G-4 (B)	6 - WSA
10 - G-4 (Mov & Tn)	20 - HQ JAI
3 - Tn (A)	10 - HQ SOS NATOUS.
2 - G-5	10 - HQ MAD
6 - Q(Maint)	10 - HQ ACC
6 - AG	2 - AG Records
12 - C-in-C MED	1 - MED
2 - Log Plans	
6 - MEDBO	
1 - Ord	
1 - Pet	
1 - QM	
2 - S & T	

VERBAL
=====

25

The MEDBO SCHOONERS CONTRL BOARD

examined at the meeting of the 18th inst. the voyage illegally made by the sailing schooner "ROSINA B." from Marsala to Portici;

Found out that said sailing schooner, as per voyage permit issued by the Sub-Agency of Marsala should have performed the voyage Marsala-Reggio Calabria to discharge there the cargo of wine loaded in Marsala;

Found out that said sailing schooner, trespassing the ~~XXXXXX~~ routing orders, arrived in Portici;

Considered that the cargo, as per custom-house documents, resulted bound to Portici and that, therefore, is clear the intention to perform the transport from Marsala to Portici;

Considered that at present the transportation of wines with schooners is forbidden ~~in the Regio~~

took the decision to fine the cargo with a penalty of Lit. 400.000.== (fourhundred thousand) as fine.

Said sum should be paid immediately without any reserve.

The MEDBO SCHOONERS CONTROL BOARD

Signed:

Naples, 18th November 1944

5136

ERRATA

The MEDBO Schooner Control Board

Examined, at the meeting of the 18th inst. the voyage illegally made by the sailing schooner "Rosina Brignone" from Marsala to Portici;

Found out that the above sailing schooner, as per voyage permit issued by the Sub-agent of COGENA in Marsala, should have performed the voyage Marsala/Reggio Calabria to discharge there the cargo of wines taken in Marsala;

Found out that said sailing schooner, trespassing ~~routeing~~ orders, arrived in Portici;

Considered that the cargo, as per Custom-House documents, results bound to Portici and that, therefore, is clear the intention to perform the transport from Marsala to Portici;

Considered that at present the transportation of wines by schooners is forbidden; *above Reggio*

Took the decision to fine the cargo with a penalty of Lit. 420.000,00 (four hundred and twenty thousand) as fine.

Said sum should be paid immediately, without any reserve.

The MEDBO SCHOONER CONTROL BOARD
Signed:

Naples, 18th November 1944

5135

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

785017

23

Ext: 300

24 November 1944

REF : SMOO/cos
 SUBJECT: Italian Shipping and CIGRA.
 TO : Civil Affairs Section.

Reference attached correspondence.

1. Could you please arrange to coordinate this investigation as directed by the Chief Commissioner in his minute to me of 24 November. I have changed the action on this from Economic Section to your Section, as the investigation of such a case must be initiated, it seems to me, by the Public Safety Sub-Commission. Very close coordination with Economic Section will, of course, be necessary.

2. Economic Section are requested, by copy of this letter, to forward their views of the CIGRA set-up as directed in the last sentence of the Chief Commissioner's minute.

Brigadier,
 Chief of Staff.

Encls.

Copy to: Economic Section.

5134

0346

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

785017

ALLIED ~~CONTROL~~ COMMISSION
INTER OFFICE MEMO

From: Office of the Chief Commissioner

SUBJECT: Italian Shipping and Cogna

FILE No.

22 November 1944

TO: Chief of Staff

The attached file in reference to above subject is forwarded with the request that it be passed to Economic Section for necessary action.

*Coordination with Italian
action should be initiated to eliminate illegal
acts of Cogna and Allied officials. At the same
time Economic Section
should review COGENTA
set-up.*

ELLERY W. STONE
Commodore
Chief Commissioner

cc: A Files

5133

22
P.S. SK
and have - Unlikely Reason
(S. 10.17)

0347

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

785017

Exhibit N.4 - Doc. -

CONFIDENTIAL

CIVIL CENSORSHIP GROUP

TELEPHONE

Date mailed 13 Nov. 1944

From: Phone 16493-Naples
Pasino Roberto
Via dei Mille 99
(Caller: Nino Magli)

To: Phone 10429-Messina
Donia avv. Letterio
Via Garibellino 64
(Callee Marini Roberto)

Language-Italian

Recording No.-None

Total time: 13 min

GIOWTA CONNECTIONS

INTER-URBAN

Caller : How are you Robert? I have here your phonogram, but whom was it referring to?

Callee : Tuna fish has been offered, the amount I don't know; they offered 530 Lire; confirmation has been sent to Messina.

Caller : Tell Giunta that we are almost certain to get the sailing boat for Naples.

Callee : A friend of mine here tells me he is working and losing money.

Caller : It isn't true, a who works and loses money doesn't deliver the goods. A Roman firm is offering cheese and wine. Here it is possible for me to get passes for the sailing boats; tomorrow, I will call you at 1 p.m. Buy me a car underhand in Sicily.

Callee : Speak with my broker-in-law.

Caller : I tell you again that in Rome they are willing to buy any amount whatever

5132

Monitor 27

R.G. Boulton
Lt. Genl. List.

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

785017

Exhibit H. 4-Doc.2

CONFIDENTIAL

CIVIL CENSORSHIP GROUP
TELEPHONE

ARMED TELEPHONE EXCHANGE

Date Mailed 14 Nov. 1944

(STATION)

From : Messina
Public Telephone-Box
(Caller : Roberto)To : Phone 16346-Naples
Vajano Gianni
Via Garibaldi 1
(Galles Pino)Language: Italian
Recording No.: noneObservation started: 1506
Total time: 6 min.
Date: 13 Nov. 1944FRONTA CONNECTIONS
-ITALY GREEK-

Caller : I got the permission to export the salted fish and the 'catt'olio', and I am also trying to obtain the authorization for exporting wine, through the A.C.C. Office in Palermo or Messina. Inquire at the Chamber of Commerce in Naples, whether wine exportation is forbidden.

Galles : I will concern myself with all this, but Gionta is in Barcellona, the line is damaged and I cannot call him. Can you get in touch with him?

Caller : Tomorrow I will go to Catania and proceed to Barcellona to speak with Gionta. I will send you a friend of mine who dumped 200 qts of extra-strong and celofan paper at Gava dei Pirani, at a price of 300 lire a kg. I figured out the profit which would be important. In Catania they have blocked the beans. Through the intervention of the Colonel, my brother in law could buy them at 15 lire from the 'amasso' to sell them at lire 50. He would have a profit of 1,300,000 on 100 qts.

OVER

Comment by-
Monitor 17Reviewed by ---
R.G. Boulton
Lt. Gen. List.

5131

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

785017

MAPI/T/A 2618 CONT. D. (19)

CONFIDENTIAL

Gionta will not pay, for he made me lose 50.000 for a car which I had bought but didn't collect. When would it be possible for you to come?

Callee : It would be possible for me to come in about a fortnight, but in any case I shall have to speak to Gionta first.

Caller : In Palermo tuna fish in oil tests between 550-570 a Kg. You should reckon about 600. Nevertheless the thing must be decided at once, for the price is rising: everyday 10-20 more lire.

Callee : I will confirm this evening or tomorrow morning. I am waiting for the answer from Rome. Let me know if something new turns up.

Caller : I will phone to you when something new turns up.

NOTE : TIE UP WITH MAPI/T/A/ 2613

5120

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

785017

NOT sent
This is Being re typed. 11
encl 16/11

Tel: 478704

Our Ref: AG.Tn/3/3/44

15 November 1944

My dear Mr. Prime Minister,

It is considered that there are some misapprehensions in regard to the matter of removal of schooners from Sardinia. There have been lying at Sardinia for some months a number of schooners for which no coastal traffic was available. It was accordingly decided in July to remove them to the mainland where they are very much needed. This decision was agreed by General Martini, Director General of Mercantile Marine and Dr. Sarnella, Director of the Comitato Gestione Navi. It was decided to leave a pool for coastal trade and for this purpose the opinion of the Allied Commission Regional Commissioner was that all schooners under 36 tons, numbering 33, totalling 761 tons DW and all sailing vessels numbering 6 and totalling 432 tons, should be retained and this is being done.

Trade between Sardinia and the mainland will be carried out with other vessels. For this purpose during winter months only the largest schooners are suitable, so it has been arranged that all goods requiring shipment will be carried by larger schooners or coasters working in the shipping pool for all Italy.

During October 24th, 2400 tons of civil goods including salt, cork, skins and hides were shipped in this way from Sardinia.

It will no doubt be appreciated that the needs of shipping space to and from Sardinia have to be considered in conjunction with other Italian shipping needs and you can be assured that every endeavour is being and will be made to utilise the maximum amount of shipping space that can be made available for meeting Sardinia's needs.

His Excellency Ivanoe Bonomi
The President of the Council of Ministers
Italian Government
Rome.

ELLERY W. STONE
Commodore, USNR

Acting Chief Commissioner

0351

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

785017

10

Office of the Chief of Staff.

COGENA.

DCOS, Economic Section

Tel: 451

5602/10/COS

11 Nov 4.

1. Reference is made to 5602/1/COS of 11 Oct 44.
2. Will you please advise progress to-date in respect to the enquiry into COGENA suggested by the Chief of Staff.

cup
Chief Staff Officer,
To the Chief of Staff.

5128

3602 M
SECRET

ACTION CHIEF COMMISSIONER HEADQUARTERS ALLIED COMMISSION

AFHQ SIGNED SACHED

150975

NOV 102028A

PRIORITY

CITE: FHQIM, FHQEG

21 NOV Recd

SECRET.

1. Your 6183 of the 8th Nov. With the agreement of the Transportation Sub Commission of AC schooners over 36 tons carrying capacity were ordered to the mainland for the purpose of registration only. It is intended that such schooners will be used for the carriage of civil supplies after registration is completed.
2. On the recommendation of the Allied Control Commissioner SARDINIA all schooners under 36 tons carrying capacity totalling 761 tons and all sailing vessels totalling 432 tons were ordered to remain in SARDINIA.
3. These steps were undertaken with the knowledge of and in agreement with your representative. If it is desirable for any changes to be made request the case presented at meeting of MEDBO to be held Tuesday Nov 14.
4. We are most anxious to assist the Italians in this but await clear information on what it is required for us to do.
5. Agreed MWTR.

SECRET

NOV 110800A

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

785017

5127
DIST

Actin: L. En La ②
Imp: SOG Alee
P.O.S.
File

0353

Declassified E.O. 12356 Section 3.3/NND No. 785017

ACTION CHIEF COMMISSIONER HEADQUARTERS ALLIED COMMISSION

AFHQ SIGNED SACHET

F50975

NOV 102028A

PRIORITY

CITE: FHCIM, FHCIG

3/11

21 NOV 1944

SECRET.

1. Your 6183 of the 8th Nov. With the agreement of the Transportation Sub Commission of AC schooners over 36 tons carrying capacity were ordered to the mainland for the purpose of registration only. It is intended that such schooners will be used for the carriage of civil supplies after registration is completed.
2. On the recommendation of the Allied Control Commissioner SARDINIA all schooners under 36 tons carrying capacity totalling 761 tons and all sailing vessels totalling 432 tons were ordered to remain in SARDINIA.
3. These steps were undertaken with the knowledge of and in agreement with your representative. If it is desirable for any changes to be made request the case presented at meeting of MUDBO to be held Tuesday Nov 14.
4. We are most anxious to assist the Italians in this but await clear information on what it is required for us to do.

5. Agreed MTR.

DIST 5127

Actin: L. En la 2
Imp: SOG Alee

C.O.S.

File

SECRET

NOV 110300A

0354

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

785017

INFORMATION

728

Transferred to file 5601/cos

0355

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

785017

SECRET

6183

1171

AFHQ ~~XXXXXXXXXX~~

1/CC H. ALLIED COMMISSION

6183

081800

SECRET

PRIORITY

NOV Recd.

ECON SEC

SECRET FD ITALIAN PRIME MINISTER STRONGLY PROTESTS RECENT ACTION
 REQUISITIONING FORTY EIGHT MOTOR BOATS DESTROYED BY NAZIS IN
 SARDINIAN WATERS FM
 ROME FROM ACTING CHIEF COMMISSIONER H. ALLIED COMMISSION TO
 AFHQ ~~XXXXXXXXXX~~ ROME
 HE POINTED OUT THAT A MINIMUM OF TWO THOUSAND TONS IS ESSENTIAL
 TO ISLAND SUPPLY TRAFFIC AND THAT THE ORDER IN QUESTION WOULD STOP
 PRACTICALLY ALL TRAFFIC WITH INCALCULABLE CONSEQUENCES TO THE ALREADY
 CRITICAL ECONOMY OF THE ISLAND AND FURTHERMORE THE RECENT AUTHORIZATION
 BY ALLIED AUTHORITIES FOR RESUMPTION OF TRAFFIC BETWEEN SARDINIA AND
 SIBILLY AND THE MAINLAND WOULD BE NULLIFIED IF PRIME MINISTER URGENTLY
 REQUESTED BACKED PROPOSAL

Copy 101
 /CC
 Econ. Sec.
 CCS

5126

PA
 10/11

0356

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

785017

Chief of Staff.

5602/1/cos.

COGENA.

DCOS, Economic Sec.

11th October 1944.

There have always been rumours about the corruption existing in COGENA. This organisation is so vital to the transportation of supplies that I suggest an enquiry be made with a view to arranging changes in the staff if the allegations are proved to have any foundation.

M. S. LUSH

Brigadier,
Chief of Staff.

5125

