

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

ACC

10000/109/1136

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

785017

109/1136

PORTS
SEPT. 1944 - NOV. 1946

125

C30

I have discussed 123 with C.O. He has directed that we send a copy of 123 to AFHQ, G-5, and ask them whether this Commission should reply to the letter of the U.S. Maritime Commission on the lines of AFHQ letter at 113 or whether AFHQ will send a reply direct to the U.S. Maritime Commission.

Please draft (126)

ML

M. CARR,
Brigadier,
A/Executive Commissioner.

27 September 1946

129.

Cgs by Comm.

*Ref. min 125. A.F.M.Q. direct. that we
reply to folio 123. See folio 127. Letter
on these lines at folio 128 for signature*

please. Aubrey 9/10 H. 10/10

130.

Chief Commissioner.

The enclosed letter is submitted for signature.

As On instructions from AFHQ G-5 Section (Folio 127) our reply is based on AFHQ letter at Folio 113.

Ref. min 125. A.F.H.Q. demand that we
reply to folio 123. See folio 127. Letter
on these lines at folio 128 for signature
please. AWB 9/10 H.A. 10/10

130.

Chief Commissioner.

The enclosed letter is submitted for signature.

On instructions from AFHQ G-5 Section (Folio 127) our reply is
based on AFHQ letter at Folio 113.

M. Carr
M. CARR,
Brigadier,
Executive Commissioner.

12th October, 1946.

137

To Exec Comm.

Please see folios 136 for info

vide the CC's note at top left. AWB 21/11
J. E. H.

5834

116.
F.L. Dague - Note There are Two
letters from U.S. Embassy To be
answered

Jus cc

18/14

117.

C.S.O. Please have letter checked in accordance
with memo 116.

M. Land Bay
of Ex Comm

1879

119.

0-90 Ex Comm

Ref memo 116 & 7. Letter at folio 118
for signature, please. This is in
accordance with 9-5: letter at 113.

1879
A. F. L.

CSO Ex 10mm

Ref memo 11687. Letter of folio 118
for signature, please. This is in
accordance with 9-5-46 letter of 113.

Auty 26/9
A.P.C.

120

SEP 27 1946

SEP 3 1946

File route to show That
The views expressed are
STC (HFD)'s - not mine ^{9/23/46}
Approved
Information submitted for signature
of Ex Comm.

Chief Commissioner.

Enclosed

Attached is submitted for signature
information

25/9/46

127

CSO - of folio 123. Should not this writer
be referred to the U.S. Embassy, as
that would seem to be the proper
channel. Auty 26/9

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

785017

115

SEP 7 1946

Chief Commissioner.

112.
Attached is submitted for your ^{approval} signature information

After you have seen the information will be
passed to the U.S. ^{U.K.} Entertainers in London
17/9 AD Ex. Comm.

108

C80

Issue & attach (check correspondence)

from US Embassy MS 6/5

111

C80. Ref min 108. Letter at 110 for signature, please MS 6/5

112

↓ Chief Commissioner.

Approval
Attached is submitted for your signature
information

MS 6/5

114

Ref. num 100. letters at 110/111

Aug 69

112

Chief Commissioner,

110

Approval
Attached is submitted for your signature
information

112/115

114

Esq. Dr. Lamm

Folio 113 for the Chief Commissioner's info.
please. after he has seen, will provide

U.S. Embassy for Mr. Lamm

Aug 69
035/17/9

102.

Ex Com

I do not possess a copy of the US CA agreement & only referred to sub. para B of Capt. Meuty's letter of 17 Aug, where it is specified that "free access is granted to all shipping designated as US Forces".
 We for as I understand it "free access and entry" means "free of all costs & expense". This is what was meant by the clause of the old administrative terms and all parties concerned accepted this interpretation.
 On the other hand if "free access & entry" means that the Italian authorities will not oppose such access & entry at any time, without any reference to the cost thereof & other port facilities, then your observation is perfectly correct.

G. F. Hammond

Regue S/Commission
 30 Aug 46.

103.

PA Relyke as draft please →
 22/30 Aug

104.

NAVY Sub Commissioner

DEKA. ✓
 Do you agree with draft opposite?

105.

Ex. Com.

30 Aug 46.

22/31 Aug

G. F. Hammond

PA Re type as draft please 7/2/35mm

104

Navy Sub Committee

DEKA. ✓

Do you agree with draft opposite?

105. 7/2/31/400

Ex. Com.

3 do fully

818mg 146
1492 316

Y. S. Ham W

Navy 3/k

106

I agree with the draft. 5833
official -
Navy SIC 14.

107.

E.C.
211.

Minutes 105 + 106 in answer to your Min. 104 for info.
11/5

100
PORT CHARGES IN ITALIAN PORTS FOR
ALLIED COMMERCIAL VESSELS

Prima facie articles 18, 19 and 20 of the Armistice appear to cover the question in point, ~~and~~ its terms are still in force.

It must not however be forgotten that the Armistice was an instrument of war and that the articles in question were only intended to assure the free transport of war supplies and material required by Allied Forces in Italy and nothing else.

On the other hand it may be said "at ~~contrario~~" that the inclusion of a specific clause in the ~~Key~~ ^{United Nations} ~~Armistice terms~~ differentiating between Normal trade cargo and Military supplies can be taken as evidence that such difference did not exist under the old Armistice terms. It can be maintained however that at the time of the signing of the Armistice the contracting parties never considered the eventuality of normal trade relations being resumed during the period which the Armistice was meant to cover.

As stated above the document was only designed to foster the war effort, the parties had no intention to deal with peace time problems such as trade and consequently the question of the exemption of port charges for commercial vessels engaged in regular trading was never contemplated.

Therefore even if the letter of the document might be construed as extending ~~the~~ exemption to all Allied ships I am of opinion that the contracting parties never had such intention.

G. G. Hannaford

G. G. HANNAFORD,
Lt. Colonel,
Deputy Chief Legal Advisor.

As stated above the document was only designed to foster the war effort, the parties had no intention to deal with peace time problems such as trade and consequently the question of the exemption of port charges for commercial vessels engaged in regular trading was never contemplated.

Therefore even if the letter of the document might be construed as extending ~~the~~ exemption to all Allied ships I am of opinion that the contracting parties never had such intention.

G. G. Hannaford

G. G. HANNAFORD,
Lt. Colonel,
Deputy Chief Legal Advisor.

23 August 1946.

101.

DCLA.

When is this? 17/27/46

I do not agree with X above. Although under the U.S. C.A. agreement U.S. forces have free right to enter ... staying ... Italy under Article 1, Article 9 states that the cost of all facilities (which include port facilities mentioned in Article 2) by U.S. Government by U.S. except for occupation cost of VG & U.S. 17/27/46

82

CSO *Final* 110.
 81 for info: this is Navy S.C. leaving the last
 step in the change over. No action.

WBS 4/10

98.

CSO.

Ref folio 96. Please see folio 97.

ALB 20/8

99.

C.L.A.

Ref 1 97 and correspondence referred to
 therein. Will you please let the
 Ex Comm have your comments and
 opinion as to the action that should
 be taken in this matter.

L.W. Mott-Smith,
 Lt. Col.

22/8.

785017

Ref 7 97 and correspondence referred to
 therein. Will you please let the
 Ex Comm have your comments and
 opinion as to the action that should
 be taken in this matter.

L.W. Hunt-Smith,
Att. Col.
22/8.

1/18

50

20

CSO

Group from 69

CSO 29/8

21

21

CSO

In view of the memo of 18 - he may wish to see

from 69.

CSO 29/8

78 79

CSO - Folio 18 for info

Encl 1/10

CSO 29/8
21/10/80
21/10/80

Capt. White. This was discussed at a recent
Ex. Com. meeting. Re. return with the Minutes

78 79

CSO - folio 78 for info

Encl 1/10

Reb to 2101/10
2101/10
2101/10
2101/10

Capt. White. This was discussed at a recent in

For. com. meeting. Re. return with the Hurdles

file.

Encl 1/10.

Mr Robbins
will move
to 2101/10

There was PA - see
folio 78.

5830

785017

46

also For info files 43 thru 45. Belvoir Ex Comm
would be interested in the report.

28/6/45

47.

Ex Comm

The interesting report by Col Seiff

(23)

encl 44. 29/6.

MS 29/6

also

49. To see files 48.
28/7/45

50

Thanks: 'Lum' Sect. how
to implement the Campbell report
(What does that entail?)

4 29/6

MS 29/6

Edw

To me file ⁴⁹ ~~48~~

CD 10/7/45

50

Thanks: I've sent. how to implement the Campbell report
What does that entail?

S. 1077.

61.

Edw. Re min so please see files 60 in reply. I believe
that this is an involved report which is being handled by Navy
Dept. whenever any implementation of any part of it is required.

Edw
2/8

Transit 4p 5824a MP

8/18 2/8

1078

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

785017

Chief Commissioner.

39.

Attached is submitted for your information/signature/approval.

✓

NS 19/8

#12

Maj Rumbly:

Re. #3, You will probably want to follow this through with Econ. Sect. - Let me know the final result, please.
 PLS 18 Dec.

21

CSO

The only reply received to date to Navy S/G's letter (folio 11) to addressees (see folio 9) has been RC Toscana (folio 18) so am prodding Economic Section on this. Part of Piombino for civilian supplies is urgently needed, labor available and would relieve pressure on Leghorn.

6 Jan 45

Office of the Chief of Staff.

Ext. 451

Good Bu. 8 Jan. If

Major.

CSO: Folios 18 and 22 comprise rejection rec'd. to date on Piombino Port. PLS 18/1

TDR (8/1)

28

Major Stearns: Navy S/C info/matter to see folios 20-27 PLS 21/1

35.

CSO: to see folios 34 for info, re: proposed Port's Shipping Committee. PLS 21/2

H. 22/2.

CSO: Official announcement of opening of Port of Piombino at folio 36. PLS 21/3

S. 1.1

28
Major Starnes: Navy SC info/matter to see folios 25-27 *needed by* *WJ*

35
C50: to see folios 34 for info, re: proposed Port & Shipping Committee. *WJ* *21/2*

W *22/2*
C50: Official announcement of opening of Port of Pionbino at folio 36. *WJ* *21/3*

W *6/3*
40

Executive Commissioner:

To see folio 39, paraphrased translation of a letter to the Interministerial Port Committee, Rome, from Committee of National Liberation, Messina, regarding the move to make Messina a free port.

19 May 45

WJ

9824

80058
F.C.
R. W. Stone
MQ Guy
2/1/47
U. S. MARITIME COMMISSION

XXXXXXXXXXXXXXXXXXXXXXX

Naples, Italy
Nov. 18th, 1946

NOV 18 1946

NOV 20 1946

136

To: Supreme Allied Command, Mediterranean
Attention: G-5
A.P.O. 512

From: Warren H. McKenney, Director Mediterranean Area

Subject: Payment of Italian Port Dues
Payment of Italian Port Charges

128
1. We would refer to our letter of September 19th, 1946, subject: "Payment of Italian Port Dues (Anchorage Dues - Sanitary Taxes)", and to the reply of Rear Admiral Elery W. Stone, of October 14th, Reference 8005/128/EC, subject: "Payment of Port Dues", copies of which have been passed on to American Export Lines, Inc., American President Lines and to Lykes Bros. S/S Co. Inc., all of whom have European Headquarters in Genoa.

2. On October 20th, 1946, Mr. W. H. McKenney the Director Mediterranean Area, and Mr. E.L. Troutman, Operations Manager, U. S. Maritime Commission, were in conference with the Directors Mediterranean Area, (Mr. C.W. Kalloch, Mr. J.M. Whitman and Mr. M.J. Wolfson), of the American steamship lines indicated in the above paragraph, for the purpose of coordinating views and plan of action to obtain a firm and, if possible, decisive answer to the entire problem regarding the payment of "Port Dues" and the payment of "Port Charges" in Italian Ports.

3. It was agreed that the U.S. Maritime Commission would endeavor to obtain a decision from the Supreme Allied Commander, Mediterranean, or otherwise arrange a meeting between the individuals representing the Military and Governmental groups and those representing the American steamship lines, if it should be necessary to obtain a decision, in connection with the following points, which were not included in total, in our letter of September 19th, 1946.

A - Do any Allied vessels, including American vessels, pay any Port Dues at Italian ports?

B - Do any Allied vessels, including American, pay any Port Charges at Italian ports?

C - American vessels are carrying into Italian ports cargoes coming under the following categories:

5827
Capt K
/.

- 2 -

- i - Military
- ii - Relief, including UNRRA
- iii - Commercial
- iv - Mixed Relief and Commercial
- v - Mixed Military and Commercial

It is requested that a ruling be made replying to questions A and B for the particular category of vessels respectively indicated in paragraph C, i, ii, iii, iv, and v.

4. The opinion of the Steamship lines is as follows, and we quote from minutes of the meeting referred to in paragraph 2:- "Failing definite instructions and being obliged by the Italian Government to pay these port dues and port charges, we must pay them under protest until instructions are received from appropriate authorities. We feel that cargoes coming into the category of Military and UNRRA and relief cargoes should pay neither port dues nor port charges, that ships carrying mixed cargo, part relief and part commercial, etc., should be considered as relief ships. Ships carrying entirely commercial cargoes should pay dues and charges. However, as stated above, we must have, in view of the existing conditions in that the Peace Treaty has not yet been signed, definite instructions on what we shall pay and on what we shall not pay".

5. The following presently represent Port Dues:-

Anchorage dues
Surtax - Anchorage
Excise Dues
Sanitary Dues
Passenger Embarkation & Debarkation taxes
Stamps on Inward and Outward Manifests
Bill of Health, Stamps on Bill of Health
Capitaneria Fees for visit of passengers,
Stamps on ditto

The following presently represent Port Charges:-

Interpreter at Pratique Office	
Application for Pratique on Board	
Customs House Attendance on board	
Pilotage	boat hire
Tug services	Watchmen
Moorings - unmooring	Garbage
Water	Laundry
Stevedoring	Customs Brokers
Use of Port Cranes	Luggage Port Service

6. We desire to state that the American steamship lines who are also agents for the U.S. Maritime Commission are not endeavoring to avoid any

5826

- 3 -

134

responsibilities - they are merely asking for guidance.

W. H. McKemey
W. H. McKemey
Director, Mediterranean Area
U.S. Maritime Commission

WHMok: TP

Attachments: A - Our letter Sept. 1946 — 133
B - Copy letter Oct. 14:46 ref: 8005/126/SC, — 132
rec'd from Rear Admiral Ellery W. Stone
C - Letter Ministry of Marine exempting Relief — 131
vessels and Military from payment of Anchorage
Dues

c.c. Rear Admiral Ellery W. Stone
c.c. Mr. Myron Black, Shipping Adviser
American Embassy, Rome
c.c. Mr. C.W. Malloch, Gen. Director for
Europe, American Export Lines, Inc.
Genova
c.c. Mr. J.M. Whitman, European Director
American President Lines, Genova
c.c. Mr. M.J. Whafson, Director Med. Area
Lykes Bros. S/S Co. Inc., Genova

U. S. MARITIME COMMISSION

Naples, Italy
Sept. 19, 1946

To: Admiral Stone, Chief, Navy Subcommission, Allied Commission
FOR SACRED

From: E.L. Troutman, Operations Manager, Med.

Subject: Payment of Italian Port Dues
(Anchorage Dues - Sanitary Taxes)

This Commission has been advised by its Agents that Italian Authorities, (Ministry of Marine), through the Port Captains at Certain ports, (Venice, Leghorn and Savona), are in receipt of requests to pay Anchorage dues and Sanitary dues on vessels that do not carry cargo for UNRRA, Italian Civilian Relief, or for the Allied Armies. This is in accordance with Ministry of Merchant Marine's circular of August 13th, 1946, #7768/P.T.6, copy of which is attached.

First, this Commission is not in receipt of any official advices from appropriate Allied Authorities indicating that any agreement to assess such dues and taxes has been granted or concluded as between Allied and Italian Authorities.

Therefore, in view of this, and having due consideration for any terms of the Armistice which may prohibit or otherwise limit such payments to Italian Authorities, we must advise that we can only recommend to our agents and to our private operators of American vessels, that no such dues and taxes should be paid - at least not prior to receiving proper advices from the appropriate Allied Authorities.

It appears that Italian authorities will be making demands of this nature, and others from time to time, and for the purpose of maintaining a reasonably efficient operation without constant disagreements and arbitrary action as between Italian Authorities on the one hand and Allied vessels' operators, the operators' Agents, and this Commission on the other, it is requested that this question receive your most immediate consideration and that we be furnished with a suitable directive that will enable this Commission and others concerned to be appropriately guided.

E. L. TROUTMAN
Operations Manager, Med.
U.S. Maritime Commission

ELT:TP

HEADQUARTERS ALLIED COMMISSION

Office of the Chief Commissioner

APC xxx 794

14 October 1946

o
o
p
y

Ref. : 8005/128/EE
SUBJECT : Payment of Port-Dues
TO : Operations Manager, Hed.
U.S. Maritime Commission,
Naples.

Reference is made to your letter dated 19 September on the above subject.

The matter has been referred to Allied Force Headquarters and I have been requested to inform you as follows.

There is nothing in the Armistice Terms which excludes Allied vessels carrying commercial cargoes from paying harbour or anchorage dues, port charges, light dues or for the services of tugs.

Articles 18, 19 and 20 of the Armistice Terms are not considered relevant as they refer exclusively to occupied territory nor do they provide for free facilities. Free transit facilities in unoccupied Italy for military equipment and stores arise by virtue of Art. 21 of the Armistice Terms and the Hand back documents e.g. Art. 10 of Document A of 4 August 45. There is no corresponding provision in favor of commercial cargoes.

Your recommendation to your agents and private operators of American vessels appears to be quite unjustified.

Sgd) Ellery W. Stone
ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

TRANSLATION

August 13, 1946. 131

MINISTRY OF MERCHANT MARINE

ROME

IV Division - No. 7768/P.T. 6

ANCHORAGE DUES ALLIED VESSELS

By virtue of circulars No. 15700 of July 7th 1944 and No. 755 of October 10th, 1945, Harbor Masters were ordered to keep a record of anchorage and port dues not paid by Allied vessels and by Italian vessels sailing for account of Allied Countries, in order to enable this Ministry to figure, in due course, the equivalent amount of services rendered to the Allies.

Some Harbor Masters have requested this Ministry to indicate for which Nationality of vessels they are to keep said record, also the kind of documents they are to obtain from ship's Masters who declare to be sailing for account of the Allies.

On the score, we advise that, consistent with article 17 of the Armistice Pact signed September 28th 1943, merchant vessels and craft SAILING AT THE SERVICE OF THE UNITED NATIONS have the right to freely use Italian Territorial waters.

As a consequence, all vessels carrying U.N.R.R.A. cargo for the Italian civilian population or cargo for the Allied Military Forces are to be considered AT THE SERVICE OF THE UNITED NATIONS.

The final destination of the cargo will be ascertained from the ship's documents covering the cargo.

All other vessels calling at Italian Ports and not included in the above indicated categories, no matter what their Nationality may be, are bound to pay all anchorage and port dues, as provided by the Law No. 318 of July 23rd, 1896.

As regards the scale of charges to be adopted, we hereby order that in accordance with the opinion expressed by the Ministry for Foreign Affairs, the vessels flying Allied Flags, inclusive of French, Greek and Yugoslavian, which were enjoying the same privileges granted to Italian vessels before June 10th, 1940 by virtue of a Treaty of Commerce and Navigation, are to be granted the preferential tariff.

We further advise that the vessels which have a right to enjoy the same privileges granted to Italian vessels, are those belonging to the several Nationalities mentioned in circular No. 1787 dated July 7th 1925 headed "PORT DUES AND TAXES" and following modifications.

The Minister

Signed) Aldisio

File

128

Ref. : 8005/128/20

14 October 1946

SUBJECT: Payment of War-Rent.

TO : Operations Manager, Med.
U.S. Maritime Commission,
Naples.

123

Reference is made to your letter dated 17 September on the above subject.

The matter has been referred to Allied Force Headquarters and I have been requested to inform you as follows.

There is nothing in the Armistice Terms which excludes Allied vessels carrying commercial cargoes from paying harbour or anchorage dues, port charges, Light dues or for the services of tugs.

Articles 18, 19, and 20 of the Armistice Terms are not considered relevant as they refer exclusively to occupied territory and do they provide for free facilities. Free transit facilities in unoccupied Italy for military equipment and stores arise by virtue of Art. 21 of the Armistice Terms and the Host back documents e.g. Art. 10 of Document 1 of 4 August 45. There is no corresponding provision in favor of commercial cargoes.

Your recommendation to your agents and private operators of American Vessels appears to be quite unjustified.

/s/ Ellery W. Stone

ELLERY W. STONE
Rear Admiral, USN
Chief Commissioner

See M-129, 130

Copy to: 6-5 Section AFHQ

Filed A

" B

Myron Black Esq., U.S. Embassy, Rome

502A

PA 14/10
ER

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

8005 ⁹⁰¹¹
R
ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

Ex Comm

127

OCT - 8 1946

G-5: 995.12

4 October 1946

SUBJECT: Italian Port Charges.

TO : Chief Commissioner,
Allied Commission,
APO 794.

126

Reference 8005/126/EC, 30 September 1946

1. You will please reply to the U.S. Maritime Commission direct along the lines of our G-5: 995.12 dated 12 September 1946, above subject, with copy to this section.

BY COMMAND OF LIEUTENANT GENERAL MORGAN:

113

A. L. Hamblen

A. L. HAMBLLEN
Colonel, G.S.C.
Assistant Chief of Staff, G-5.

4. 128 refers
See 17-129, 130

5820

Q

PA 14/10
OK.

(CAP 4)

Ref. : 6005/126/EC

30 September 1946.

SUBJECT: Italian Port Charges.

TO : G-5 Section,
A.F.H.Q.

1. I enclose a copy of an unnumbered letter dated 19 Sept 46 on this subject, addressed to this Commission for SACRED from the U.S. Maritime Commission.

2. Will you please advise this Commission whether you will reply direct to the U.S. Maritime Commission, or whether you wish us to answer this letter along the lines of your G-5: 995.12 dated 12 Sept 46 on this subject.

For the Chief Commissioner:

A. W. Knisely

Brigadier,
Executive Commissioner.

5819

See F-127, m. 129, 130

C.A. 179/46

COPY.

8005 A⁰
 U.S. MARITIME COMMISSION
 Naples, Italy.
 Sept. 19 '46.

SEP 26 1946

To: Admiral Stone, Chief Navy Sub-Commission,
 Allied Commission. FOR SACMED.

From: E.L. Troutman, Operations Manager, Med.

Subject: Payment of Italian Port Dues.
 (Anchorage Dues - Sanitary Taxes).

123
 S/he C.C. who
 mentioned that this
 would probably be
 a matter for AFHQ
 C.C. has original
 res. speaking of Lt. Hamilton
 12 26/9 ME

This Commission has been advised by its Agents that Italian Authorities, (Ministry of Marine), through the Port Captains at certain ports, (Venice, Leghorn and Savona), are in receipt of requests to pay Anchorage dues and Sanitary dues on vessels that do not carry cargo for UNRRA, Italian Civilian Relief, or for the Allied Armies. This in accordance with Ministry of Merchant Marine's circular of August 13th, 1946, No. 7763/P.T.6, copy of which is attached.

First, this Commission is not in receipt of any official advices from appropriate Allied Authorities indicating that any agreement to assess such dues and taxes has been granted or concluded, as between Allied and Italian Authorities.

Therefore, in view of this, and having due consideration for any terms of the Armistice which may prohibit or otherwise limit such payments to Italian Authorities, we must advise that we can only recommend to our agents and to our private operators of American vessels, that no such dues and taxes should be paid - at least not prior to receiving proper advices from the appropriate Allied Authorities.

It appears that Italian authorities will be making demands of this nature, and others from time to time, and for the purpose of maintaining a reasonably efficient operation without constant disagreements and arbitrary action as between Italian Authorities on the one hand and Allied vessels' operators, the operator's Agents, and this Commission on the other, it is requested that this question receive your most immediate consideration and that we be furnished with a suitable directive that will enable this Commission and others concerned to be appropriately guided.

E. L. TROUTMAN,
 Operations Manager, Med.
 U.S. Maritime Commission.

ELT:TP

Enc:

cc Mr. Myron Black, Amer. Embassy Rome.

"Col. Douglas Lowly G4, MTOUSA.

Lykes Bos., A.E.L.A., L. Genoa.

WSA, USMC Trieste. Genoa, Leghorn, Naples.

EC Dist - 26/9/46

Action: E.C.
 If: C.C.

125
 128

See 7. 126

5818

PA 30/9
 15

TRANSLATION.

CAPITANERIA DI PORTO
LIBORNO.

Leghorn, Sept. 2 1946

n. 12529

Mr. Cesare Fremura.
Leghorn.

Subject: ANCHORAGE DUES ALLIED VESSELS.

According to circular August 13, n 7668/P.T.6. of the Ministry of Merchant Marine, copy of which has been already forwarded to you, all vessels flying foreign flags are bound - with no exception - to pay Anchorage dues in the measure and under the modalities provided by laws actually in force.

As a consequence and effective immediately, your firm is bound to pay Anchorage dues every time a ship calls this port under above conditions.

Vessels for account of UNRRA and Army are not obliged to the payment of this tax.

For your guidance, no exception is admitted to this order.

Please acknowledge receipt of the present.

The Harbour Master.
Col. Michele Cernino.

TRANSLATION.

MINISTRY OF MERCHANT MARINE,
ROME.

August 13th 1946.

IV. Division - No. 7668/P.T.6

ANCHORAGE DUES ALLIED VESSELS.

By virtue of circular No. 15700 of July 7th 1944, and No. 755 of October 10th 1945, Harbour Masters were ordered to keep a record of anchorage and port dues not paid by Allied vessels and by Italian vessels sailing for the account of Allied Countries, in order to enable the Ministry of figure, in due course, the equivalent amount of services rendered to the Allies.

Some Harbour Masters have requested this Ministry to indicate for which Nationality of vessels they are to keep said record, also the kind of documents they are to obtain from ship's Masters who declare to be sailing for account of the Allies.

On the score, we advise that, consistent with article 17 of the Armistice Pact signed September 28th 1943, merchant vessels and craft SAILING AT THE SERVICE OF THE UNITED NATIONS have the right to freely use Italian Territorial waters.

As a consequence all vessels carrying URRRA cargo for the Italian civilian population or cargo for the Allied Military Forces are to be considered at THE SERVICE OF THE UNITED NATIONS.

The final destination of the cargo will be ascertained from the ship's documents covering the cargo.

All other vessels calling at Italian Ports and not included in the above indicated categories, no matter what their Nationality may be, are bound to pay all anchorage and port dues as provided by the Law No. 313 of July 23rd 1896.

As regards the scale of charges to be adopted, we hereby order that in accordance with the opinion expressed by the Ministry for Foreign Affairs, the vessels flying Allied Flags, including French, Greek and Jugoslavian, which were enjoying the same privileges granted to Italian vessels before June 10th 1940 by virtue of a Treaty of Commerce and Navigation, are to be granted the preferential tariff.

We further advise that the vessels which have right to enjoy the same privileges granted to Italian vessels, are those belonging to the several Nationalities mentioned in circular No. 1787 dated July 7th 1925 headed "PORT DUES AND TAXES" and following modifications

THE MINISTER.

Ref. : 8005/111/80

23 September 1916.

My dear Mr. Livingston,

With further reference to your letter dated 29 July enclosing a copy of a letter from Mr. Wolfson, Director for Mediterranean Area of Lykes Bros Steamship Co., Inc. on the subject of payment of port dues in Italian Ports and your letter dated 4 September on the same subject.

There is nothing in the Armistice Terms which excludes Allied vessels carrying commercial cargoes from paying harbor or anchorage dues, port charges, light dues or for the services of tugs.

The opinion of A.P.E.Q. is that they do not consider Articles 18, 19 and 20 of the Armistice Terms to be relevant as they refer exclusively to occupied territory and do not provide free facilities. Free transit facilities in unoccupied Italy for military equipment and stores arise by virtue of Art. 21 of the Armistice Terms and the final book documents e.g. Art. 10 of Document A of 4 Aug. 15. There is no corresponding provision in favor of commercial cargoes.

The payment of the Italian Harbour masters and tug masters by vouchers issued "for the account of the Italian Government" appears to be quite unjustified.

Sincerely yours,

/s/ Henry W. Stone

HENRY W. STONE
Rear Admiral, USN
Chief Commissioner

Mr. Charles A. Livingston,
Counselor for Economic Affairs,
The American Embassy,
Rome.

Copy to: C.C.
Folied B
Navy S/C
Legal S/C

See M-119

5815

PA-23/9
118
118

8005 ⁹¹
ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

EX. COMM. MR.
1599 113

C-5: 995.12

12 September 1946.

SUBJECT: Italian Port Charges.

TO : Chief Commissioner,
Allied Commission,
APO 794.

76 SET. 1946

110
Reference your 8005/108/EC of 7 September 1946.

1. There is nothing in the Armistice Terms which excludes Allied vessels carrying commercial cargoes from paying harbour or anchorage dues, port charges, light dues or for the services of tugs.

2. Articles 18, 19, and 20 of the Armistice Terms are not considered relevant as they refer exclusively to occupied territory nor do they provide for free facilities. Free transit facilities in unoccupied Italy for military equipment and stores arise by virtue of Art 21 of the Armistice Terms and the Hand back documents e.g. Art 10 of Document A of 4 Aug 45. There is no corresponding provision in favor of commercial cargoes.

^{eh}
3. Payment of the Italian Harbour masters and tug masters by vouchers marked "for the account of the Italian Government" appears to be quite unjustified.

BY COMMAND OF LIEUTENANT GENERAL MORGAN:


A.L. HAMBLÉN
Colonel, G.S.C.
Assistant Chief of Staff, G-5.

(Capt K)

See M-114, 115, 126, 130

5814

PA ²³/₉
MR ²³/₉

Ref: 8005/400/10

1 September 1946

SUBJECT: Italian Port Charges.

TO : C-5 Section, Allied Force Headquarters.

1. I forward copies of correspondence received from the US Charge' d'Affaires in connection with port charges in Italian ports for American commercial vessels. An examination of the problem made here shows that under Article 18-19-20 of the Armistice Terms, Allied merchant ships are permitted free access and entry to Italian ports. My interpretation of these terms, however, is that the Articles were intended only to ensure the free transport of war supplies and materials for Allied Forces in Italy and nothing less, and that at the time of the signing of the Armistice the contracting parties did not consider the eventuality of normal trade relations being resumed during the period which the Armistice was meant to cover. As a consequence American commercial vessels entering Italian ports should, in my opinion, pay the normal port charges to the Italian Government. In this connection I would add the view of the British Ministry of War Transport and War Shipping Administration representatives in that there is no such thing as a mixed cargo and that the cargo is wholly military or must be classified as commercial. I understand that British masters are paying port dues without qualification.

2. I should be glad to have your confirmation that my interpretation is correct, in order that I can reply to the US Embassy.

3. In the meantime the Italian Harbour masters and tug masters have been paid by voucher "for the account of the Italian Government" in order to allow them the means of livelihood.

EMERY W. STONE
Rear Admiral, USNR
Chief Commissioner

581: PA
R 7 11

See 7-113

DRAFT

Ref: 8005/EC.

August 1946.

SUBJECT: Italian Port Charges

TO : ALLIED FORCE HEADQUARTERS.

Attention: C-5 Section.

1. I forward copies of correspondence received from the US Charge d'Affaires in connection with port charges in Italian ports for American commercial vessels. An examination of the problem made here shows that under Article 18-19-20 of the Armistice Terms, Allied merchant ships are permitted free access and entry to Italian ports. My interpretation of these terms, however, is that the Articles were intended only to ensure the free transport of war supplies and materials for Allied Forces in Italy and nothing less, and that at the time of the signing of the Armistice the contracting parties did not consider the eventuality of normal trade relations being resumed during the period which the Armistice was meant to cover. As a consequence American commercial vessels entering Italian ports should, in my opinion, pay the normal port charges to the Italian Government. In this connection I would add, ~~that~~ the view of the British Ministry of War Transport and ~~the~~ Shipping Administration representatives is that there is no such thing as a mixed cargo, and that the cargo is wholly military or must be classified as commercial. I understand that

109

Italy and nothing less, and that at the time of the signing the contracting parties did not consider the eventuality of normal trade relations being resumed during the period which the Armistice was meant to cover. As a consequence American commercial vessels entering Italian ports should, in my opinion, pay the normal port charges to the Italian Government. In this connection I would add, ~~that~~ the view of the British Ministry of War Transport and ~~War~~ Shipping Administration representatives is that there is no such thing as a mixed cargo, and that the cargo is wholly military or must be classified as commercial. I understand that British masters are paying port dues without qualification.

2. I should be glad to have your confirmation that my interpretation is correct, ~~in order that~~ I can reply to the US Embassy.

3. In the meantime the Italian Harbour masters and tug masters have been paid by voucher "for the account of the Italian Government" in order to allow them the means of livelihood.

PD
78
ER

ELERY W. STONE,
Rear Admiral, USNR
Chief Commissioner

OP
Su Min 102, 103 + 104, 105, 106 + 107, 5812

109A

Rome, Italy.
September 4, 1946.

Dear Admiral Stone:

*sent to AFHQ under
cover of Folio 110*

As suggested by you last night, I am sending herewith
copies of letters bearing on the general subject of charges
pertaining to Allied ships at Italian ports—which subject
was referred to in our letter to you of July 29, 1946. —94

Sincerely yours,

Charles A. Livengood

Enclosures:
As stated.

Rear Admiral Ellery W. Stone,
Chief Commissioner,
Allied Commission,
Rome.

3811 PA

ls 7/11

HEADQUARTERS ALLIED COMMISSION
NAVY SUB-COMMISSION APO 794

NSC/5379
17 August 1946.

MEMORANDUM TO EXECUTIVE COMMISSIONER.

AUG 19 1946

Subject: Port Charges in Italian Ports for American Commercial Vessels - Information on.

Reference: (a) Admiral Stone's ltr. of July 30th to Mr. Livengood. 94
(b) Mr. Livengood's ltr. of July 29th to the Admiral. 94
(c) Lykes Bros. Steamship Co. ltr. of July 18th to the American Embassy. 93
(d) Memo. from Admiral Stone to Exec. Comm. of July 31st. 96

1. By reference (b) information was requested relative to port charges in Italian ports for commercial vessels, particularly American.

2. The Navy Sub-Commission investigated at length all existing documents relative to port affairs. It further conferred with Mr. Bell of the British Ministry of War Transport, and Captain Smith, War Shipping Administration Representative at Naples. In addition, a conference was held between Colonel Walton and Lieutenant Colonel Street of the Economic Section, and at a later date, a conference was held with Lieutenant Colonel Street and Lieutenant Colonel Hind Smith.

3. Information as follows is offered:

(a) Articles 18, 19, and 20 of the Italian Armistice state that Allied Merchant ships shall have free access and entry to Italian ports. This is the only written item available.

(b) The new Civil Affairs Agreement, as yet unsigned, calls for free access and entry to all shipping designated as "U. S. Forces", however, there is no classification or mention of commercial ships.

(c) From a practical standpoint, Italian harbor masters and tug masters have been paid by voucher "For the Account of the Italian Government" to allow them a means of livelihood, since someone must pay them for their services for them to make a living. Further there appears to be no reason why commercial ships should not pay normal harbor charges.

(d) It is the British view that there is no such thing as a "mixed cargo". Cargo is either 100 per cent military or must be classified as commercial. 5810

4. Since paying harbor charges might be taken as a precedent for waiving the rights set forth on the Italian Armistice agreements, it is submitted that this matter be one that should be referred to SACMed or some other high level authority for decision.

G. F. MENTZ, Captain, USN,
Chief Staff Officer (NSC).

(CAPT K)

See 17-98

8005

En Comm.

96

21 July 1946.

AUG 1 1946

MEMORANDUM TO: Executive Commissioner.

1. Forwarded for action.
2. Will you take up this question with the Navy Sub-Commission and the Economic Section to see what information we have and, if necessary, prepare letter for my signature to AFHQ.

MILERY W. STONE
Rear Admiral, USNR
Chief Commissioner

Ec. Dist - 1 AUG

ACTION - NAVY S/C.

INFO - Econ Sec.

- CC.

- EC. —

5800

PA
2/6
1946

See F-97

(CAPT R)

95

30 July 1946

My dear Mr. Livingston:

94

This will acknowledge receipt of your letter of July 29th forwarding a copy of letter dated July 10th to the American Embassy from the Mediterranean Representative of Lykes Bros. Steamship Co., Inc.

93

I will look into this question immediately and write you further in compliance with the last paragraph of your letter.

Sincerely yours,

HILBERT W. STONE
Rear Admiral, USNR
Chief Commissioner

Mr. Charles A. Livingston,
Counselor for Economic Affairs,
The American Embassy,
Rome.

Copy to: Mr. Cox
OO

PA 3
50000

See 7-97

EMBASSY OF THE
UNITED STATES OF AMERICA

My dear Admiral:

There is enclosed a copy of a letter received by the Embassy from Mr. J. Wolfson, Director for Mediterranean Area of Lykes Bros. Steamship Co. Inc., which raises the question of port expenses of U.S. merchant vessels at Italian ports. This is the letter referred to in a preliminary sense when Mr. Livengood called upon you this morning.

The view of the Italian authorities with regard to the question raised by Mr. Wolfson presumably is that orally expressed to Mr. Livengood by Comm. Marina of COCENIA, the Committee that operates Italian shipping. Comm. Marina declared that while the armistice terms obligated Italy to place port facilities at the disposal of the Allies such obligation, in the view of the Italian authorities, pertained to military shipping. Now with the progressive resumption of shipping operations by private companies, those operations, he said, have no military character as they had when conducted by the War Shipping Administration, and the private companies are therefore not entitled to the free services in question. The British, he said, are not complaining about the charges.

He added that the foregoing views represent the interpretation of the President of the Council of Ministers and that if the interpretation is questioned the matter is one for the decision of the Allied Commission or AFSA.

The Embassy would appreciate receiving your comments for use in replying to the last paragraph of Mr. Wolfson's letter.

Sincerely yours,

For the Charge d'Affaires a.i.

/s/

Charles A. Livengood
Counselor for Economic Affairs.

Rear Admiral Ellery W. Stone,
Chief Commissioner,
Allied Commission,
Rome.

Lu 7-97-118

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5807

copy

copy

93

LYONS BROS. STEAMSHIP CO. INC.

Cable LYONSBD

Via Garibaldi 3,
Genoa, Italy.

July 18, 1946.

AMERICAN EMBASSY,
Rome.

Attention: Mr. C. A. Livengood, Counselor for Economic Affairs.

Dear Sirs:

Port Expenses of United States Merchant
Vessels at Italian Ports.

Several of our Agents at Italian Ports recently were officially notified by the respective Harbour Masters that Pilotage, Mooring and Unmooring, Tugs and supplies of Fresh Water, which until then had been supplied to American vessels free of charge, the respective cost being paid by the Harbour Masters, would henceforth have to be paid by the Agents handling the vessels involved, in accordance, it was stated, with instructions received by the Harbour Masters from the Italian Ministry of Marine.

This office referred the matter, as soon as it came to its attention, to the Director Mediterranean War Shipping Administration who, by a signal dated July 9 advised that such expenses were not to be paid but that, if payment were demanded in an absolute way, that such payment should then be effected only under protest and without prejudice to final decisions, and that all bills so paid were to be marked "PAID FOR THE ACCOUNT OF THE ITALIAN GOVERNMENT".

It is not clear whether the action taken by the Italian Ministry of Marine and on its behalf, by the respective Harbor Masters is strictly in accord with Armistice terms and agreements or is a result of subsequent agreements and it would seem as if neither War Shipping Administration nor the American Steamship Operators had been notified in advance of the change, if authorized by the Allied Authorities.

This office...

See 7 95

5806

92

This office, in behalf of its Principals in the United States, is loath to take any action or attitude which might in any manner prejudice the policies which are to be followed regarding such matters, but pending clarification it has given its Agents instructions to pay for the above services only if so compelled and at the time payment is made, to file a protest with the respective Harbor Master stating that payment is made without prejudice, marking all invoices "PAID FOR ACCOUNT OF THE ITALIAN GOVERNMENT" and getting such invoices sighted by the Harbor Master. This system shall apply both to such American merchant vessels which are still under the operational jurisdiction of U.S. War Shipping Administration and to those which are privately owned or bareboat chartered to us.

This office requests the Embassy for clarification and guidance in this matter and, should the action taken by the Italian Ministry of Marine not be strictly in harmony with existing agreements as applying to American flag vessels, the Embassy may wish to take the necessary steps to correct the situation.

Thanking you for your attention.

Very truly yours,

M. J. WILKINSON
Director, Mediterranean Area.

PA 7
580

RESTRICTED

8005 41
ALLIED FORCE HEADQUARTERS
APO 512

91
Lt Commr

AG 323.3

APR 3 1946
30 March 1946

SUBJECT: Re-classification of the Port of BARI

TO : President
Allied Commission
APO 394

1. Effective 1 April 1946, the port of BARI will be re-classified as a Category "A" port, i.e., it will be returned to the Italian civil authorities for operation.

2. There will, however, remain an Allied military commitment for the export of stores through BARI. Berths and facilities required for loading these stores will be made available by the Italian civil authorities on a priority basis.

BY COMMAND OF LIEUTENANT GENERAL MORGAN:

John R. Hayes
JOHN R. HAYES
Major, AGD
Asst Adjutant General

DISTRIBUTION:

"A"
"B"

SR
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(MRS H)
RESTRICTED
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~~SECRET~~

90

ALLIED FORCES HEADQUARTERS
G-5 Section
APO 512

G-5: 370-5

15 March 1946

SUBJECT: Run Down of CMF.

TO: Headquarters, Allied Commission
APO 394

89

Further to this HQ G-5: 370-4 of 16 February.

1. ^{By 16/2} No troops will be permitted to remain in the southern most part of Italy after 30 April without leave of this Headquarters for which application will be made prior to 5 April. Applications will be supported by justification and the date by which the unit can be withdrawn.

2. The material contained in paragraphs 2 & 3 of your letter 8273/121/EC of 9 March has been used as a basis for application in respect of the personnel therein mentioned but paragraph 4 does not contain sufficient information to enable an application to be lodged in respect of the remaining personnel of AC.

3. You will note that a justification and proposed date of withdrawal is now required.

BY COMMAND OF LIEUTENANT GENERAL MORGAN:


A. L. HAMBLEN
Brigadier General, G.S.C.
Assistant Chief of Staff, G-5.

~~SECRET~~

Seen on 8273/EC

5807

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B/3
B

80059 600
~~SECRET~~

89

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

G-5: 370-4

16 February 1946

SUBJECT: Redeployment of British Units upon Cessation of Hostilities.

TO : Headquarters, Allied Commission,
APO 394.

1. The following information is passed to you to enable you to plan for the future.

a. It is intended to clear all British troops from 52 and 54 Areas in Southern Italy by 1 May 1946, leaving only installations at Naples and L of G thence to N.E. Italy via Rome, Orte, Velletri, Rimini, Bologna. The run down of Naples installations will commence from 1 May 1946.

b. In pursuance of this plan.

i. Taranto will close as a military port on 1 March 1946.

ii. Bari will close as a military port on 1 April 1946, but ammunition dumping may continue from Barietta and Molfetta to 30 June.

iii. No British Military installation will remain in the Heel Area after 30 April without the authority of GSD, GHQ CEF.

iv. Military commitment DPs except Poles will be cleared from the Heel Area by 1 May on instructions from G-5, AFHQ.

2. The future of the Poles in the Heel is still under consideration and for the time being will be regarded as a continuing commitment.

3. Will you, at your early convenience, say what differences, if any, this will involve so far as Aileen is concerned?

BY COMMAND OF LIEUTENANT GENERAL MORGAN:

HHWing Kbl

P. G. A. PARSONS
Brigadier
Acting Assistant Chief of Staff, G-5.

Sec 7-90

Copy to: BP Div.

ACTION copy on file 600/EC 758 of 1/3/46

~~SECRET~~

8005 ~~66~~
88
HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSO/4016
16 November 1945

NOV 19 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Ministry of Marine, Rome.

Subject: Non-operational Salvage Committee. *AS*

Reference: (a) Navy S/C ltr USC/2863 of 6 July 1945.

1. The Campbell Committee Report of May 1945, a copy of which was forwarded to the Italian Ministry of Marine by reference (a), under Section IV recommends that a Salvage Committee be formed, including a representative from the Commander-in-Chief, Mediterranean Station, the Director of Harbor Craft, Mediterranean, the Transportation Sub-Commission, AC and the Italian Ministry of Marine to co-ordinate non-operational salvage in ports and areas which have been returned to Italian control. Up to the present time this function has been performed by the Mediterranean Salvage Committee, which will cease to function at the end of November.

2. Information is requested indicating whether the Italian Ministry of Marine now considers that the formation of a non-operational Salvage Committee is required or whether this responsibility can be assumed by the Italian Ministry of Marine without Allied participation.

(Sgd) G. L. WARREN

AS
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
CINC MED
FOIL
Exec. Commissioner, AC
Transportation S/C, AC
8/11

(Distribution not shown on original)

5801

9
(MISS SAMPTON)

PA
19/11
[Signature]

800540
HEADQUARTERS ALLIED COMMISSION

APO 394

Office of the Executive Commissioner

Ex 5th
87

Ref. AG/24/77/Tn6

19 October 1945

SUBJECT: Guards for Italian Ports

TO : Land Forces Sub-Commission (M.M.I.A.) Lt. S. L. 1188.

1. The Italian Ministry of Treasury has pointed out the seriousness of thefts in Italian ports, especially in the case of goods arriving from abroad, and for which the Italian Government have to pay. It is foreseen that as winter approaches, these thefts will assume even greater proportions, to the point of jeopardizing the national economy.

2. In a letter (translation attached), the Ministry give a few typical instances of thefts in ports, and they ask that the Italian Ministry of War be authorized to place 100 soldiers on guard duty at the various ports and motorpools for a period of a few months.

3. The lack of sufficient guards often holds up the dispatch of trucks at shipside, causing delay in port clearance, as frequently happens in Naples civilian port area and elsewhere.

4. However, we understand that these guards should not be assigned to the "Carabinieri" but be controlled by Port Authorities, the Pubblica Sicurezza, who are the police of this Country, and to whom public safety is entrusted, and whose number is at present insufficient.

5. The situation, as has been outlined to us by the Treasury and by other Government Departments and from our own knowledge, is a serious one, and the loan of 1000 men from guard battalions should help very considerably in diminishing theft from port areas.

6. In view of the present situation, it is hoped that the MIA will be able to authorize the assignment of the 1000 guards asked for by the Italian Treasury and so enable goods shipped by the Allied Authorities to Italy to be delivered safely to destination.

5800
PA 19/10

Jan (PA)

-2-

7. The ports have for the last year been guarded by U.S.-ITI detachments who, as individual ports are handed over to the Italian Government, are being withdrawn. It is essential that these troops should be replaced.

8. I should be glad, therefore, if you would explain to the Ministry of War and emphasise to him the importance of replacing these troops. In order to arrange details he should consult the Treasury and Directorate General of the Merchant Marine. Please report action taken and results.

M. S. LUSH

Brigadier
Executive Commissioner

Attachment:

As stated in para. 2.

5799

TRANSLATION

MINISTRY OF TREASURY

No. 130971

Rome 28 Sept 1945

To : A.C. Transportation S/C
ROME

Pursuant our No. 122893 dated 28 July 1945 we send you the attached list of missing goods in May and June from the "Magazzini Generali" where imported goods are stored and from transports from the ports to the deposit.

We also informed that beginning last month has begun the turning over to the Italian Government of numerous trucks. The motor - pools which are in uncontrolled country place are easy prey to robbers.

We therefore beg the Transportation S/C to recommend to the Allied Military Mission to put at the disposal of the Ministry of War at least 1000 soldiers or guards to be assigned to the "Arma dei Carabinieri" which together with its own men could guard the ports and the storehouses or pools.

We thank you

THE MINISTER

NAPLES STOREHOUSES

On the 5th May 1945 a theft occurred at the deposit No. 696 and the following U.N.R.R.A. goods were stolen:

No. 2 cases of Oleomargarine	50 lbs Net each
" 43 " " toilet soap	75 " " "
" 4 " " acide ascorbico	48 bottles.

On the 24th May 1945 theft at the No. 676 Storehouse with the following goods stolen:

No. 2 bales of 200 used women dresses	
" 2 " " 30 " " over coats	
" 1 " " 100 " men suits	
" 1 " " 1120 meters of new muslin	
" 1 " " 300 new women dresses	

LEGHORN STOREHOUSES

On the 7th and 9th of May theft at the No 12 L 57 Storehouses the following goods stolen:

No. 2 bales of blankets	
" 10 " " 10 small quilts each	

On the 5th of June 1945 theft at the Nos. 12 L 56 and 12 L 54 with the following goods stolen:

No. 20 cases of powdered soup of 32 lbs each and 4.06 lbs of dried fish.

ANCONA STOREHOUSES

On the 8th of May 1945 theft at the No 12 Storehouse the following stolen:

No. 34 sacks of sugar theft at the Via Scrima 11 Storehouse. The following stolen:

No. 7 cases of fat of 74 lbs each.

On the 23rd June 1945 while the I.C.E. (on behalf of the Italian Government), was moving with Allied Trucks,

83

cases of clothing from the port to the No 1254 storehouse, a truck having 34 cases of hosiery escorted by a sworn guard did not reach to storehouse. Investigation brought to the finding of the empty and abandoned truck on the road Naples-S. Giorgio a Gremano.

The truck was recuperated by the M.P. but nothing has been know of the goods.

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

8005-96 (81)
MINISTRY OF MARINE (R) AFHQ MOV BARI DEPDocks ROME MOV TARANTO

FROM NAVY SUB COMMISSION ROME
020918A

OCT - 3 1945

RESTRICTED.
PORT OF BARI WILL REVERT TO CATEGORY "C" ON 1st OCTOBER. UNDER
PROVISIONS SECTION 6 CAMPBELL COMMITTEE REPORT CAPTAINS OF PORTS
IN CATEGORY "C" HAVE RESPONSIBILITY FOR ADEQUATE POLICING OF AREA
ALLOCATED FOR CIVILIAN USE. ITALIAN MINISTRY OF INTERIOR HAS BEEN CONTACTED
DIRECTLY BY PUBLIC SAFETY SUB-COMMISSION A.C. AND STATES THAT ARRANGEMENTS
HAVE BEEN MADE FOR DOCK GUARDS IN BARI REQUEST MINISTRY OF MARINE
TAKE IMMEDIATE STEPS TO INSURE THAT ADEQUATE PROTECTION POLICE PROTECTION
IS PROVIDED AND THAT CAPTAIN OF PORT OF BARI IS INFORMED AS TO HIS
RESPONSIBILITIES.

.....:020918A

Dist. 0-5 13-19 24-27 NSO(L) log. Copy to Chief Commissioner Executive
Commissioner C.A.S. Public Safety S/C

T/E

F/L

TO: 130

EP

(Copy blank check)

4/10
See ref 5793
2/10

885578
HEADQUARTERS ALLIED COMMISSION
APC 394
Economic Section

EX. COM.
78

29 September 1945

Ref. 1.36/ES

SUBJECT :

Correction of Statement in AC WEEKLY BULLETIN SEP 29 1945

TO :

Editor, AC WEEKLY BULLETIN

1. Reference the following statement which appeared in the AC WEEKLY BULLETIN for 22 September 1945 under "Goals and Ends":

"The Ports of Naples and Livorno will be turned back to Italian control at the time of transfer the North to Italian jurisdiction . . ."

2. This statement is not correct, as the present intention of AFHQ is not to turn these ports over to Italian control so long as they have heavy military commitments.

3. We understand that this matter has been taken up with you and that its source was alleged to have been recent discussions at an Economic Section Staff Meeting. At that meeting (14 September) however, reference was only made to the Communes of Naples and Livorno, and not the port areas.

4. Since the note as it stands is misleading, it is requested that the necessary correction be issued, i.e. for "ports" read "communes".

(Sgd) E.B.M. D

E. B. McKINLEY
Brigadier General, USA
Acting Vice President

cc:

Executive Commissioner

PA
Emil

See 4/10
480
3/10

Folios 72-76 and 77
transferred to file 5607/22.

Letter Navy Sp. Reconnaissance
Ref Nsc/3422 dated 30 Aug 50.
Subject: Committee for
Nonoperational Salvage

M. M. Middle
J. C. C.

80059
HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission AFD 394

NSC/3369
27 August 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Ministry of Marine, Rome.
Subject: Port of Savona - Directive for.

AUG 28 1945

1. At a conference held at Allied Forces Headquarters on 23 August 1945, the Allied Naval Commander-in-Chief, Mediterranean, stated that on a recent inspection trip, he had been informed by the Italian Captain of the Port of Savona that he had received no directive from the Ministry of Marine with respect to the working of the port. The Ministry of Marine, in Navy Sub-Commission letter NSC/3366 of 6 August 1945, was furnished with a copy of Allied Forces Headquarters letter of 13 July 1945, which classified the Port of Savona in Category "A" as a port which has been handed back to Italian authorities in its entirety.

2. It is requested that the Ministry of Marine issue an appropriate directive to the Captain of the Port of Savona with respect to the organization and working of the port.

3. In this connection information is requested from the Ministry of Marine indicating whether any further data or instructions are required in order for the Ministry of Marine to implement the policies established by the Caspell Committee Report.

(Sgd) G. L. WARREN
REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
(Navy Sub-Commission Ltr NSC/2863 of
6 July and NSC/3032 of 24 July refer.)

AFHQ
CINCPAC
COMNAVHAW
Chief Commissioner, AC
Executive Commissioner, AC
Economic Section, AC

(Distribution not shown on original)

(S/Cmdr Gray)
LAFS ARNOLOD

MP
P.O.

70
5893
1/4

24 August 1945.

AUG 25 1945

SUBJECT: Italian Port Parties.

TO : Chief, Navy Sub-Commission.
Acting Vice President, Economic Section (for Transportation Sub-Commission).

1. At SACMEN's conference yesterday, CINCPAC stated that on a recent inspection trip, he had been informed by the Italian Captain of the Port of Savona that he had received no directive from the Ministry of Marine with respect to working of the port.

2. May this matter be followed up, please.

MILERY W. STONE
Rear Admiral, USNR
Chief Commissioner

Copy to: Executive Commissioner

5792

(Capt Arnold)

80059
HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

HSC/3160
6 August 1945.
AUG 7 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To : Chief Commissioner, Hq. Allied Commission.
Subject: Entry of Shipping into Northern Italian Ports. (66)
Enclosure: (A) Copy of CINOMED, A.F.H.Q., ltr. Med.45/00460/5
of 25 July 1945 and enclosure thereto.
1. Enclosure (A) is forwarded herewith for in-
formation.

(Sgd) G. L. WARREN
REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
✓ Executive Commissioner, AC. ✓
Civil Affairs Section, AC.
Economic Section, AC.
Transportation S/C, AC.
Industry S/C, AC.
Commerce S/C, AC.
Public Works & Utilities S/C, AC.
M.M.I.A.
Air Forces S/C, AC.

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pa mp
PA
2/8

Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters.
25th July 1945.

Med. 45/00460/5
THE SUPREME ALLIED COMMANDER SECRETARIAT

ENTRY OF SHIPPING INTO NORTHERN ITALIAN PORTS

The attached notes on the clearance of seagoing mines from harbours set out simply and briefly the problems with which the Navy is faced when deciding whether it is safe for ships to enter ports mined by the enemy.

2. It is thought that these notes may be of interest to Staff Sections concerned with the movements of personnel and stores by sea and will enable them to appreciate the difficulties, and also risks involved even when the Commander-in-Chief, Mediterranean has decided to declare a port open.

3. It is requested that you will arrange for copies to be distributed as requisite.

/s/ H. A. PACKER

REAR ADMIRAL
CHIEF OF STAFF.

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ENCL (A)

PROBLEM OF SWEEPING THE NORTH ITALIAN PORTS

1. The Germans when abandoning the Northern Italian ports laid in the harbours and narrow entrances a large number of sea mines nearly all of the variety which lie on the bottom and are fired by the close passage of a ship but without actually being touched by the ship.
2. These ground mines were fitted with a variety of actuating units including some of all the latest types available to the Germans. Sweeping methods had already been devised for these latest type units but without trial with the German units themselves, are naturally not the best that can be provided, these will follow later.
3. The Germans have always used a number of devices such as delay clocks and mechanisms which need a number of actuations to be prior to the firing unit before the mine is in fact fired. Since the collapse of Germany it has been discovered that they have also used devices which only make the mine alive at certain periods during each twenty four hours and "sterilizers" which makes the mine permanently inactive after a certain period of time.
4. Prisoners of War have also stated that in some cases the mines were laid without primers or with the safety pins in. Naturally in these cases complete reliance cannot be placed on such a statement.
5. The complexity of the latest ground mines as stated above make it in most cases impossible to say with absolute certainty that a harbour is clear of mines. The procedure carried out is to try every kind of sweep for a sufficient number of times and a sufficient period of time to cover all known delays and then if the mines have still not responded to try various other methods of disposing of them including locating and countermining.
6. The problem has been made more difficult for us in the Northern Italian ports by knowing the number of mines laid and so the number of unresponsive mines and by the fact that with the end of the war in Europe risks that were justified in support of active operations must not now be taken when alternative methods of supply, however, inconvenient, can be utilised.

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6. The problem has been made more difficult for us in the Northern Italian ports by knowing the number of mines laid and so the number of unresponsive mines and by the fact that with the end of the war in Europe risks that were justified in support of active operations must not now be taken when alternative methods of supply, however, inconvenient, can be utilised.

inconvenient, can be avoided when the Northern harbours have been and are being opened to justify risk from ground mines is considered sufficiently reduced to justify the entry of ships but it must be realised that for the next two years there remains the risk that a mine which has not been swept, may be disturbed by the wash of a ship and become dangerous.

of a ship and become dangerous. As examples of this two typical cases can be quoted: carried out in April 1945.

(a) At Algiers where the last German mine in the summer of 1943, a mine was sunk in May 1945 many months after in the summer of 1943, a mine was sunk in May 1945 many months after

(b) At Ancona a small oiler was sunk in May 1945 many months after the harbour had been considered clear of mines.

In both these cases sweeping had been continued for a considerable time after the last mine had been laid, and many ships must have passed over the danger spots.

passed over the harbor.

3. The danger will be reduced as much as possible by the routine sweeping of harbours at intervals as long as sweepers can be made available but this cannot entirely ensure the safety of all our ships.

3489

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ALLIED FOR HEADQUARTERS

G-4 (MOV & TN) 20-45

Tel: FREEDOM 229

Ref G-4 (Mov & Tn) 5/120-CDK of 26 June para. fifth.

Subject: Future Classification
of Italian Ports.Placed under Ae/515/1277/PW 3
of 30 July 45

1. A Sub-Committee of the Mediterranean Shipping Board, short title the "Campbell Committee", was recently formed to investigate the handing back of Italian Ports to Italian Government control. This Committee recommended a classification of all Italian Ports in relation to the degree of responsibility which the Italian Government could now, or in the future, assume. The classifications recommended were as follows :-

- "A" A Port handed back to the Italian Authorities in its entirety.
- "B" A Port classified as civilian but with an Allied naval or military commitment.
- "C" An Allied naval or military port containing a civilian operated area.
- "D" A Port under purely Allied Naval or Military control but with a civilian commitment.

2. It will be realised that all ports in ITALY, SICILY and SARDINIA fall under one or other of the above classifications and the Mediterranean Shipping Board has now approved the following :-

Port or Group of Ports

All Ports from the Italian/French frontier to GENOA but excluding GENOA.

GENOA

SPEZIA

LEGNOR

Via REGGIO, CIVITAVECCHIA
and subsidiary ports to NAPLESClassification

"A"

"B"

"C"

"D"

"E"

"C"

An Allied naval or military port containing a civilian operated area.

"D"

A Port under purely Allied Naval or Military control but with a civilian commitment.

2. It will be realised that all ports in ITALY, SICILY and SARDINIA fall under one or other of the above classifications and the Mediterranean Shipping Board has now approved the following :-

Port or Group of Ports

All Ports from the Italian/French frontier to GENOA but excluding GENOA.

GENOA

SPEZIA

LEGHORN

Via REGGIO, CIVITAVECCHIA and subsidiary ports to NAPLES (excl. Bagnoli)

NAPLES (incl. Bagnoli)

TORRE ANNUNZIATA

CASTELLAMARE

SALERNO

REGGIO

CROTONE

TARANTO - Mercantile Port.

TARANTO - Arsenal

Classification.

"A"

"B"

"C"

"D"

"A"

"C"

"B"

"B"

"A"

"A"

"B"

"C" as from 1 Aug 1945 but with civil area undefined.

"D"

/Contd... GALLIOLI

31/8/48

(Cape Annunziata)

CONFIDENTIALPort or Group of Ports.Classification.

GALLIPIOLI

'A'

MONOPOLI

'A'

BRINDISI

'D' until 1st Sept 1945
when it should be considered
'C' with civil area undefined.

BARI

'D'

MOLFETTA

'A'

BARLETTA

'A'

MANFREDONIA

'B'

ORTONA, and all ports
up to but excluding
ANGONA

'A'

ANGONA

'D' until 1st Sept 1945
when it should be considered
'C' with civil area undefined.

All ports North of ANGONA
up to but excluding VENICE.

'A'

VENICE

'C', with civil area undefined,
until 1 Aug 1945 when it should
be considered 'B'.

TRIESTE and ports to the
East.

Owing to the peculiar circumstances prevailing it is not possible to classify these ports under any of the categories detailed in para first. The operation of these ports will be the subject of a separate instruction to be issued shortly.

All other Italian Ports
not quoted above.

'A'

ALL ports North of ANCONA
up to but excluding VENICE.

VENICE

TRIESTE and ports to the
East.

All other Italian Ports
not quoted above.

SARDINIA, all ports

SICILY

MESSINA

AUGUSTA

All other SICILIAN Ports

'A'

'C', with civil area undefined,
until 1 Aug 1945 when it should
be considered 'B'.

Owing to the peculiar circum-
stances prevailing it is not
possible to classify these
ports under any of the cate-
gories detailed in para first.
The operation of these ports
will be the subject of a
separate instruction to be
issued shortly.

'A'

'A'

'B'

'B'

'A'

/Cont'd3.

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3. DEFINITION OF MILITARY RESPONSIBILITIES.

(a) Category 'A' Ports.

There is no military responsibility in Category 'A' Ports.

(b) Category 'B' Ports.

Military responsibility will be limited to the reception on quay and clearance, or delivery to shipside for loading, of all military cargoes. The loading and discharge of ships will be in accordance with normal civil practice. The Movements Staff at such ports will ensure that the necessary priority is given to the berthing of all vessels nominated to discharge or load military cargoes and that an adequate supply of port working equipment and clearance facilities are always available for this purpose.

(c) Category 'C' Ports.

Such ports will be operated as military controlled ports with a civilian area. The allocation of berths to the civilian area will be made by the Port Control Committee and will be subject to review from time to time as military or civil demands may require.

Within the civilian area military responsibility will be limited to co-operation with all civilian agencies concerned to ensure, subject to military priorities, an adequate supply of clearance facilities, railway wagons, cargo handling gear, tugs, lighters and floating equipment, to enable ships working in that area to be handled efficiently.

Vessels carrying full cargoes of military equipment and supplies will be treated as military ships and handled in accordance with normal military practice. (N.B. Vessels carrying M.G. supplies for AUSTRIA and VENETIA GIULIA are to be regarded, until further notice, as military ships).

Vessels carrying all other types of cargo including coal, U.N.R.R.A. cargoes and supplies for JUGOSLAVIA, will be

(c) Category 'C' Ports.

Such ports will be operated as military controlled ports with a civilian area. The allocation of berths to the civilian area will be made by the Port Control Committee and will be subject to review from time to time as military or civil demands may require.

Within the civilian area military responsibility will be limited to co-operation with all civilian agencies concerned to ensure, subject to military priorities, an adequate supply of clearance facilities, railway wagons, cargo handling gear, tugs, lighters and floating equipment, to enable ships working in that area to be handled efficiently.

Vessels carrying full cargoes of military equipment and supplies will be treated as military ships and handled in accordance with normal military practice. (N.B. Vessels carrying A.M.G. supplies for AUSTRIA and VENEZIA GIULIA are to be regarded, until further notice, as military ships).

Vessels carrying all other types of cargo including coal, U.N.R.R.A. cargoes and supplies for JUGOSLAVIA, will be treated as civil ships and will be worked in the civilian area of the port in accordance with normal civil practice.

Vessels carrying mixed cargoes of military and civil supplies (other than A.M.G. supplies for AUSTRIA and VENEZIA GIULIA) may be treated as either military or civil ships at the discretion of the Port Commandant. If treated as civil they will be worked in the civilian area of the port and the military authorities will be responsible for taking delivery of military cargo from "under hook".

(d) Category 'D' Ports.

The handling of all cargoes, whether military or civil, is a military responsibility at all Category 'D' Ports.

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CONFIDENTIAL

- 4 -

4. Except as indicated otherwise all ports are to be regarded forthwith as classified in accordance with para 2. above and all Port Commandants will ensure that any administrative adjustments necessary for compliance with such classification are made as early as possible.

C. A. Kerley Col.

*For A.T. de Rhe PHILIPPE, Brig
D.Q.M.G. (Mov & Tn).*

CFR/tgl

Distribution:

C-in-C Med (20)
PSTO Med (6)
D-Tn, ROAME
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MWTR
WSA

Movements, N.E. ITALY
" N.W. ITALY
" Rear Eighth Army
" VENICE
" TRIESTE
" GENOA
" BARI
" NAPLES
" TARANTO
" BRINDISI

Tn Sub-Commission, Allied Commission.
Movements Liaison Officer, 3 District.

• Folio 62 & Minute 61
transferred to file 580/PC
Letter P.W. & U.S. Ref 109/PWU
dated 31 July 45.
Subject: Non Operational exchange
in Italian waters.

S. Modeste
Cpt

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

AC/534/10/TN.3

3/ July 1945

AUG 1 1945

SUBJECT : Campbell Committee Report.

TO : Executive Commissioner.

1. Reference your letter 8005/53/EC dated 23 July 1945.

2. The Campbell Committee Report will need continuous implementation by all concerned. It will be necessary to investigate the problems from time to time as they arise, and take appropriate action either directly or by calling a meeting of the full Committee.

3. The following letters from Navy Sub-Commission will serve as examples of implementation to date : -

(a) No. 2863 of 6 July (copy in your possession) directs the Ministry of Marine to take action to implement the policies laid down.

(b) No. 3032 of 24 July (copy attached) to AFHQ deals with the transfer of Ports in Italy to Italian Government control.

(c) No. 3040 of 24 July (copy attached) to C. in C. Med. discusses the activation of non-operational salvage in Italian waters.

4. A copy of the Campbell Committee Report is

as they arise, and take appropriate action either directly or by calling a meeting of the full Committee.

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- (b) No. 3032 of 24 July (copy attached) to AFHQ deals with the transfer of Ports in Italy to Italian Government control.
- (c) No. 3040 of 24 July (copy attached) to C. in C. Med. discusses the activation of non-operational salvage in Italian waters.

4. A copy of the Campbell Committee Report is attached herewith.

Charles W. Waller
E. B. MCKINLEY *for*
Brigadier General, U.S.A.
Acting Vice President

3 Encls. 3032 of 24 July, 3040 of 24 July,
Campbell Committee Report.

Copy to : Navy Sub-Commission

ATTENTION, ALLIED COMMISSION
Navy Sub-Commission APC 394

MSC/3032
24 July 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Allied Force Headquarters.
Subject: Transfer of Ports in Italy to Italian Government Control.
Reference: (a) Navy Sub-Commission Ltr MSC/2863 of 6 July 1945.

1. As indicated in reference (a), the Campbell Committee Report for the transfer of ports in Italy to Italian Government control has been formally approved and the Ministry of Marine requested to take the necessary steps to implement the policies established.

2. Section I, sub-section 1, paragraph 8 of the report recommends that official notification from Allied Force Headquarters be given to the Italian Government (Ministry of Marine) that a port is about to revert to Italian control, clearly stating the date on which such transfer of control will pass and laying down the official procedure to be followed. Section I, sub-section 11, paragraph 1 of the report provides for a classification of the various Italian ports into three categories. This classification is now being carried out by a sub-committee of the Mediterranean Shipping Board.

3. It is recommended that a procedure be established by Allied Force Headquarters to provide for official notification to the Italian Government (Ministry of Marine) when ports in Italy are returned to Italian Government control as provided for in Section I, sub-section 1, paragraph 8 of the Campbell Committee Report.

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AG.

Copy to:
CINC MFD
COMNAVSTA
HQM
Chief Commissioner, AG.
Executive Commissioner, AG.
Civil Affairs Section, AG.
Records Section, AG.
Transportation S/C, AG.

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NAVY SUB-COMMISSION, ALLIED COMMISSION
Commander-in-Chief, Mediterranean.

MSC/3040
21 July 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Commander-in-Chief, Mediterranean.

Subject: Non-operational Salvage in Italian Waters -
Responsibility for.

References: (a) CINC MB Ltr Med.45/227/4/3 of 1 January 1945,
to FICA Only.
(b) CINC MB Ltr Med.45/219/2/2 of 7 March 1945,
not to all Info Addressees.
(c) Navy Sub-Commission Ltr MSC/2863 of 6 July 1945.

Enclosure: (A) Copy of Section IV, Campbell Committee Report (Salvage).

1. The Flag Officer, Taranto and Adriatic, Italy (Rome), was informed by reference (a) that the Commander-in-Chief, Mediterranean will continue for the present to control non-operational salvage in Italian Waters, employing the Flag Officer, Taranto and Adriatic, Italy (Rome), as the channel of correspondence with the Italian Ministry of Marine. No information has been received indicating that these instructions are modified.

2. A Salvage Committee, Mediterranean was formed by reference (b) for non-operational salvage, composed of representatives of the Commander-in-Chief, Mediterranean, the Ministry of War Transport, the War Shipping Administration, the French Navy and Merchant Marine, and the Italian Navy. This Committee is understood to be primarily concerned with the non-operational salvage of Allied vessels and Italian vessels which may be required in the interest of the war effort, rather than non-operational salvage of Italian vessels in the interest of Italian economy and port clearance.

3. The Italian Ministry of Marine was informed in reference (c) that the Campbell Committee Report has been approved by the Supreme Allied Commander, Mediterranean and the Commander-in-Chief, Mediterranean, and directed to take the necessary steps to implement the policies established. A copy of Section IV of the Report, relating to Salvage, is forwarded herewith for information. Paragraph 4 thereof recommends that an Authority be established to coordinate non-operational salvage, including representatives from the Commander-in-Chief, Mediterranean, the Director of Harbour Craft, Mediterranean, the Transportation Sub-Commission, Allied Commission and the Italian Ministry of Marine. It is recommended that the Commander-in-Chief, Mediterranean issue a directive to activate the Salvage Authority. Representatives from the offices concerned should be nominated

ENC/2040
24 July 1945

57

Subject: Non-operational Salvage in Italian Waters -
Responsibility for.

by name, a chairman appointed, and the authority directed to conduct meetings at specified times. It is considered that the meetings should be held at Headquarters, Allied Commission, Rome. It is further suggested that representatives from the Flag Officer, Italy and Liaison (FILL), and the Public Works and Utilities Sub-Commission, Allied Commission be included in the Salvage Authority.

4. It is considered to be of the utmost importance that non-operational salvage activities in Italian Waters be co-ordinated and controlled to insure that the maximum results are obtained.

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC,
for CHIEF COMNAVFOR.

Copy to:
AFHQ G-5.
COMNAVFOR,
FILL.
USNRO.
Chief Commissioner, AC.
Executive Commissioner, AC.
Transportation Sub-Commission, AC.
Public Works & Utilities S/C, AC.

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

785017

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MEDBO
CAMPBELL COMMITTEE
ROME
MAY 1948

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

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MEDGO
CAMPBELL COMMITTEE
ROME
MAY 1945

MEDITERRANEAN SHIPPING BOARD

CAMPBELL COMMITTEE.

The Report of the CAMPBELL COMMITTEE dated 4th May was considered and accepted by the Mediterranean Shipping Board at a special meeting on Saturday 12th May, with the following amendments :

Section I, sub-section ii, para.1, insert -

"D. Allied Naval or Military ports, but with a Civilian commitment."

Section I, sub-section iii, para.4, insert after "gear etc." -

"in Category 'A' and 'B' ports and civilian operated areas in
"Category 'C' ports."

Section I, sub-section iii, para.4 - second sentence to be added as follows:-

"This does not preclude the private purchase by individuals of craft,
"equipment or gear for their own use."

The Report has been forwarded to the Chief Administrative Officer, A.F.I.Q., by the Chairman of the Board with the request that it be submitted to the Supreme Allied Commander for approval, and if approved, that the necessary steps be taken to instruct the Italian Government and other Authorities in order that the policy outlined can be implemented as early as possible.

L. J. Campbell

Section I, sub-section iii, para.4 - second sentence to be added as follows:-

"This does not preclude the private purchase by individuals of craft, equipment or gear for their own use."

The Report has been forwarded to the Chief Administrative Officer, A.F.H.Q., by the Chairman of the Board with the request that it be submitted to the Supreme Allied Commander for approval, and if approved, that the necessary steps be taken to instruct the Italian Government and other Authorities in order that the policy outlined can be implemented as early as possible.

La. Campbell

IAN D. CAMPBELL.

CHAIRMAN

MEDBO CAMPBELL, COMMITTEE, ROME.

15th May, 1945.

CONFIDENTIAL.

MEDITERRANEAN SHIPPING BOARD

CHAMPRELL COMMITTEE

REPORT.

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APPENDICES.

"A" Chairman of the Mediterranean Shipping Board's Directive - 24th February 1945.	Ref. page 1.
"B" List of Members and Officers attending.	
"C" Appointment of Italian Members.	Ref. page 2.
"D" Italian Ministry of Marine Organisation.	Ref. page 2.
"E" Captain of the port Organisation.	Ref. page 4.
"F" Ministry of Marine Communications Network.	

ROME, May 1945.

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MEDITERRANEAN SHIPPING BOARD

CAMPBELL COMMITTEE

REPORT.

To: CHAIRMAN and MEMBERS of the
MEDITERRANEAN SHIPPING BOARD,
A.F.H.Q., C.M.F.

The Committee having examined the points specifically mentioned in the remit from the Chairman of the Mediterranean Shipping Board of the 24th February, 1945, has necessarily had to examine other aspects of the proposal to return Italian ports to the operation and control of the Italian Government. It is therefore not proposed that this report should be confined to those questions set out in paragraph 5 of the Chairman's communication (Appendix "A").

2. In the working of the Committee it has been clearly understood by the members that any decisions arrived at could not be taken as executive, and that the Committee's duty terminated with the formulation of recommendations on which the Mediterranean Shipping Board could take executive action should it see fit.

3. The recommendations made by the Committee are intended to implement the policy of the Allied Governments to relax the control of the Italian Government under the Armistice in the matter of day to day administration and only to exercise such control when Allied Military interests require.

4. This policy is considered to be particularly applicable to ports in "Italian Government Territory", which are specifically returned to Italian Government jurisdiction and to a lesser degree for such ports in "Military Government Territory".

5. The Allied Naval Commander-in-Chief, Mediterranean, as representative of the Supreme Allied Commander, Mediterranean Theatre, will continue to exercise control over Italian Naval Commands in ports which are returned to Italian Government jurisdiction, in the same manner in which all Allied Naval Commands are under and responsible to the Theatre Commander through his representatives.

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on which the Mediterranean Shipping Company
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5. The Allied Naval Commander-in-Chief, Mediterranean, as representative of the Supreme Allied Commander, Mediterranean Theatre, will continue to exercise control over Italian Naval Commands in ports which are returned to Italian Government jurisdiction, in the same manner in which all Allied Naval Commands are under and responsible to the Theatre Commander through his representatives.

6. Nothing in these recommendations is to be construed as modifying the provisions of the Armistice or naval agreements thereto.

-2-

SECTION I. PORT ORGANISATION.1. Responsible Authority.

1. The initial step which the Committee had to take was to satisfy themselves as to the proper Italian Government authority with which satisfactory discussions and consultations could take place.
2. The Committee examined the organisation by which the Italian Government administered maritime affairs and ports prior to Italy's entry into the war. The ministerial responsibility was then vested in the Ministry of Communications, the executive Division being the Direzione Generale della Marina Mercantile. The Director General of the Merchant Marine was responsible to the Minister of Communications through an Undersecretary of Merchant Marine.
3. At the time of the armistice with Italy in 1943 the responsible Minister was the Minister of Marine, the Undersecretary of Merchant Marine being included in that Ministry.
4. The Committee are informed that it is the intention of the Italian Government that the Direction General of the Merchant Marine, as well as the Undersecretaryship of the Merchant Marine, shall remain within the Ministry of Marine for the duration of the armistice.
5. An examination of the organisation which is already in being (see chart Appendix "D"), as well as the functions of the divisions and sections of the Direction General, has shown that there already exists within the Italian Government full working machinery to administer and control those ports which may be released from Allied Military supervision.
6. The executive authority in a commercial port under Italian control rests with the Captain of the Port (Capitano di Porto) who is responsible for all technical port services, movement of cargoes through the port, all classes of port labour (except in the ports of Genoa, Venice and Naples where there are autonomous port authorities) and the administration of mechanical equipment and harbour craft owned by the Italian Government. A diagrammatic chart is attached as Appendix "E" showing the ramifications of the service performed by the Captain of the Port.
7. The Committee consider that the Director General of the Merchant Marine under the office of the Minister of Marine could provide the necessary administrative authority and staff to operate ports which may be returned to Italian Governmental control.
8. In order that there is the minimum dislocation of services it is considered by the Committee that official notification from AFHQ to the

chart Appendix D), as well as the fact that the Direction General, has shown that there already exists within the Italian Government full working machinery to administer and control those ports which may be released from Allied Military supervision.

6. The executive authority in a commercial port under Italian control rests with the Captain of the Port (Capitano di Porto) who is responsible for all technical port services, movement of cargoes through the port, all classes of port labour (except in the ports of Genoa, Venice and Naples where there are autonomous port authorities) and the administration of mechanical equipment and harbour craft owned by the Italian Government. A diagrammatic chart is attached as Appendix "E" showing the ramifications of the service performed by the Captain of the Port.

7. The Committee consider that the Director General of the Merchant Marine under the office of the Minister of Marine could provide the necessary administrative authority and staff to operate ports which may be returned to Italian Governmental control.

8. In order that there is the minimum dislocation of services it is considered by the Committee that official notification from AFHQ to the Italian Government (Ministry of Marine) that a port is about to revert to Italian control should clearly state the date on which such transfer of control will pass, and lay down the official procedure to be followed.

ii. Classification of ports.

1. The Committee have classified the various ports into three categories which cover the different measures of responsibility which may be released by the Allied Authorities, as follows:

- Category A. A port handed back to Italian control in its entirety.
- B. Ports classified as civilian, but with an Allied Naval or Military commitment.
- C. Allied Naval or Military ports containing a civilian operated area.

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-3-

ii. Classification of ports (Cont:)

2. Category A. ports present no difficulties. In the case of Category B. the Committee consider that the Capitano di Porto should resume full responsibility and control for the port working, but should have the added responsibility of carrying out the requirements of the Senior Allied Movements or Transportation Officer as a first priority. In this respect the Allied Military authorities should be passed to the Capitano di Porto only through the office of the Senior Allied Movements or Transportation Officer. All aspects of port operation, including control of labour, tugs, harbour craft, equipment etc. should be the province of the Captain of the Port.

3. It is the opinion of the Committee that in the case of ports coming within Category C, it will be necessary for the Italian Government to appoint a Capitano di Porto and organisation to administer the civilian operated area, and take over further berths or areas as they are released from Allied control. As the overriding authority in the port will remain with the Allied Naval Officer in Charge and/or Port Commandant, and all ship movements within the port will continue to be governed by the Allied Authority, the Committee recommend that the Capitano di Porto should bear the same relationship to the Port Commandant as a Port Sub-area Commander. Clearance by road, rail or lighter can thus continue to be governed through existing military channels. It is recommended that the Captain of the Port should attend the Port Committee Meetings, for that part at least which would affect the working of the civilian section of the port.

4. It is further recommended that in Category B and C ports all routine returns, request forms, statistical returns etc. exchanged between the Allied Authorities and the office of the Captain of the Port should be rendered on standardised forms, titled and sub-titled bi-lingually in English and Italian.

iii. Control of Craft, equipment, gear etc.

1. Under the sections of the Office of the Captain of the Port which control Port Technical Services, the Committee are satisfied that an adequate control could be achieved over such operations as pilotage, towage, boatmen for running lines, allocation of berths, catching lines and mooring etc. The control of ship tugs, craft tugs, lighters, specialised harbour craft etc. is the responsibility of the Captain of the Port under existing Italian law.

2. In the discussions of the Committee, the Italian members have advised that there is no objection to the Committee's recommendations.

It is recommended that the Captain's Meetings, for that part at least which would affect the working of the section of the port.

4. It is further recommended that in Category B and C ports all routine returns, request forms, statistical returns etc. exchanged between the Allied Authorities and the office of the Captain of the Port should be rendered on standardised forms, titled and sub-titled bi-lingually in English and Italian.

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2. In the discussions of the Committee, the Italian members have advised that there is no organisational difficulty in assigning the control and maintenance of any Allied equipment which may be allocated to the Captain of the Port. The Captain of the Port would supervise through the formations under his control the use and allocation of tugs, barges, lighters and craft of other descriptions. For this purpose the Compagnia Portuale could be the agency employed to carry out the ordinary day to day working, until such time as normal commercial enterprise can be employed. In a similar manner any land equipment, including stevedores gear supplied by the Allies, could be administered by the Compagnia Portuale under the direct jurisdiction of the Captain of the Port, who would remain responsible for servicing, repairing and maintaining all craft and gear allocated to him.

3. The Directorate General of the Merchant Marine has attached to his staff an Executive Officer known as "Ispectore of Port Operations" (Ispettore Funzionamento Porti) who is responsible for the co-ordinated control of all harbour craft not required by Allied Services. He should ensure that the full and most efficient use is made of such craft. This Officer should also exercise general supervision over repairs to craft within the Italian jurisdiction.

4. It is therefore recommended that all craft, equipment, gear etc. supplied either from Allied or Italian Government sources should be the direct responsibility of the Captain of the Port, who should be held accountable through the Ministry of Marine.

...5.

iii. Control of Craft, equipment, gear etc. (Cont:)

5. The Committee are of the opinion that consideration should be given by the Allied Authorities to the release from requisition of factories and workshops which previously specialised in the manufacture of harbour equipment and gear which is not only in short supply but in many ports non-existent.

SECTION II.

COMMUNICATIONS. (Means of communication between Ports and the Shipping Authority.)

1. The Committee consider that the matter of communications is of paramount importance if an efficient control of ports by the Italian Government is to be achieved.
2. Examination shows that apart from Allied facilities, which are deemed not to be available for the purposes of the Committee's enquiry, four exclusively Italian and independent channels exist and can be developed.
 - (a) Italian Ports and Telegraph Department (Civil)
 - (b) Italian State Railways system.
 - (c) Italian Army network.
 - (d) Italian Ministry of Marine network.
3. In view of the stringent security control required in information regarding shipping, also the fact that the Ministry of Marine would be the executive Governmental authority dealing with ports and shipping, the network offered by that Authority appears to the Committee to be the correct channel.
4. The investigations of the Committee show:-
 - (a) The Ministry of Marine network covers all ports which are under examination for control by the Italian Government. (See Appendix "F")
 - (b) Commander in Chief, Mediterranean, has no objection to the use of this network provided all signals are passed in Italian cypher. A cypher suitable for this purpose is already in being and, the Committee understand, has been approved by C-in-C. Med.
 - (c) The Communications Section of the Ministry of Marine is capable of handling all traffic connected with daily routine reports of port and ship working (SITRELS).

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- (b) Italian State Railways system.
- (c) Italian Army network.
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(c) The Communications Section of the Ministry of Marine is capable of handling all traffic connected with daily routine reports of port and ship working (SITREPs). The Section is also prepared to accept messages of an approved commercial nature necessary for the economical use of shipping of all types.

(d) On the recommendation of the Committee the Director General of the Merchant Marine has appointed an Executive Officer to his staff whose duties include the collation of routine returns on port and ship working, advise of such returns to the Allied Authorities concerned, and all matters concerning communications. This Officer, the Inspector of Port Operations (Ispettore Funzionamento Porti) will maintain an Intelligence Centre within the Ministry of Marine.

5. In considering the question of communications which will of necessity pass between various authorities using different languages, the Committee consider that there will be less possibility of error or misunderstanding if all signals or messages are passed in one common language. As originators of signals, cypher clerks, telegraphists etc. will, for the most part, be Italian nationals, the Committee are of the opinion that present needs can best be met by the use of the Italian language.

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-5-

COMMUNICATIONS (Cont:)

6. The Committee are satisfied that a communication system controlled and operated by Italian Governmental personnel is available for dealing with all port and ship matters arising at those ports not directly controlled by the Allied Authorities in Liberated Italy.

The Committee therefore recommends :-

- i. All information reports, orders etc. referring to ports, ships, port working or ship working required to be passed by telecommunication between Returned Ports and Headquarters, either Allied or Italian, and vice versa, should be passed through the telecommunications network of the Italian Ministry of Marine.
- ii. All messages passed through this network shall be encyphered in an approved Italian cypher, such approval to be obtained from the Commander in Chief, Mediterranean.
- iii. All signals other than tabulated signals (i.e. SITREP form signals) should be originated and delivered in the Italian language.
- iv. Signals originating from sources other than Allied or Italian Government offices should be approved by the Capitano di Porto where established, or other Italian Governmental office to be designated by the Ministry of Marine.
- v. Ministry of Marine should only permit use of their telecommunication network by other Allied Authorities after they are satisfied that all matters in connection with shipping are adequately and efficiently dealt with.
- vi. Italian wireless communications should only be employed with the concurrence of the Commander in Chief, Mediterranean, and only when other facilities are not available.
- vii. The use of Allied signal channels where the subject matter either requires action on the part of the Italian Authorities, or is passed to them for information, should be avoided if such information can be conveyed by means of the Ministry of Marine network.

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SECTION III

CARGO DUES.

1. In order to obtain the quickest despatch of ocean going vessels and coasters, it was clear to the Committee that handling methods would require to be employed which, while achieving the desired result, would be unwarranted from an economic view point. For this reason, and by reason of the fact that harbour craft were being allocated from Allied sources to several of the ports, the Committee are agreed that a revenue should be collected to offset these services. As the receiving or despatching agency is not free to choose the method by which cargo is delivered or despatched, the suggestion that dues should be collected on all civilian cargo passing through all Italian ports, irrespective of whether the cargo involved uses the services for which the dues are collected, has met with the approval of the Committee. The proceeds from these civilian cargo dues would be offset against the cost of the uneconomical service performed, e.g. lighterage, craft towage, craneage etc.
2. The question has been discussed by the Italian Committee members with the appropriate Italian Government departments, and has met with favourable comment.
3. The Committee therefore recommend that sanction is granted to the Italian Government to levy dues on all civilian cargo passing through all Italian ports, the income from which should cover the cost of supply, maintenance and running costs of all tugs, craft, equipment etc. supplied by the Allies or by the Italian Government to the Italian Port Authorities. 577?

N.B.

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SECTION IIICARGO DUTIES (Cont:)

N.B.

For a definition of "civilian goods" see Executive Memorandum No. 83 (Revised) H.C., A.C., 23rd January 1945, Para 3: "Duties on Goods Imported", para A, which reads:-

"No duties, taxes, imposts or fees of any kind are chargeable on goods imported for the use of the Allied Forces; Allied Nationals employed by them and Allied Forces' welfare organisations or on goods imported under Allied auspices for distribution free of charge for civilian relief purposes and not for sale. Officers dealing with the latter should give a written certificate to the Customs that the goods are for free distribution for civilian relief."

SECTION IVSALVAGE.

1. The Committee have examined the question of salvage insofar as it affects clearance of ports and recovery of sunken or damaged harbour craft, tugs and lighters, for use in Returned Ports.
2. It has been ascertained that subject to the overriding authority of the salvage requirements of the Commander in Chief, Mediterranean, the Italian Ministry of Marine is responsible for the salvage, in any non-operational port or area, of all Italian vessels other than those required for the use of the Allied Services.
3. All privately owned craft can only be salvaged by private salvage companies or individuals under licence granted to the owner by the Divisione Ricupero of the Italian Ministry of Marine, whose local representation where there is no individual representation of the Divisione Ricupero, is the Port Services Section of the office of the Captain of the Port. Technical
4. As no priorities are established or supervision exercised other than that for R.I.N. craft, and that exercised by the Fleet Salvage Officer in the case of craft required for the Allied Forces, the Committee recommend that an authority be set up for the purpose of allotting priorities and deciding how requirements of craft for port working and clearance can be met from salvaged civilian craft. For this purpose the Authority should include representatives from the Commander in Chief, Mediterranean, Director of Harbour Craft, Transportation Sub-Commission, A.C., and the Italian Ministry of Marine (Divisione Ricupero). The Authority should also include representatives from the Italian Ministry of Marine.

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3. All privately owned craft can only be salvaged by private salvage companies or individuals under licence granted to the owner by the Divisione Ricuperi of the Italian Ministry of Marine, whose local representation where there is no individual representation of the Divisione Ricuperi, is the Port Technical Services Section of the office of the Captain of the Port.

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5. In the event of any Italian vessel or craft having been salvaged by private enterprise and thereafter requisitioned by either the Allied or Italian authorities, the Committee have been advised that the question of compensation will be arranged and settled by the Italian Government.

SECTION V.
MANNING OF TUGS AND LIGHTERS, and CONTROL
OF STEVEDORES.

1. In the directive received from the Mediterranean Shipping Board the Committee are charged with the examination of the problem of manning tugs and lighters, also the control of stevedores in the interests of turn around of shipping.

... 2

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SECTION V. (Cont:)

2. The engagement of all classes of seamen, both seagoing and harbour, comes within the province of the Captain of the Port (see Appendix "E" under sub-headings "Preparation of vessels for Sea and Clearances" and "Seamen"). The Committee are satisfied that the existing machinery is capable of producing the required numbers to ensure that tugs, lighters etc. are sufficiently and efficiently manned.
3. Within the jurisdiction of the Captain of the Port, through the Port Work Section of his organisation, the Port Labour Office is in fact the controlling authority of the Compagnia Portuale. This latter body comprises the organisation which provides such labour as stevedoring, dock labourers and casual labour within the port.
4. The Committee consider that the powers delegated to the Captain of the Port, if correctly applied, should result in the minimum delay to vessels and the efficient running of the port, but it is emphasised that in those cases where priority for ships working civilian cargoes is required the Inspector of Port Operations (Ispettore Funzionamento Porti) should apply to the Transportation Sub-Commission, Allied Commission.

SECTION VI.PORT POLICING AND SECURITY.

1. The matter of adequate Security and Police agencies in Returned Port areas has been carefully examined by the Committee. Under present legislation since the disbanding of the Fascist "Milizia Portuale", the authority for such duties rests with the Minister of the Interior. Owing to shortage of suitable personnel, and circumstances over which the Minister of Marine has no control, the Committee have reluctantly but unanimously agreed that the present organisation must be reconstructed if any measure of control in this connection is to be achieved. It is to be noted that the Minister of Marine, acting for the common good, has already exceeded his legal powers in assigning in some cases Italian Naval personnel to ports for police duties, in an endeavour to better the present position.
2. After full consideration the Committee are agreed that the appointment should be made of an officer to the staff of the Captain of the Port as Security and Police Officer, responsible to the Captain of the Port for all aspects of guarding, policing, patrolling etc., all areas within his jurisdiction.
3. The Italian members of the Committee are in the fullest agreement with this procedure and have advised the Committee that the Italian members should assign...

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3. The Italian members of the Committee are in the fullest agreement with this procedure and have advised the Committee that the Minister of the Interior should assign an Officer of the Carabinieri to each port for such work. The Minister of the Interior should further consider the possibility of constituting a special police force for port work.
4. The Committee consider that this question is of the highest importance, and recommend that every encouragement and assistance is provided by the Allies to the Italian Government in the formation and equipment of these Port Police, in order to reduce the incidents of pillage and other crime in port areas which today have reached an alarming height.
5. The appointment of the Carabinieri Officer to the staff of the Captains of the Port should take place immediately, and certainly before official control of the Returned Ports is assumed by the Italian Authorities.
6. In the case of ports coming within Category A. (See Section I, sub-section ii, para: 1) the full responsibility for Port Policing will be that of the Captain of the Port. In Category B. ports the Captain of the Port will carry the same responsibility, but the Allied Authority should retain full Security and Police duties in connection with cargo moving on their account.

SECTION VI

PORT POLICING AND SECURITY.

6. Captains of the Port in Category C. should hold responsibility for Cont: policing that area which has been allocated for civilian use. It is not, however, recommended that there should be any general relaxation of the control exercised by the Port Commandant.
7. The Committee consider that official notification should be given to the Italian Government as regards the powers which may be exercised by Italian Police Officers in port areas in dealing with offenders or suspects who are of Allied nationalities.

SECTION VII

RESUMPTION OF COMMERCIAL PRACTICE.

1. The re-establishment of normal commercial agencies such as forwarding agents, ship freight and customs brokers, transport agents etc. is considered by the Committee as being highly desirable. Without the war time military organisation for receiving and despatching cargo the governmental machine which will replace such organisation could not fulfil the same functions appertaining to the movement of cargoes.
2. The Committee consider that as Allied control is withdrawn from any area or ports the widest publicity should be given to the fact that commercial agencies are free to resume their normal business within the ruling limitations of trade.
3. The relaxation of the present security ban on information regarding Italian coastwise ship movements, and the publishing of arrival and sailing dates in the press would greatly assist in the free movement of cargo to and from the ports. This and the resumption of commercial practice in Returned Ports will tend to a greater overall efficiency in cargo handling and ship turnaround, by reason of the profit motive involved and the financial responsibility resting on the various parties concerned.

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SECTION VIII

PORT SANITARY ORGANISATION.

1. The resumption of activities of Italian Port Sanitary Authorities in Returned Ports has been examined by the Committee, and it was considered that this service should be reconstituted as early as possible. It was known, however, that the question of the Port Sanitary Service was already under discussion between the Allied Commission and A.F.H.Q.

2. The Committee are agreed that as the Service under review comprised part of the Public Health Service under the jurisdiction of the Minister of the Interior, the question could best continue to be dealt with by the Public Health Sub-Commission of the Allied Commission.

3. The Italian members emphasised the need for Allied assistance in securing land and water transport to ensure the minimum of delay to ships in matters concerning 'pratique' and normal port sanitary inspection service.

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In conclusion, the Committee are of the opinion that in the event of it being decided to transfer the control as outlined in the foregoing report, it would be of material assistance to the Italian Authorities if the Committee, or a similar one, were to meet regularly in Rome to deal with matters of policy. This suggested Committee would be non-executive, functioning during the transition period, and would continue to make recommendations to the Mediterranean Shipping Board.

I have the honour to be, Sir,

Your obedient Servant,

Signed,

(IAN D. CAMPBELL)

CHAIRMAN

MEDITERRANEAN SHIPPING BOARD,

CAMPBELL COMMITTEE, ROME.

For the Italian Members:

Signed,

(CARLO MATTEINI)

DIRECTOR GENERAL OF THE MERCHANT MARINE,

ROYAL (ITALIAN) MINISTRY OF MARINE.

MEDITERRANEAN SHIPPING BOARD,

CAMPBELL COMMITTEE, ROME.

For the Italian Members:

Signed,

(CARLO MATTEINI)

DIRECTOR GENERAL OF THE MERCHANT MARINE,

ROYAL (ITALIAN) MINISTRY OF MARINE.

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APPENDIX "A."

MEDITERRANEAN SHIPPING BOARD,
A.F.H.Q., C.M.F.

MEDITERRANEAN SHIPPING BOARD

SHIPPING AND RECEPTION OF SHIPS IN PORTS.

1. It has been agreed that as soon as practicable the Italian Authorities should take over the operation of such Italian ports as are not under Allied Military Control.

2. MEDBO have agreed that a Sub-Committee under the direction of Mr. Ian Campbell should examine the possibilities of such transference.

3. The Committee should comprise representatives of Royal Navy, War Shipping Administration, Allied Commission, G-4. (Mov. & Tr.) Tn.U.S.A. and the appropriate Italian Governmental Authorities.

4. The Committee cannot at this stage be empowered to come to any decision on this matter, but submit their report in writing to MEDBO for transmission to the appropriate authority for sanction.

5. The Committee should examine and report on such questions as the:

Berthing of vessels on arrival.

The manning and control of tugs and harbour craft.

The transmission of orders to ships on completion of discharge.

The method for control of stevedores in the interest of turnaround of shipping.

The payment of tugs, lighters, etc. and the possibilities of instituting dues on Civilian cargoes to reimburse dock authorities for costs in an equitable manner.

The payment of stevedores and the possibility of making a charge on the civil cargoes for this purpose which would be payable by the receiver.

The appointment of one responsible Italian authority in each port who would be responsible to the Shipping Authority for the turnaround of vessels in his port.

The means of communication between ports and the Shipping Authority.

The provision of clerical staff to give daily reports on ships

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The transmission of orders to ships on completion of discharge.

The method for control of stevedores in the interest of turnaround of shipping.

The payment of tugs, lighters, etc. and the possibilities of instituting dues on Civilian cargoes to reimburse dock authorities for costs in an equitable manner.

The payment of stevedores and the possibility of making a charge on the civil cargoes for this purpose which would be payable by the receiver.

The appointment of one responsible Italian authority in each port who would be responsible to the Shipping Authority for the

turnaround of vessels in his port.

The means of communication between ports and the Shipping Authority.

The provision of clerical staff to give daily reports on ships outturns and expected dates of completion.

(Sgd.) J. GIBSON GRAHAM.

24th February, 1945.

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APPENDIX "B"MEDITERRANEAN SHIPPING BOARDCAMPBELL COMMITTEE.MEMBERS :

Captain H. St. J. Butler, U.S.N.	CHAIRMAN - Mr. Ian D. Campbell.
Colonel M. J. Sieff, O.B.E.	Navy Sub-Commission, Allied Commission
Lt. Col. J. A. Balfour, M.B.E.	Chief, Movements Division, Transportation
Mr. R. Hughes	Sub-Commission, Allied Commission.
Mr. S. A. Regan	G.4. Mov. & Tr.
Mr. R. M. Bazzanella	Deputy Director of Harbour Craft.
Lt. Gen. C. Matteini	War Shipping Administration, Area
Captain F. Ruta	Representative.
Dr. Gambioli	Chief, Ports & Warehouse Div.,
	Transportation Sub-Commission, A.C.
	Director General, Italian Merchant
	Marine.
	General Staff, Royal Italian Navy.
	Chief of Divisions, Italian Merchant
	Marine.
	Chief of Officiale Operazioni.

ADVISER :

Captain C. Pecori Girardi

ATTENDED :

Lt. Cdr. G. Young, R.N.R.	Deputy Fleet Salvage Officer, C in C. Med.
Lt. Cdr. E. C. Davies, R.N.V.R.	Navy Sub-Commission, Allied Commission.
Major G. B. Godfrey, M.B.E., I.E.	Shipping Branch, Transportation Sub-
Mr. C. Kalloch	Commission, Allied Commission.
Mr. E. R. Perkins	Director, War Shipping Administration,
Mr. C. C. Crooks	Mediterranean.
Mr. J. B. Buckle	Representative, War Shipping
	Administration.
	Ports & Warehouse Division, Transportation
	Sub-Commission, Allied Commission.

Dr. Gambioli

ADVISER :

Captain C. Pecori Girardi

ATTENDED :

Lt. Cdr. G. Young, R.N.R.

Lt. Cdr. E.C. Davies, R.N.V.R.

Major G. B. Godfrey, M.B.E., I.E.

Mr. C. Kalloch

Mr. E. R. Perkins

Mr. O. C. Crooks

Mr. J. B. Hurley

Mr. V. E. Vecchy

Lt. Col. G. Gazzo

Lt. Cdr. Vaccarisi

Lt. A. Marena R.I.N.

SECRETARY :

Miss R. L. Hicks

Chief of Divisions, Italian Merchant
Marine.

Chief of Officiale Operazione.

Deputy Fleet Salvage Officer, C in C. Med.

Navy Sub-Commission, Allied Commission.

Shipping Branch, Transportation Sub-
Commission, Allied Commission.

Director, War Shipping Administration,
Mediterranean.

Representative, War Shipping
Administration.

Ports & Warehouse Division, Transportation
Sub-Commission, Allied Commission.

Ports & Warehouse Division, Transportation
Sub-Commission, Allied Commission.

Assistant to Director, War Shipping
Administration (Mediterranean).

Royal Italian Navy, Salvage.

Chief of Communications, Royal Italian

Navy.
Liaison with Allied Commission.

Ministry of War Transport.

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APPENDIX... "C".....

ROME 11 4 marzo 1945.

Al MR. IAN CAMPBELL

MEDITERRANEAN SHIPPING BOARD.

MINISTERO DELLA MARINA
Direzione Generale della Marina Mercantile

Indirizzo telegrafico: MARIMERCANT
Divisione: SEGRETERIA.

Protocollo No. 1092 S.G.

Argomento: COMPONENTI DI COMMISSIONE.

Con riferimento ai colloqui intercorsi comunico che S.E. il Ministro della Marina ha designato i sottotenenti ufficiali e funzionari a far parte della Commissione da V.S. presieduta:

Tenente Generale Carlo MATTEINI - Direttore Generale della Marina Mercantile.
Capitano di Vascello Francesco RUTA - dell'Ufficio di Stato Maggiore R. Marina
Dott. CAMBIOLI - della Divisione Porti della Direzione Generale Marine Mercantile.

S.E. il Ministro ha altresì designato il Capitano di Vascello Corso PECORI-
GIRALDI - Capo Ufficio Operazioni dello Stato Maggiore della R. Marina.
quale esperto a disposizione della suddetta Commissione per le questioni militari operative connesse al funzionamento dei porti.

p. IL MINISTRO
IL TENENTE GENERALE
DIRETTORE GENERALE MARINE MERCANTILE

(CARLO MATTEINI)
(Signed)

TRANSLATION.

Rome 4th March, 1945.

MINISTRY OF MARINE
Directorate General of the Merchant
Marine.
Telegraphic Address: MARIMERCANT.

To: MR. IAN CAMPBELL
MEDITERRANEAN SHIPPING BOARD.

Division: Secretariat
Protocol: No. 1092 S.G.

Subject: MEMBERS OF A COMMISSION.

5708

P. IL MINISTRO
IL TENENTE GENERALE
DIRETTORE GENERALE MARINE MERCANTILE

(CARLO MATTEINI)

(Signed)

Rome 4th March, 1945.

To: MR. IAN CAMPBELL
MEDITERRANEAN SHIPPING BOARD.

MINISTRY OF MARINE
Directorate General of the Merchant
Marine.

Telegraphic Address: MARMERCANT.

Division: Secretariat.
Protocol: No. 1092 S.G.

Subject: MEMBERS OF A COMMISSION.

With reference to the discussion which we have held I have to inform you that His Excellency the Minister of Marine has designated the undermentioned officers and officials to take part on the Commission presided over by you:

Lt. General CARL MATTEINI - Director General of the Merchant Marine.
Captain Francesco RUTA - Office of the General Staff of Royal (Italian) Navy.
Doctor GAMBOLI - Ports Division of the Directorate General of the Merchant Marine.

His Excellency the Minister has further designated Captain CORSO PECORI-GIRALDI, Chief of the Operations Office of the General Staff of the Royal (Italian) Navy as an expert at the disposal of the said Commission on all operational questions connected with the working of ports.

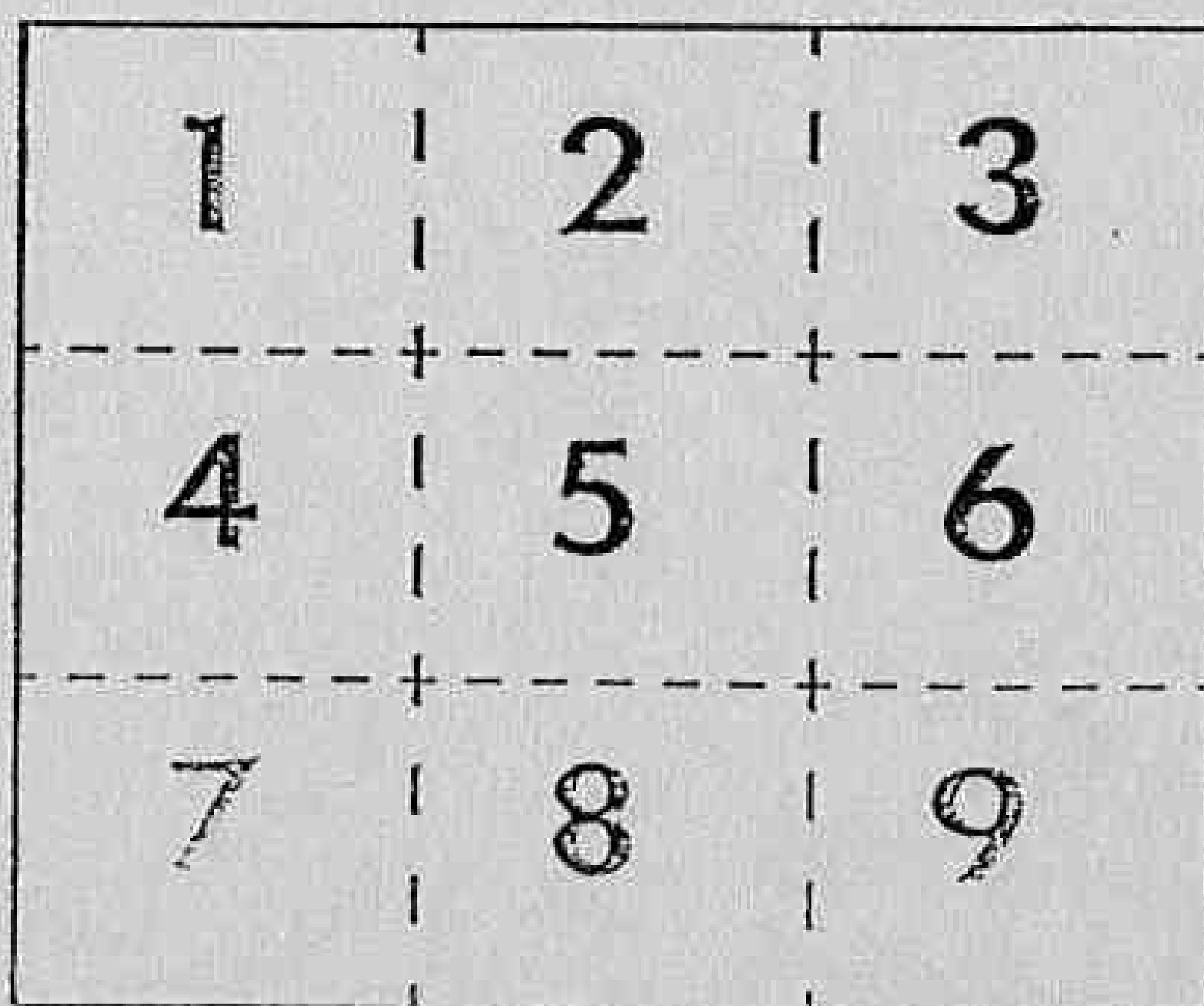
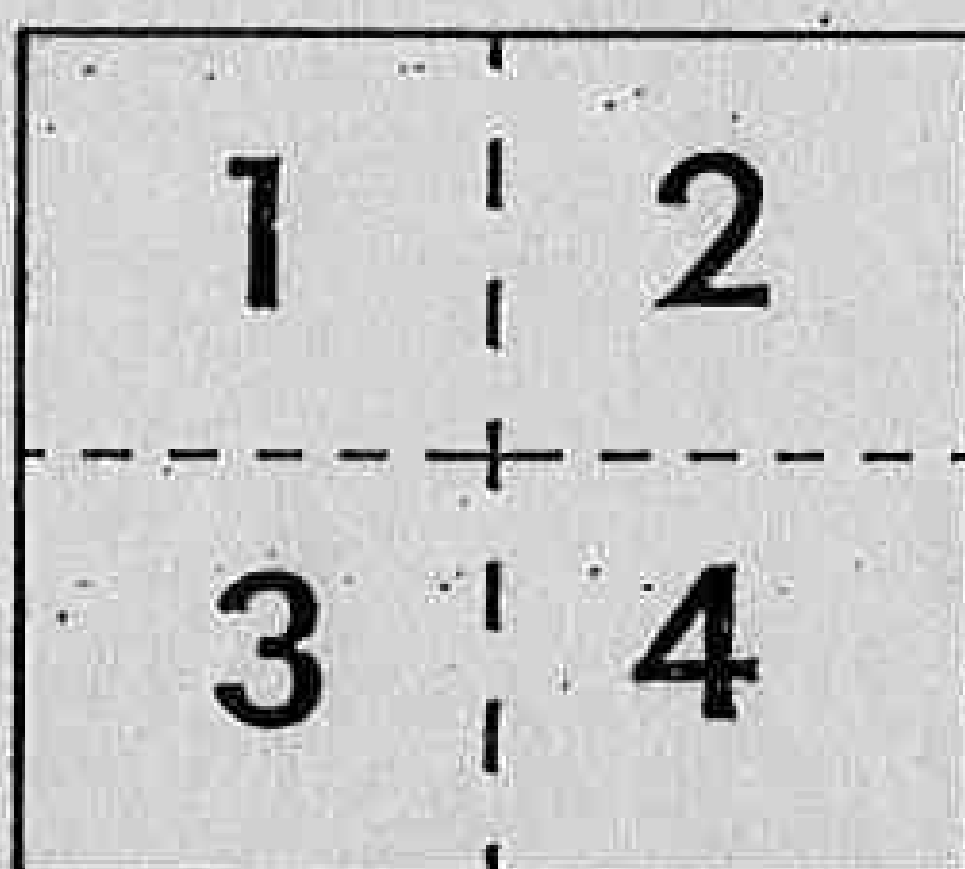
For the MINISTER
LIEUTENANT GENERAL
Director General of the Merchant Marine.

(CARLO MATTEINI)

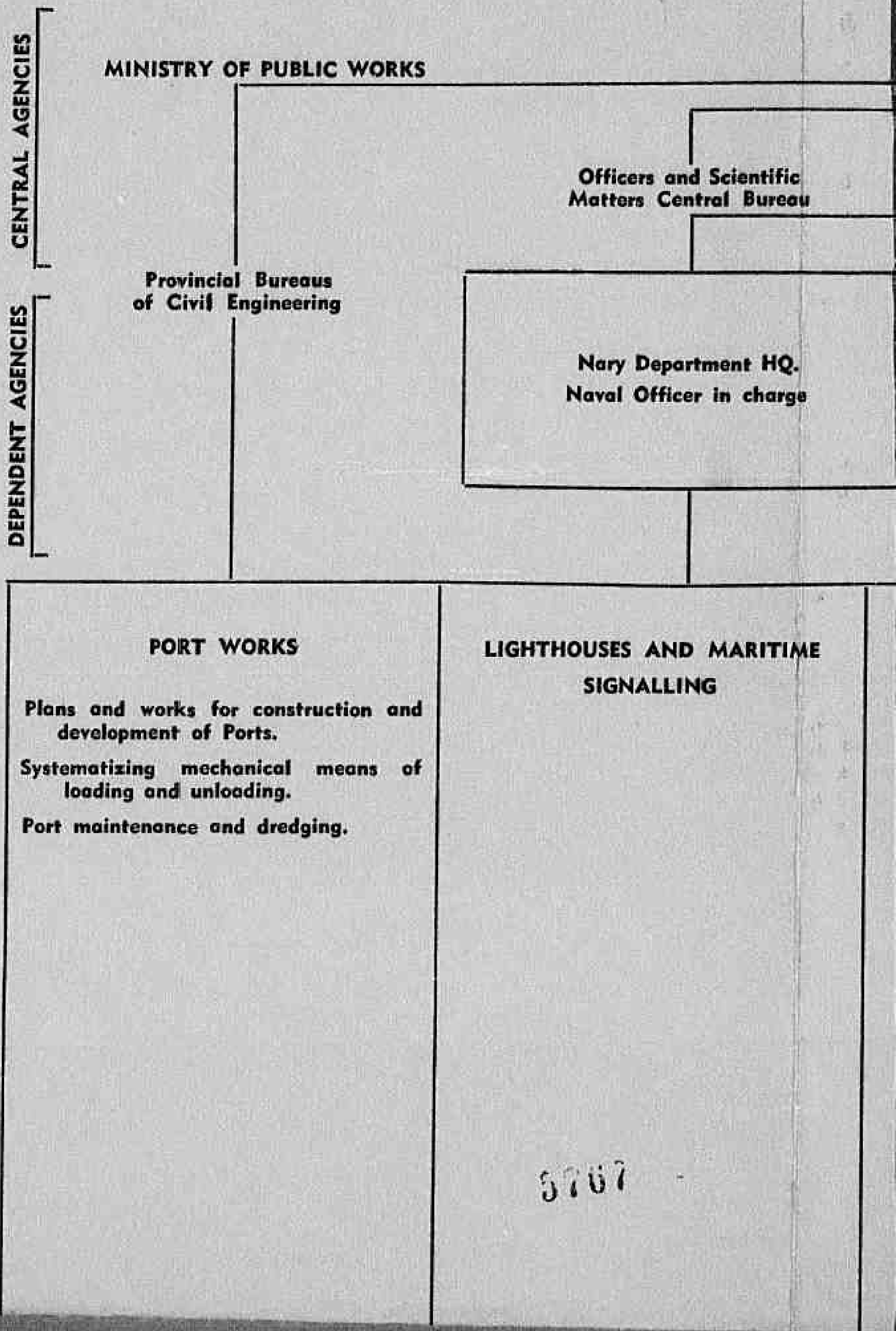
(Signed)

MAPS AND CHARTS TOO LARGE TO FILM
ON ONE EXPOSURE ARE FILMED CLOCKWISE
BEGINNING IN THE UPPER LEFT CORNER,
LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.



MEDCO
CAMPBELL COMM TEL
ROME
MAY 1945



3707

MINISTRY

The Navy

Directorate General
(SeeMaritime Admin
Harbour Master
District Maritime
Foreshores**TECHNICAL PORT SERVICES**

Health Service.
 Pilotage and Towing.
 Assignment of moorings.
 Mooring and internal movement within the Port.
 Classification of vessels and safety of Navigation.
 Preparing vessels for Sea and Crews Articles.
 Signing-on Crews.
 Sailing permits.
 Notice of Maritime accidents and ascertaining the relative facts.
 Assistance to, salvage and repair of vessels.
 Security and policing of ports.
 Administration of mechanical equipment owned by the government, and supervision of that owned by private parties.
 Temporary administration of Harbour Craft received from Allied Authorities for Port use.

PORT LABOUR

(Offices of Port Labour).
 Technical and administrative control over organisation of port labourers.
 Organisation and control of Port Labour.
 Tariffs for handling goods.
 Transmission to appropriate Depts of reports on daily work in port and for forward transmission to the Allied Authorities and
 Forwarding to same Allied Authorities Reports of Masters of Allied merchant vessels and of Ships Agents.
 Note: - In the following ports these services are entrusted to special organisations:
 GENOA: Consorzio Autonomo del Porto (Port Authority).
 VENICE: Provveditorato del Porto (Supervisor of the Port).
 NAPLES: Ente Autonomo del Porto (Harbour Board). This Board is at present not functioning as the Port is under control of the Allied Authorities.

See
Note
below**SHIPPING**

Custody of records and registers of vessels and Harbour Craft.
 Recording acts of transfer of ownership of vessels and Harbour Craft.
 Measurement of ships.

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RY OF MARINE

General of the Merchant Marine
(See Note A)

Chief Command of Port
and Civil personnel of Po
tion, Net Obstructions,
Port Offices and of De

Maritime Administration
Labour Masters Offices
District Maritime Offices
Foreshores Control

Registers of
Ownership
Craft.

SEAMEN

Custody of records and registers of
seafaring and auxiliary personnel.
Supervision of such personnel.
Grading of certain ranks.
Social aid and welfare of seamen.

LEGAL DEPARTMENT

Penal Proceedings for violation of mari-
time law and civil actions (involving
sums not exceeding 10,000. - Lire)
in respect of:
seamens wages
pilots
mooring/berthing personnel
divers
boatmen
port workmen etc.
also damages arising out of collisions
of vessels, salvage or damage to
fishing nets and equipment caused
by ships.

FISHERIES

Administration of fisheries.
Concessions for fixed fishery installa
and for special permits.

APPENDIX

MINISTRY OF WAR

GENERAL STAFF
of the
ROYAL ARMYLocal Commands of
the Royal ArmyOfficers (Military
Port Offices, Inspec-
tion, Organization of
Independent Offices).CONCESSIONS/LEASES OF
GOVERNMENT LAND/BUILDINGSConcessions of premises within the mari-
time public domain for:

Shipyards

Drydocks

Silos

Refrigerating plants.

Warehouses

Depots for inflammable solid and liquid
materials and for general merchan-
dise.

SHIP BUILDING

Supervision through the Registro Italiano
Navale of construction and repair
of ships.

Policing/Supervision of shipyards.

PORT NET
OBSTRUCTIONS
(1)DEFENSE
OF PORTS
(1)(1) In ports of primary maritime military
importance (La Spezia-Taranto-
Brindisi-Venice-Pola-La Maddalena-
Cagliari-Messina-Augusta-Trapani)
these two functions are the
responsibility of the local Navy
authorities.

APPENDIX "D"

MINISTRY OF WAR

GENERAL STAFF
of the
ROYAL ARMYLocal Commands of
the Royal Army

SHIP BUILDING

Supervision through the Registro Italiano Navale of construction and repair of ships.
Policing/Supervision of shipyards.

PORT NET
OBSTRUCTIONS
(1)DEFENSE
OF PORTS
(1)

(1) In ports of primary maritime military importance (La Spezia-Taranto-Brindisi-Venice-Pola-La Maddalena-Cagliari-Messina-Augusta-Trapani) these two functions are the responsibility of the local Navy authorities.

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

5767

(A) As a temporary measure there has been established the:

ISPETTORATO FUNZIONAMENTO PORTI
(Inspectorate of Port Operations)

for the purpose of liaison with the Allied Authorities in respect of the Daily Reports on Work in Port also of the Reports for the Allied Authorities from Masters of Allied Merchant vessels and of Ships Agents.

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

Assistance to, salvage and repair of vessels.

Security and policing of ports.

Administration of mechanical equipment owned by the government, and supervision of that owned by private parties.

Temporary administration of Harbour Craft received from Allied Authorities for Port use.

Agents.

Note: - In the following ports these services are entrusted to special organisations:

GENOA: Consorzio Autonomo del Porto (Port Authority).

VENICE: Provveditorato del Porto (Supervisor of the Port).

NAPLES: Ente Autonomo del Porto (Harbour Board). This Board is at present not functioning as the Port is under control of the Allied Authorities.

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

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

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

MEDBO
CAMPBELL COMMITTEE
ROME
MAY 1945

PREFETTURA (Government Office)	MUNICIPAL	PORT-POLICE	TREASURY (Provincial Office)
Public Health Maritime Service Government Concessions Security etc.	Government Concessions Military Call-up		Customs Treasury etc.

GENERAL	PORT TECHNICAL
Civil and Military Personnel Finance and Accounts	Public Health Pilotage Tugs Allocation of Berths Casualties to ships Salvage Safety precautions Security, Policing Fire service Temporary manning Craft received for Port use

CAPTAIN OF THE

(See Note 1)

	E. N. A. C. (Motor vehicles Transport Board)	CHAMBER OF COMMERCE	INDUSTRY AND COMMERCE INSPECTOR'S OFFICE	LABOUR (Provincial Office)	
DEPARTMENT Prevention of mari- time accidents not exceed- ing 1000 tons of tonnage Collisions between Fishing nets caused by ships	PREPARATION OF VESSELS FOR SEA AND CLEARANCES Pratique Clearance Papers Bills of Health Signing-on crews Crew Articles Anchorage dues and other Maritime fees Custody of ship records			SEAMEN Registration of Seamen of 1st and 2nd Categories Supervision of Seamen Examinations for rating Grading of certain ranks Social aid and welfare of Seamen	SHIPS Registration Recording Ship's Owner Charter Bottom Ships Me Control through Inspection Policing/

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

785017

ITALIAN NAVAL OFFICER IN CHARGE
(See Note 2)

**CONCESSIONS/LEASES OF
GOVERNMENT LAND/BUILDINGS**

Concession of land for:

Shipyards
Drydocks
Oil Storage tanks
Refrigerating Plant
Warehouses
Storage for inflammable and other
goods
Various purposes
Dredging for Sand & Gravel

FISHERIES

Concessions of Immovable Plant
Supervision and Control of Fisheries
Grants of exclusive rights of fishing in
Concession areas and territorial waters

PORT WORK

Port Labour Offices
Technical and administrative Co
Port workmen Organisations (V
Guilds) and Control and Orgo
of Port Labour
Tariffs for handling Goods
Transmission to appropriate Depo
of reports on daily work in Po
Administration of State o
mechanical Equipment and
Supervision of that privately own

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

APPENDIX "E"

R K

ive Control of
ons (Workers
Organisation

Departments
in Port
e owned
d
y owned

MILITARY SERVICE
MILITARY CALL-UP
MOBILISATION
OF THE NAVY

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

785017

Casualties to the
Salvage
Safety precautions
Security, Policing
Fire service
Temporary manning
Craft received for Port use

NOTE 1 — This organisation lay-out is for a large Harbour Master's Department «Capitaneria di Porto» (short title «Compamare»). The smaller ones have the same functions as the larger the difference being that whilst in the large Harbour Master's Departments each branch of the Service is represented by a separate Office with an Officer-in-charge, in the smaller several branches come under one single Officer.

NOTE 2 — Where there is no Navy HQ, the Harbour Master's Department (Capitaneria) takes its Place.

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

785017

Navigation) and Coast	Pilots, Mooring/Berthing Personnel Divers Boatmen Port workers Damages arising out of collisions Salvage of and damage to Fishing nets and fishing equipment caused by ships	Crew Articles Anchorage dues and other Maritime fees Custody of ship records	Social aid and welfare
Department of Harbour Allied Authorities			

Pilotage, Tugs,
Coast, Preparation
other Maritime
of Harbour Craft

Pilotage, Tugs,
Coast, Preparation
other Maritime
of Harbour Craft

Pilotage, Tugs,
tion of Ships for
tion of Harbour

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

785017

Portomry bonus

**Ships Measurements
Control of shipbuilding and repairs
through the Registro Italiano Navale
Inspection of vessels
Policing/Supervision Shipyards**

**Storage for inflammable and other
goods**

**Various purposes
Dredging for Sand & Gravel**

ME OFFICES (Short title: Circomare)

**Berth, Assistance and Salvage of Ships, Policing Port and
Clearance Papers, Crew Articles, Anchorage Dues and
Seamen, Social Aid and Welfare of Seamen, Registration
Work in Port, Supervision of Fisheries.**

ME OFFICES (Short title: Locamare)

**Berth, Assistance and Salvage of Ships, Policing Port and
Clearance Papers, Crew Articles, Anchorage Dues and
Seamen, Social Aid and Welfare of Seamen, Registration
Work in Port, Supervision of Fisheries.**

CONTROL (Short title: Delemare)

**Assistance and Salvage of Ships, Policing of Coast, Prepara-
Papers, Anchorage Dues and other Maritime Fees, Registra-
ting Work in Port, Supervision of Fisheries.**

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

785017

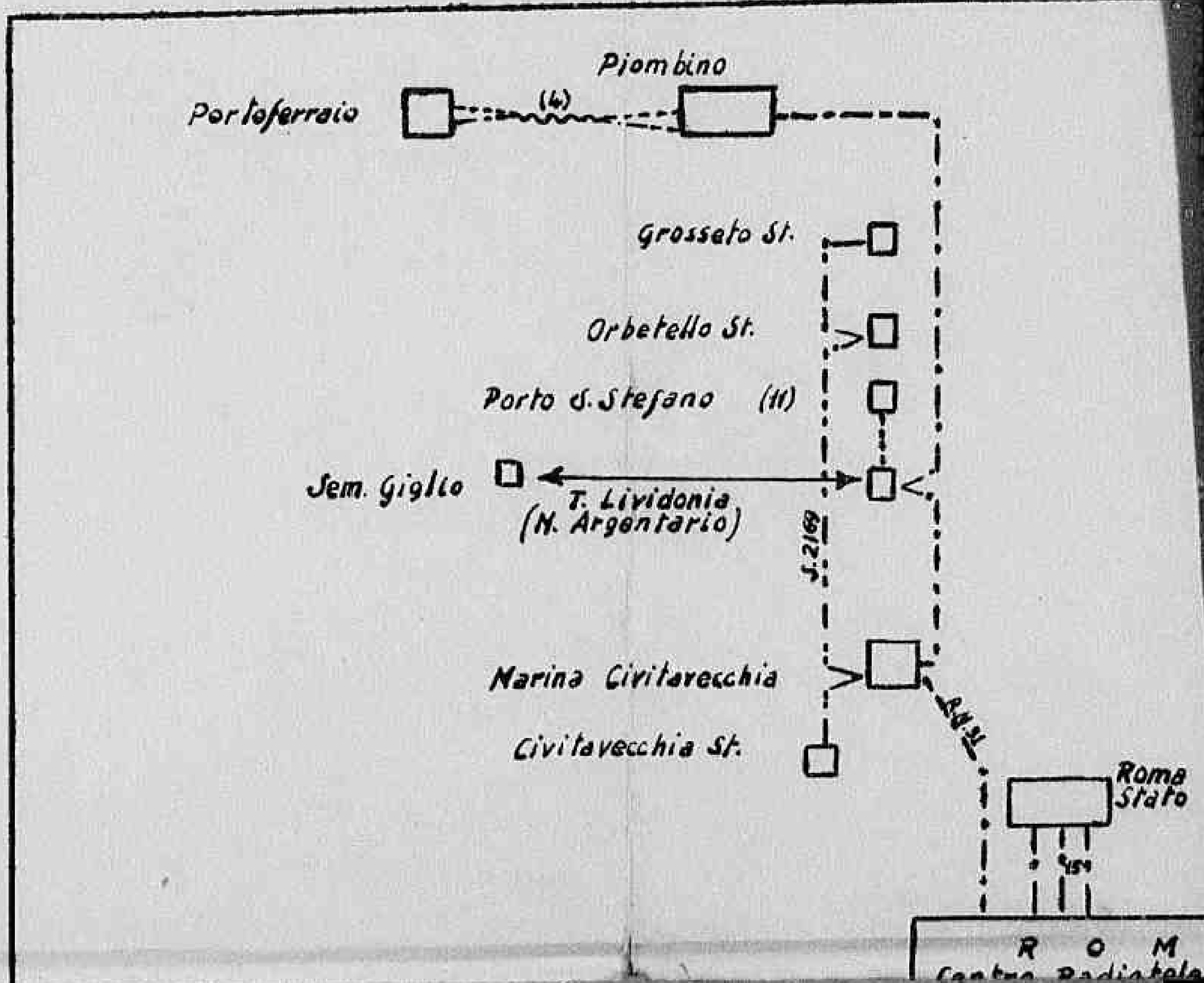
of State owned
Equipment and
that privately owned

5766

SEGRETO

PRINCIPALI COLLEGAMENTI TELEGRAFONICI DE

(Esclusi gli omnibus ad esc



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

R. MARINA O IN USO ALLA R. MARINA

o carattere semaforico)

☐ *Sem. N. Capucini*
(Ancona)

☐ *Osimo*

☐ *Pedaso S.S.*

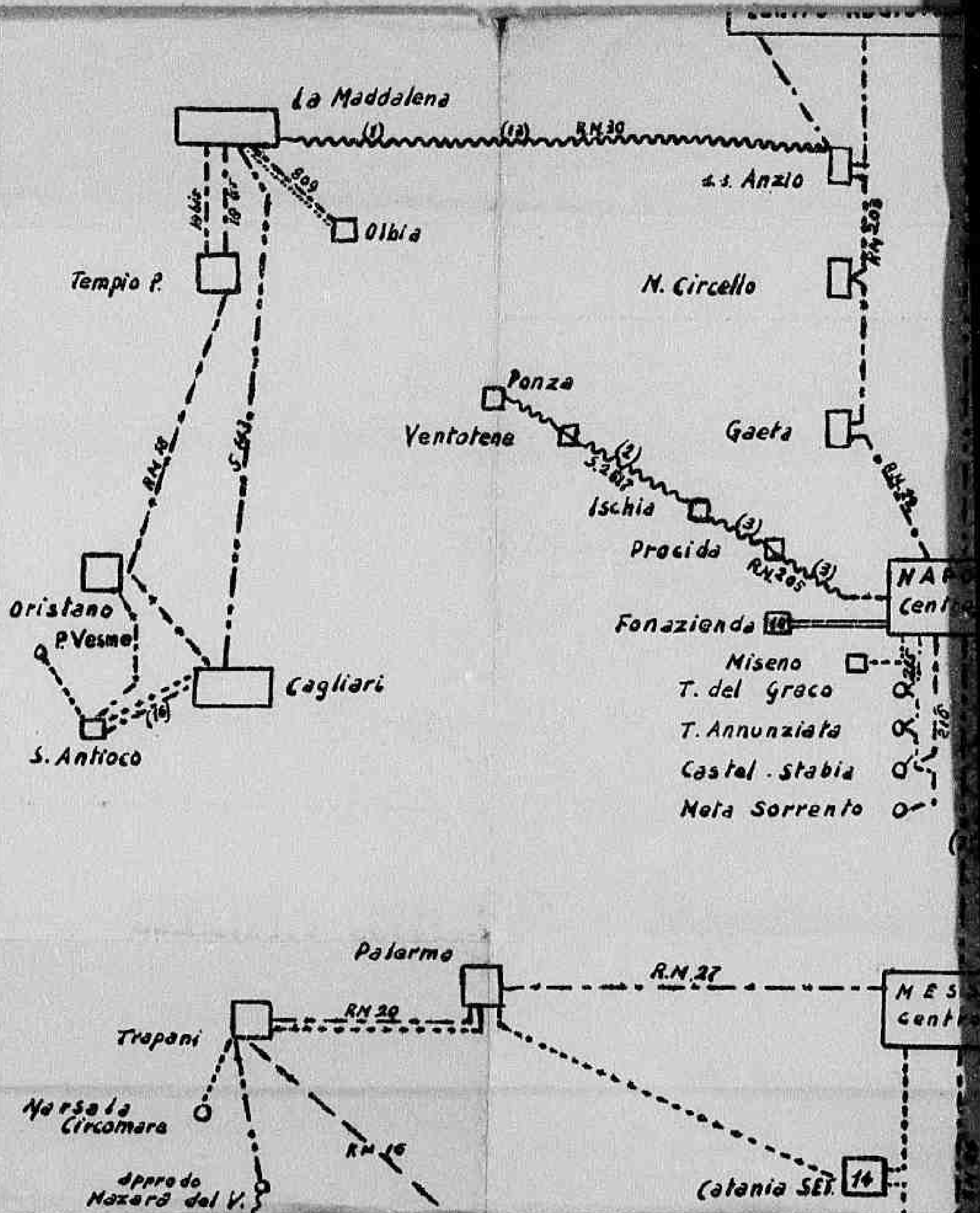
☐ *Colonnella S.S.*

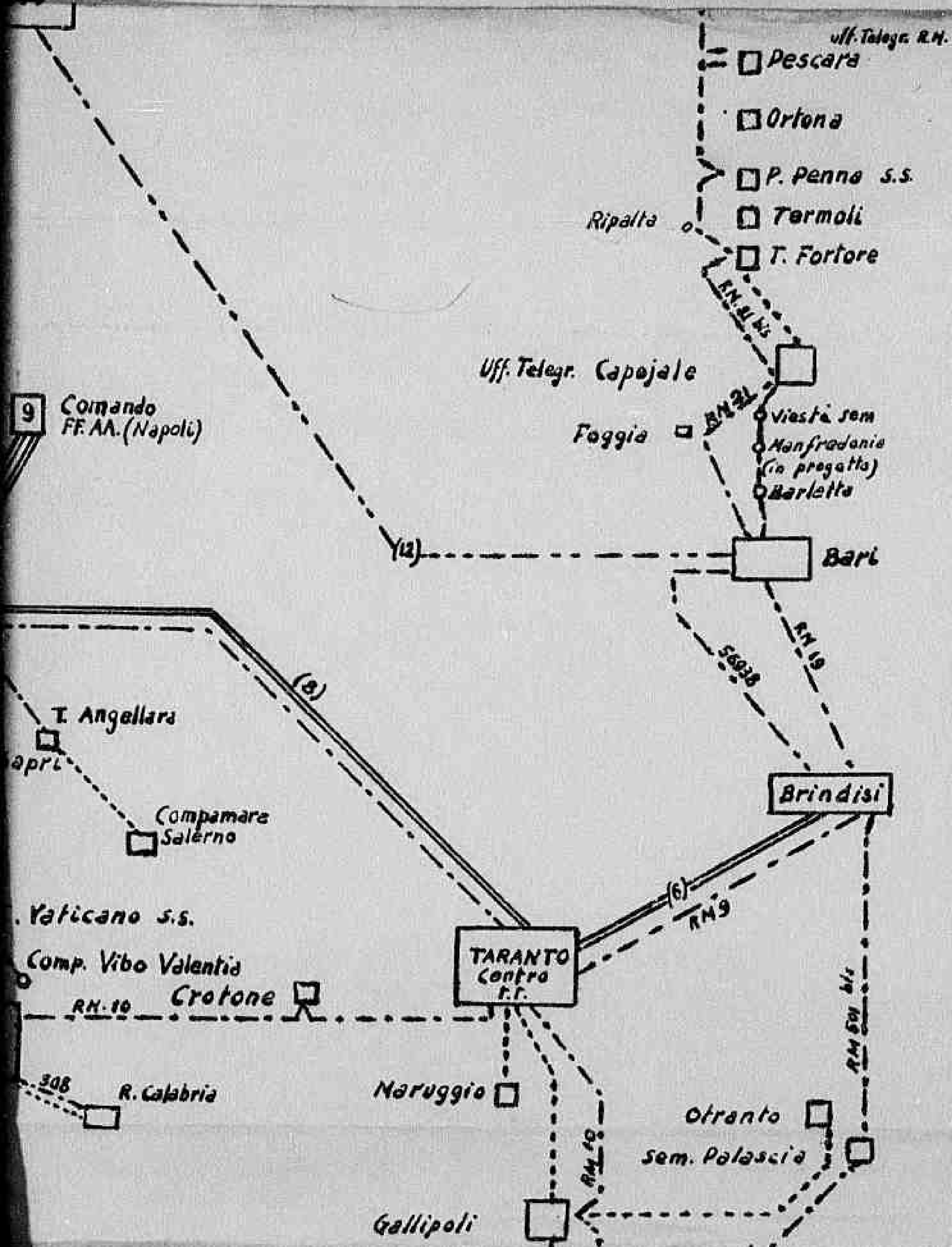
☐ *Stato Magg.*
Generale

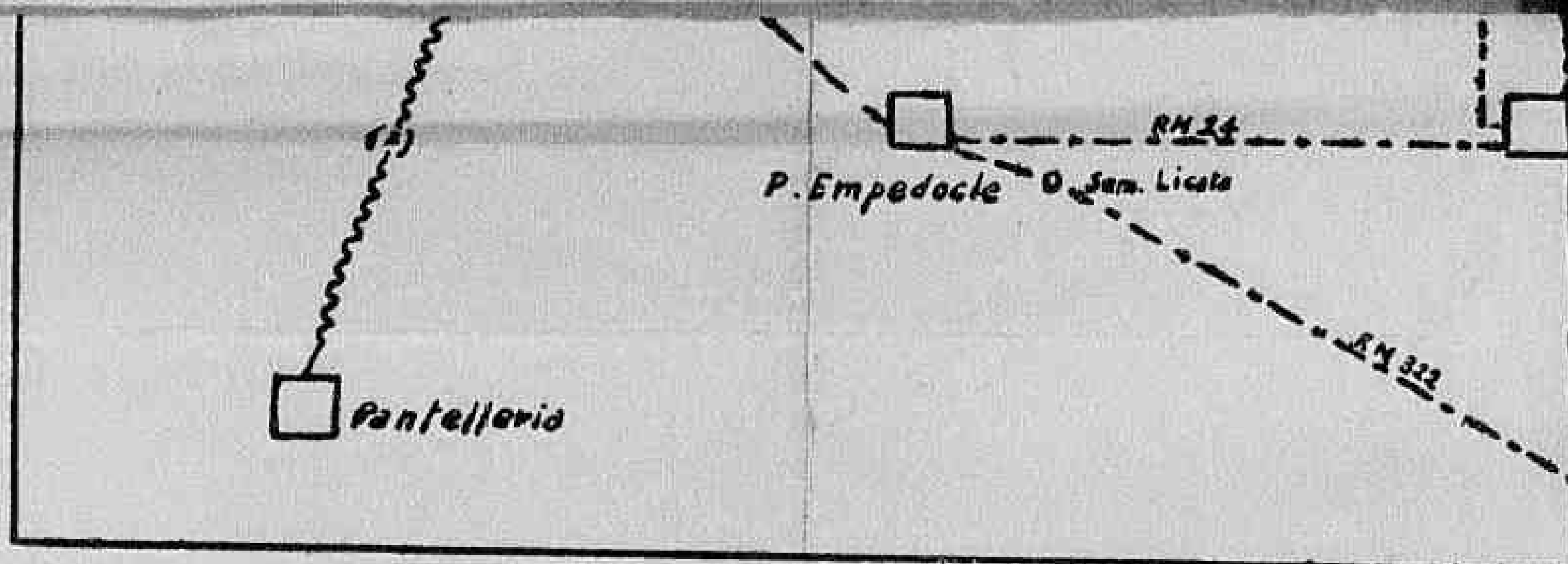
(15)

(15) ☐ *Ministero*
R. Aeron.

MEDBO
CAMPBELL COMMITTEE
ROME
MAY 1946







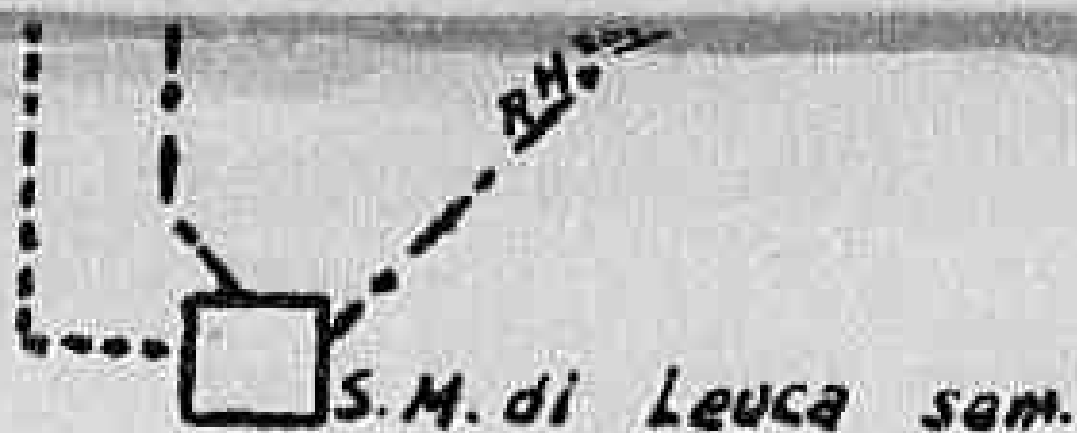
LEGG

—————	Collegamento ottico.
- - - - -	Circuiti telefonici R. Marina.
- - - - -	Circuiti telegrafici R. Marina.
- - - - -	Circuiti telegrafici del Ministero Poste e Telecomunicazioni.
- - - - -	Canale in A. F. a telescrivente dell'A. S.
=====	Telearmonica e telefonia dell'A. S. (per comunicazioni in segreto).
- - - - -	Circuiti telegrafici della R. Marina in corso di riattivazione.
~~~~~	Cavi sottomarini:
(1)	dell'Italcable
(2)	del Ministero delle Poste e Telegrafi
(3)	della R. Marina
(4)	telefonico della R. Marina - a 7 conduttori. Riattivata una comunicazione telefonica ed una telegrafica.
(5)	Circuito telegrafico omnibus della rete semaforica.
(6)	Circuito S. E. T. n. 7126.

N O T A: I messaggi diretti al Centro R. Marina Ancona, accettati dagli Uffici telegrafici della R. Marina con la qualifica Ministero delle Poste e delle Telecomunicazioni Roma - Ancona.



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



castello  
Narici S.E.  
(Siracusa)

Cozzo Spadaro sem.

IDA

- (7) In uso promiscuo (a disposizione della R. Marina dalle ore 0000 alle ore 0400 di ogni giorno).
- (8) In uso promiscuo (a disposizione della R. Marina dalle ore 2200 alle ore 2400 di ogni giorno).
- (9) Due collegamenti con la locale Fonazienda per comunicazioni notturne in armonica con Messina e Taranto.
- (10) Un collegamento con il Comando FF. AA. per comunicazioni notturne in armonica con Marina Bari.
- (11) Prossima inclusione dell'Ufficio Porto Santo Stefano.
- (12) La commutazione della linea Roma-Bari-Brindisi viene effettuata dal Capo Settore Bari, anziché dalla Amplificatrice Bari.
- (13) A telescrivente con circuito differenziale; trasmissione anche in segreto.
- (14) Le linee telefoniche fanno capo al Centralino S. E. T. di Catania.
- (15) Telescrivente a semplice corrente.
- (16) Simultanea.

iale., debbono essere appoggiati al Centro Radiotelegrafico Roma per l'ulteriore inoltre a mezzo dei circuiti del



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

Folios 53-55 transferred  
to file 5602/EC.  
Letter and attachments - Navy SPA  
Ref 115C/2040 dated 24 July 64.  
Subject: Non operational Salvage  
in Italian waters.

W. M. Little  
5262



8005

52

HEADQUARTERS, ALLIED COMMISSION  
Navy Sub-Commission APO 394

NSC/3032  
24 July 1945

JUL 26 1945

From: Navy Sub-Commission, Hq. Allied Commission.  
To: Allied Force Headquarters.  
Subject: Transfer of Ports in Italy to Italian Government Control.  
Reference: (a) Navy Sub-Commission ltr NSC/3063 of 6 July 1945.

1. As indicated in reference (a), the Campbell Committee Report for the transfer of ports in Italy to Italian Government control has been formally approved and the Ministry of Marine requested to take the necessary steps to implement the policies established.

2. Section I, sub-section 1, paragraph 8 of the report recommends that official notification from Allied Force Headquarters be given to the Italian Government (Ministry of Marine) that a port is about to revert to Italian control, clearly stating the date on which such transfer of control will pass and laying down the official procedure to be followed. Section I, sub-section 11, paragraph 1 of the report provides for a classification of the various Italian ports into three categories. This classification is now being carried out by a sub-committee of the Mediterranean Shipping Board.

3. It is recommended that a procedure be established by Allied Force Headquarters to provide for official notification to the Italian Government (Ministry of Marine) when ports in Italy are returned to Italian Government control as provided for in Section I, sub-section 1, paragraph 8 of the Campbell Committee Report.

Adm G. L. WARREN  
DEAR ADMIRAL  
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:  
CINC MED  
COMNAVFOR  
Chief Commissioner, AC.  
Executive Commissioner, AC.  
Civil Affairs Section, AC.  
Economic Section, AC.  
Transportation S/C, AC.

PA  
MR 27/7

5261

(1/3/Cnd (copy))

ADA/ol

51

Ext 451

Ref: 8005/53/EG

23 July 1945

SUBJECT: The Campbell Committee Report

TO : Economic Section (Attention: Lt Arensburg)

1. Reference is made to our various telephone conversations regarding the above-mentioned report. *48.*

2. In connection with this report, reference is made to Navy's Subcommittee letter ESC/2863, 6 July, to the Ministry of Marine, Rome, and particularly to paragraph 2: "The Navy Subcommittee has received a request from Allied Force Headquarters to the effect that you be informed of this approval and that you be instructed to take the necessary steps to implement policies laid down in the Campbell Committee report."

3. The Executive Commissioner has inquired as to what does the implementation of the Campbell report entail. Inasmuch as this office does not appear to have a copy of this report, it would be appreciated if you would secure a copy for our files, at the same time requesting the Navy Subcommittee to answer briefly the question raised by the Executive Commissioner.

A. B. ARNOLDY.

Chief Staff Officer,  
To Executive Commissioner.

*See 60*  
*B/V*  
*2/8/7*  
*53*  
*PA 23/7*



8005  
HEADQUARTERS, ALLIED COMMISSION  
Navy Sub-Commission APO 394

NSC/2863  
6 July 1945.  
JUL 9 1945

From: Navy Sub-Commission, Hq. Allied Commission.  
To: ~~Minister of Marine, Rome.~~  
Subject: Transfer of ports in Italy to Italian Government Authorities.

1. The report of the Campbell Committee, appointed to make recommendations on the methods to be employed in transferring the operation of Italian ports to Italian Government Authorities, has now been approved by the Commander-in-Chief, Mediterranean and the Chief Administrative Officer, APHQ, on behalf of the Supreme Allied Commander, subject to the minor amendments made by the Mediterranean Shipping Board at their meeting held on 12 May 1945.

2. The Navy Sub-Commission has received a request from Allied Force Headquarters to the effect that you be informed of this approval and that you be instructed to take the necessary steps to implement policies laid down in the Campbell Committee report.

3. The classification of Italian ports in accordance with section I paragraph 2 (1) is now being carried out under the direction of the Mediterranean Shipping Board and further communication in this regard will be made to you as soon as possible.

(Sgd) G. L. WARREN  
REAR ADMIRAL  
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:  
CINCPAC.  
COMNAVNAV.  
APHQ - G-5.  
Chief Commissioner, AC.  
Executive Commissioner, AC.  
Civil Affairs Section, AC.  
Economic Section, AC.  
Transportation S/C.  
Shipping S/C.

(Distribution not shown on original)

ECONOMIC SECTION

JUN 27 1945

Date 22/6/45

Internal

External

Fr	To	Fr	To
Vice President		ECONOMIC SECTION	
Mr. Con McKinley		Production Division	
Mr. Anderson		Supply Division	
Col. Belton		AGRICULTURE AND COMMERCE	
Col. Selser		COMMERCE	
Lt Col. Bartch		FINANCE	
Lt Col. Quarter		FOOD	
Lt Col. Moore		INDUSTRY	
Major Smith		LABOR	
Major Tooby		PE & U	
Capt. Atkins		TRANSPORTATION	
Capt. Williams			
Capt. Highland		CHIEF COMMISSIONER	
Lt. Morgan		EXECUTIVE COMMISSIONER	
Lt. Arensberg		CIVIL AFFAIRS SECTION	
Mr. Stauffer		ESTABLISHMENT SECTION	
Mr. Cerrito (Price Sec)			
Message Center (Econ Sec)			
For Appropriate Action		Noting & Retention	
Remarks/Recommendations		Signature	
Dispatch		Investigation & Report	
Information		File Copy	
Circulation & Return		Noting & Return	

REMARKS:

This was presented at my noon meeting on Friday

Thought you might find interesting

G. Black

Mo 30/6  
447



HEADQUARTERS ALLIED COMMISSION

APO 394

TRANSPORTATION SUB-COMMISSION

Tel: 318

MJA/bja

389/149/TW 3

SUBJECT: Points for Discussion at  
the Economic Staff Meeting

22 June 1945

JUN 27 1945

TO : Director, Transportation Sub-Commission

1. Italian Port Position

South of the Pisa-Rimini line, with the exception of Leghorn, port capacities as allocated are sufficient to meet A.C. requirements against the disease and unrest programme. Tonnages, which it was desired to bring thru Leghorn, are being handled thru Piacentino. Steps are being taken to increase the port capacity at Piacentino to 1,500 tons per day. The present capacity of Piacentino is 1,200 tons per day, which is inadequate. The main redeployment ports are Naples, Leghorn, Ancona, and Bari. To a large extent the Naples programme during this period is being met thru the Naples satellite ports, and the Bari-Ancona position is being eased by the opening of a min railway line along the east coast.

2. Northern Ports

Civil supplies in the N.W. in the main will be moved thru Genoa and Savona. There has been delay in these ports due to the discovery of a new type of mine. At present Genoa is discharging coasters inside the port, and liberty craft in the outer harbour; the acceptance of a greater number of vessels at Genoa is under consideration. Savona has not yet been opened; it should be possible to operate this port within the next four weeks. The delays in opening these ports has considerably affected the A.C. programme for the north, and meant the continuation of the long inland hauls along the Ancona-Bologna axis for a longer period than originally anticipated.

## 3. Other ports on the north west coast have suffered

## 2. Northern Ports.

Civil supplies in the N.W. in the main will be moved thru Genoa and Savona. There has been delay in these ports due to the discovery of a new type of mine. At present Genoa is discharging coasters inside the port, and liberty craft in the outer harbour; the acceptance of a greater number of vessels at Genoa is under consideration. Savona has not yet been opened; it should be possible to operate this port within the next four weeks. The delays in opening these ports has considerably affected the A.C. programme for the north, and meant the continuation of the long inland hauls along the Ancona-Bologna axis for a longer period than originally anticipated.

3. Other ports on the north west coast have suffered considerable damage due to Allied bombing and enemy demolitions, and while it is anticipated that they may be soon open to schooner traffic, the bulk of the A.C. tonnage for some time to come will be handled thru Genoa and Savona.

4. Main ports for the handling of A.C. traffic in the N.E. will be Venice and Trieste. Fulfillment of the full programme

5757

(Car. History)



- 2 -

for both ports has been delayed due to political trouble at Trieste, and mines at both Trieste and Venice. It is anticipated that there will be no difficulty in meeting the desired programmes after mid-July.

5. The following tonnages have been accepted for movement thru main ports as shown -

	June	July	Aug.	Sept.
Naples Group	68428	65968	62214	65982
Civitavecchia	10194	28116	27696	17160
Piombino/Leghorn	16463	31859	23968	24531
Genoa/Savona (a)	92800	81550	82100	79543
Tor Group	11000	7700	10300	12000
Red Group	35378	27620	25912	28628
Ancona	14119	22000	18453	22913
Venice/Trieste (a)	32000	32000	32000	32000

Note - 1 (a) acceptance based on ports being declared free of mines. Restricted acceptance for June is

Genoa/Savona 9000 Venice/Trieste 9200

2. All figures in tons per month.

#### 6. Analysis of A.J. Tonnages Moved by Rail

1. Analysis of loading programmes over the four week period 30 April - 27 May 1945 gives the following figures:

a) Tonnage programmed to load	352318 tons
b) Tonnage moved	284306 tons
c) Tonnage not moved	131057 tons
d) Tonnage not accounted for	16455 tons
e) Percentage of total programme moved - 59%	- 352,318 tons

2. Breakdown of tonnage not moved (para 6 (c)) shows reasons

## 2. All figures in tons per month.

6. Analysis of A.C. Tonnes Moved by Rail.

over the four week period 30

## 1. Analysis of loading programmes over the four week period 30

April - 27 May 1945 gives the following figures:

a) Tonnage programmed to load	352,318 tons
b) Tonnage moved	204,805 tons
c) Tonnage not moved	191,057 tons
d) Tonnage not accounted for	164,555 tons
e) Percentage of total programme moved	58%

## 2. Breakdown of tonnage not moved (para 6 (c)) shows reasons

for failure to move as follows:

a) Shortage of wagons	34,578 tons - 2%
b) Failure of consignor to load	44,052 tons - 33%
c) Numerous accidental reasons	52,427 tons - 40%
<b>TOTAL</b>	<b>131,057 tons - 100%</b>

3. It may happen that owing to large military movements of high priority an acute scarcity of wagons is caused in certain areas for a short period, or that large personnel move absorbs all covered wagons, thus upsetting the plans of civilians requiring this type of car for their goods, but in general the largest figure of tonnage not moved is accounted for by failure of consignor to implement their bid. Analysis of failures to load shows that the worst offenders are:

- a) The Consorzio Agrario which seems unable, in many cases, to keep an up to date record of



- 3 -

what its stocks are in stations or station areas.

(b) Merchants contracting to load perishable fruits and vegetables who, thru weather conditions which spoil the crop or because of price changes, decide, during the interval between placing their bid and receiving their allotment of cars, that they do not wish to complete their contract.

(c) Speculators who wait for the assignment of a wagon before making any arrangements to purchase the goods they have proposed to ship.

7. It is believed that there has been some improvement in the proportion of tonnage moved during June. The improvement, insofar as wagon availability is concerned, would have been much greater, if it had not been necessary to allocate so much rail capacity to the movement of refugees.

/s/ M.J. SIMP, Colonel



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

785017

/sgt/ M.J. SIERY, Colonel

5755



8005

MAY 17 RECD

HEADQUARTERS, ALLIED COMMISSION  
Navy Sub-Commission APO 394

CONFIDENTIAL

NSC/2417  
15 May 1945  
MAY 18 RECD

From: Navy Sub-Commission, Hq., Allied Commission.  
To : Chief Commissioner, Allied Commission. ✓  
Subject: Port of Messina.

1. The following paraphrased translation of a censorship intercept is forwarded for information. The intercept was obtained by the Civil Censorship Group, Italy from a letter which was sent in April 1945 to the Inter-ministerial port Committee, Rome by Franco FABIANO, Secretary of the Committee of National Liberation, Via Madonna Mercede, 6, Messina:

"The provincial C.L.N., Messina petitions making Messina a free port.

The long history of Messina as a free port, from the time of Roger the Norman 1061 until free ports were abolished in Italy in 1862, is recalled. The geographical position of Messina at the cross-roads of maritime routes East and West and its facilities as a port in every respect are set forth, for example:

1. It is a center for more than 40 navigational lines from almost every part of the world and possesses means of the first order for fuel supply and supply of naval stores; a tremendous commercial and agricultural hinterland consisting of the fertile zone of Calabria, rich in numerous products and activities and also the splendid Northern and Southern Ionian Coasts; fertile plain of Milazzo renowned for its early season products.

2. Messina has all the elements necessary and indispensable for the much wished industrialization of Sicilian agriculture.

3. In consideration of the foregoing and particularly considering the fact that the City was destroyed by earthquake December 1908 and again damaged more than any other city in Sicily by the operations of the

(11/15/45)

Sum 1140 22/5/45

CONFIDENTIAL

NSC/2417  
15 May 1945.

Subject: port of Messina.

-----  
present war, the National Government and all proper authorities are requested to grant to the City of Messina the privileges of a free port, or warehouse zone, as an element indispensable to its port activities and one of the essential factors amongst the forces for the revival of the City.

*C. H. ...*  
REAR ADMIRAL  
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:  
CINCMED  
Civil Affairs Section, AC.  
POLAD (B)  
POLAD (A)  
Transportation S/C  
MEDEO.



HEADQUARTERS ALLIED COMMISSION

ATO 394

Transportation Sub-Commission

CRW/mb

C O N F I D E N T I A L

Tele : 478704

285/16/M.3.

3 March 1945

SUBJECT : Re opening of Piombino Port and Branch Railway Line 229 **MAR 5 1945**  
Campiglia to Piombino.

TO : Distribution (as below)

1.

Port Facilities.

The Port of Piombino is now open for shipping and can accept ships up to 28 feet draft.

2.

Rail connections.

- (a) Branch Railway Line 229 Campiglia to Piombino was open to traffic w.e.f. midday 28 February 1945.
- (b) The Rail sidings connecting the Branch line with the Port through the Ilva works are also open to traffic.

For the Chief Commissioner.

*for* HERRITT H. TAYLOR  
Director, Transportation Sub-Commission

DISTRIBUTION :

- (a) Branch Railway Line 229 Campiglia to Piombino was open w.e.f. midday 28 February 1945.
- (b) The Rail sidings connecting the Branch line with the Port through the Ilva works are also open to traffic.

For the Chief Commissioner.

DISTRIBUTION :

G-4 (Nov. & Pa.) (4)  
 G-5 AFHQ (2)  
 F.B.S. Leghorn  
 Executive Commissioner  
 Civil Affairs Section (3)  
 Public Safety Sub-Commission  
 Security Division  
 Economic Section (3)  
 Agriculture Sub-Commission  
 Industry Sub-Commission (6)  
 Transportation Sub-Commission (6)  
 Commerce Sub-Commission (3)  
 Food Sub-Commission (3)  
 Public Works & Utilities Sub-Commission (2)  
 F.B.S. (South)  
 Transportation Sub-Commission, Rail Div.  
 Transportation Sub-Commission, Road Div.

*copy sent this date des to AMG-5 Army by In. S/C. per 6/3*

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

Shipping Sub-Commission (3)  
 Navy Sub-Commission (3)  
 Communications Sub-Commission  
 War Shipping Administration  
 Ministry of War Transport  
 M.W.T.R. Piombino  
 Regional Commissioner Sardinia Region  
 Regional Commissioner Sicilie Region  
 Regional Commissioner Southern Region  
 Regional Commissioner Lazio-Umbria Region  
 Regional Commissioner Abruzzi-Marche  
 Regional Commissioner Toscana Region  
 A.M.G. 8 Army  
 Div. Alti Forni & Acciaierie d'Italia  
 Piombino.  
 Ministry of Marine - Rome.



8005

314

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

MJB/vb  
2112

Tel. Ex. 516

20th February, 1945.

783/4/Tn.3.

20 1945

SUBJECT: Port and Shipping Committee.

TO : Navy Sub-Commission.

37

1. Reference your letter NSC/1671, dated 16th February, 1945, and conversation Commander Ziroli-Captain Butler-Col. Sioff on the 19th February.

2. At the second meeting of the informal "Port and Shipping Committee" it was decided to suspend any further meetings of this committee in view of MEDBO's proposed formation of a high level committee to deal with general ship and shore policy in ports handed back to the Italian authorities.

3. Mr. Ian Campbell, who will be a senior member of the MEDBO Committee, was present at this meeting and it was agreed that his committee would consider the necessity for the formation of a committee within Allied Commission to deal with port and shipping problems in which the Italian authorities and Allied Commission are interested, and make recommendations to bring such a committee into being if they think it can fulfill a useful purpose.

*M. S. Col*

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

Copy to:

The Executive Commissioner.

see 78351

8005 *inf*

33

RE/td

HEADQUARTERS ALLIED COMMISSION  
AFC 334  
Transportation Sub-Commission

Tele : 334

19 February 1945

Our ref.: AC/541/113/Tx 3

FEB 20 1945

SUBJECT : Port of Santo Stefano

TO : Navy Sub-Comm.

31.

1. Ref your NSC/1647 dated 10 Feb '45.

2. The matter of shipments to the above port are being investigated and you will be advised in due course.

Cony to : Chief of Staff A.C.

R.C. Lazio-Umbria Region  
Shipping S/C.A.C.  
Port & Warehouse Div.

*H. H. Taylor*  
HERRITT H. TAYLOR  
DIRECTOR



1. Ref your NSC/1647 dated 10 Feb '45.

2. The matter of shipments to the above port are being investigated and you will be advised in due course.

*[Signature]*  
HERRITT H. TAYLOR  
DIRECTOR

Copy to : Chief of Staff A.C.  
R.O. Lazio-Umbria Region  
Shipping S/C.A.C.  
Port & Warehouse Div.

5750



8005  
HEADQUARTERS, ALLIED COMMISSION  
Navy Sub-Commission APO 394

HSC/1671  
16 February 1945

FEB 17 1945

From: Navy Sub-Commission, Hq. Allied Commission.  
To : Transportation Sub-Commission, Hq. AC.  
Subject: Port and Shipping Committee.

1. With reference to your 783/2/Tn 3 of 14 February 1945, it is requested that prior to the meeting to be held on 19 February 1945, that the Navy Sub-Commission, AC be informed as to the functions and duties of the proposed committee, in order that a decision may be reached whether the Navy Sub-Commission, AC has sufficient interest to warrant membership.

2. It is not considered that a member of the Ministry of Marine should be invited by the Port and Warehouse Division to attend the meeting until the status of the committee is determined.

H. W. Zirolli,  
Commodore, U.S. Navy,  
for Chief, Navy Sub-Commission, AC.

Copy to:  
COS. HQ.AC. ✓



8005  
HEADQUARTERS, ALLIED COMMISSION  
Navy Sub-Commission APO 394

NSC/1647  
10 February 1945

From: Navy Sub-Commission, Hq. Allied Commission.  
To : Transportation Sub-Commission.

Subject: Port of Santo Stefano.

Enclosure: (A) Copy (translation) Ministry of Marine ltr  
SM/2321 of 5 February 1945.

31  
FEB 14 1945

1. Navy Sub-Commission letter NSC/1317 of 12 December 1944, requested the Ministry of Marine to give an indication of the number and size of vessels that the Italian Navy Port Officer, Santo Stefano can berth and service at any one time.

2. Enclosure (A), which now has been received from the Ministry in answer to the Navy Sub-Commission's letter, is forwarded herewith for information and appropriate action.

3. In spite of the meager handling facilities that are available at San Stefano, it is hoped that the Transportation Sub-Commission will be able to make maximum use of the port and the Italian Navy Port organization which now is functioning there.

H. W. ZIROLI,  
Commodore, U. S. Navy,  
for Chief, Navy Sub-Commission, AC.

Copy to:  
Chief of Staff, AC. ✓  
RC LAZIO-UMERIA Region  
Shipping SO.AC.

From: MINIST. OF MARINE (Maristat)  
To : F.O.L.I. - Rome.  
Date: 5/2/45  
Ref.: SM.2321

Subject: Port of Santa Stefano: Efficiency of Same.

Replying to NSC/1317 of 12th Dec. last.

Present capacity of Port is as follows:-

1. Three or Four M/Schooners of 200/300 tons (draught 3.5/4 mts.) simultaneously can moor to Porto Vecchio jetties by lying off 6/8 mts. and using gang planks to reach jetty.
2. Commercial operations cannot be carried out in Porto Nuovo for the time being. M/Vs. cannot unload due to bad condition of the harbour, nor can they moor stern-to to jetty on account of lack of bollards ashore.
3. With the placing of mooring-buoys a 7000/8000 tonner with a maximum draught of 8 mts. could be accommodated. Port is without buoys and at least two are required.
4. At the only jetty which could be used by lighters (Banchina Colombo), an iron pontoon is now moored and in which is installed piping for unloading tankers. This pontoon should be moved.
5. To unload ships anchored in the harbour at least 16 lighters ("gallegianti") and two Tugs would be required to operate between the ship and Colombo Jetty.
6. Two tugs are in the harbour, one of which is Allied, which would be sufficient to handle future traffic.
7. The Montecantini Co. has 27 in No. lighters (45-60 tons) which require refitting before they may be used.
8. Santa Stefano Harbour lacks labour and materials for Ship construction, which has to be taken there from other maritime centres. Oak and pinwood, tarred packing, pitch, zinc-coated nails and tar are noticeably lacking.

for CHIEF OF STAFF.



8005  
HEADQUARTERS, ALLIED COMMISSION  
Navy Sub-Commission APO 394

NSC/1563  
25 January 1945

JAN 30 1945

From: Navy Sub-Commission, Hq. Allied Commission.  
To: Public Safety Sub-Commission, Hq. A.G.  
Subject: Fire Fighting in Italian Ports.  
Reference: (a) Public Safety Sub-Commission ltr AGC/14524/PS  
of 15 September 1944.

1. With reference to the statements contained in reference (a), the Commander-in-Chief, Mediterranean in a letter dated 16 January 1945 has informed the Navy Sub-Commission that it is not at present desired to disturb the arrangements in force for Fire Control in Italian ports as laid down in Allied Force Headquarters Memorandum No. 58, dated 7 June 1944, a copy of which is attached.

H. W. BIROLI,  
Commodore, U.S. Navy,  
for Chief, Navy Sub-Commission, AG.

Copy to:  
✓ Chief of Staff, AG.  
Civil Affairs Section, AG.  
(less enclosures).

5746



8005  
HEADQUARTERS, ALLIED COMMISSION  
Navy Sub-Commission APO 394

~~CONFIDENTIAL~~  
~~C-2-S-1-2-3-4-5-6-7-8-9-10-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-31-32-33-34-35-36-37-38-39-40-41-42-43-44-45-46-47-48-49-50-51-52-53-54-55-56-57-58-59-60-61-62-63-64-65-66-67-68-69-70-71-72-73-74-75-76-77-78-79-80-81-82-83-84-85-86-87-88-89-90-91-92-93-94-95-96-97-98-99-100-101-102-103-104-105-106-107-108-109-110-111-112-113-114-115-116-117-118-119-120-121-122-123-124-125-126-127-128-129-130-131-132-133-134-135-136-137-138-139-140-141-142-143-144-145-146-147-148-149-150-151-152-153-154-155-156-157-158-159-160-161-162-163-164-165-166-167-168-169-170-171-172-173-174-175-176-177-178-179-180-181-182-183-184-185-186-187-188-189-190-191-192-193-194-195-196-197-198-199-200-201-202-203-204-205-206-207-208-209-210-211-212-213-214-215-216-217-218-219-220-221-222-223-224-225-226-227-228-229-230-231-232-233-234-235-236-237-238-239-240-241-242-243-244-245-246-247-248-249-250-251-252-253-254-255-256-257-258-259-260-261-262-263-264-265-266-267-268-269-270-271-272-273-274-275-276-277-278-279-280-281-282-283-284-285-286-287-288-289-290-291-292-293-294-295-296-297-298-299-300-301-302-303-304-305-306-307-308-309-310-311-312-313-314-315-316-317-318-319-320-321-322-323-324-325-326-327-328-329-330-331-332-333-334-335-336-337-338-339-340-341-342-343-344-345-346-347-348-349-350-351-352-353-354-355-356-357-358-359-360-361-362-363-364-365-366-367-368-369-370-371-372-373-374-375-376-377-378-379-380-381-382-383-384-385-386-387-388-389-390-391-392-393-394-395-396-397-398-399-400-401-402-403-404-405-406-407-408-409-410-411-412-413-414-415-416-417-418-419-420-421-422-423-424-425-426-427-428-429-430-431-432-433-434-435-436-437-438-439-440-441-442-443-444-445-446-447-448-449-450-451-452-453-454-455-456-457-458-459-460-461-462-463-464-465-466-467-468-469-470-471-472-473-474-475-476-477-478-479-480-481-482-483-484-485-486-487-488-489-490-491-492-493-494-495-496-497-498-499-500-501-502-503-504-505-506-507-508-509-510-511-512-513-514-515-516-517-518-519-520-521-522-523-524-525-526-527-528-529-530-531-532-533-534-535-536-537-538-539-540-541-542-543-544-545-546-547-548-549-550-551-552-553-554-555-556-557-558-559-560-561-562-563-564-565-566-567-568-569-570-571-572-573-574-575-576-577-578-579-580-581-582-583-584-585-586-587-588-589-590-591-592-593-594-595-596-597-598-599-600-601-602-603-604-605-606-607-608-609-610-611-612-613-614-615-616-617-618-619-620-621-622-623-624-625-626-627-628-629-630-631-632-633-634-635-636-637-638-639-640-641-642-643-644-645-646-647-648-649-650-651-652-653-654-655-656-657-658-659-660-661-662-663-664-665-666-667-668-669-670-671-672-673-674-675-676-677-678-679-680-681-682-683-684-685-686-687-688-689-690-691-692-693-694-695-696-697-698-699-700-701-702-703-704-705-706-707-708-709-710-711-712-713-714-715-716-717-718-719-720-721-722-723-724-725-726-727-728-729-730-731-732-733-734-735-736-737-738-739-740-741-742-743-744-745-746-747-748-749-750-751-752-753-754-755-756-757-758-759-760-761-762-763-764-765-766-767-768-769-770-771-772-773-774-775-776-777-778-779-780-781-782-783-784-785-786-787-788-789-790-791-792-793-794-795-796-797-798-799-800-801-802-803-804-805-806-807-808-809-810-811-812-813-814-815-816-817-818-819-820-821-822-823-824-825-826-827-828-829-830-831-832-833-834-835-836-837-838-839-840-841-842-843-844-845-846-847-848-849-850-851-852-853-854-855-856-857-858-859-860-861-862-863-864-865-866-867-868-869-870-871-872-873-874-875-876-877-878-879-880-881-882-883-884-885-886-887-888-889-890-891-892-893-894-895-896-897-898-899-900-901-902-903-904-905-906-907-908-909-910-911-912-913-914-915-916-917-918-919-920-921-922-923-924-925-926-927-928-929-930-931-932-933-934-935-936-937-938-939-940-941-942-943-944-945-946-947-948-949-950-951-952-953-954-955-956-957-958-959-960-961-962-963-964-965-966-967-968-969-970-971-972-973-974-975-976-977-978-979-980-981-982-983-984-985-986-987-988-989-990-991-992-993-994-995-996-997-998-999-1000-1001-1002-1003-1004-1005-1006-1007-1008-1009-1010-1011-1012-1013-1014-1015-1016-1017-1018-1019-1020-1021-1022-1023-1024-1025-1026-1027-1028-1029-1030-1031-1032-1033-1034-1035-1036-1037-1038-1039-1040-1041-1042-1043-1044-1045-1046-1047-1048-1049-1050-1051-1052-1053-1054-1055-1056-1057-1058-1059-1060-1061-1062-1063-1064-1065-1066-1067-1068-1069-1070-1071-1072-1073-1074-1075-1076-1077-1078-1079-1080-1081-1082-1083-1084-1085-1086-1087-1088-1089-1090-1091-1092-1093-1094-1095-1096-1097-1098-1099-1100-1101-1102-1103-1104-1105-1106-1107-1108-1109-1110-1111-1112-1113-1114-1115-1116-1117-1118-1119-1120-1121-1122-1123-1124-1125-1126-1127-1128-1129-1130-1131-1132-1133-1134-1135-1136-1137-1138-1139-1140-1141-1142-1143-1144-1145-1146-1147-1148-1149-1150-1151-1152-1153-1154-1155-1156-1157-1158-1159-1160-1161-1162-1163-1164-1165-1166-1167-1168-1169-1170-1171-1172-1173-1174-1175-1176-1177-1178-1179-1180-1181-1182-1183-1184-1185-1186-1187-1188-1189-1190-1191-1192-1193-1194-1195-1196-1197-1198-1199-1200-1201-1202-1203-1204-1205-1206-1207-1208-1209-1210-1211-1212-1213-1214-1215-1216-1217-1218-1219-1220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COPY:

Office of the Naval Officer in Charge  
LEGNORNI

11th January, 1945.

No. 2/29/4.  
Headquarters,  
Allied Commission,  
Navy Sub-Commission

USE OF THE PORT OF PIOMBINO.

With reference to your MEC/1325 of the 14th December, 1944, it is anticipated that the Flag Officer, Northern Area Mediterranean's reply will cover the interests of the Naval Officer in Charge, Leghorn in the Port of Piombino.

/s/ R. Mc O MacKensie.  
CAPTAIN

CONFIDENTIALOffice of Flag Officer,  
Northern Area,  
Mediterranean.

At NAPLES. 10th January 1945

CONFIDENTIALNo. FONAM 698-26.  
THE NAVY SUB-COMMISSION,  
ALLIED COMMISSION.ORGANISATION FOR ITALIAN PORTS.

With reference to paragraph 4 of your letter No. NSC/1227 of 29th November, 1944, the following is a rough approximate of the merchant shipping expected to use the ports mentioned: -

GIVITA VECCHIA.

Six ships per month - (3 Coasters, 1 large Collier, 2 Grain Ships). Also Schooners. Ministry of War Transport and War Shipping Administration have accepted joint responsibility for supervision of discharge of vessels and act in an advisory capacity to the authorities concerned with the provision of labour. The number of Colliers is likely to increase to 2 per month in the near future.

PIOMBINO.

Schooners only. Such Schooners as may use this port will carry civil supplies only on behalf of the Allied Commission.

SAN STEFANO.

United States Petroleum Section maintain Engineers and Technicians to handle pipe lines and pumps, and it is assumed that they recruit much local labour as they require. No firm estimate of shipping can be given for this port, but it is thought that it will probably handle one medium sized Tanker per week.

GAGLIARI.

During November 1944 the port was used by 108 vessels, namely:

Personnel.....	7
Tankers.....	1
Merchant Vessels.....	14
Coasters.....	32
Schooners and Miscellaneous.....	54

2. With regard to the use of the port of Piombino, your letter No. NSC/1325 dated 14th December, 1944, also refers. In this connection, it is observed that all cargoes handled by this port are civil supplies carried on behalf of the Allied Commission, and that therefore the Flag Officer, Northern Area Mediterranean, has no direct interest in the operation of the port, except in so far as it lessens the weight on Leghorn.

/s/ P. HAMMERSLEY JOHNSTON  
for REAR ADMIRAL.  
(Absent on Duty).



8005  
24

HEADQUARTERS ALLIED COMMISSION

APC 394

Office of Chief of Staff

MES/hs

7/12  
2/11

19.04/13

18 January 1945

SUBJECT: Rehabilitation and Reconstruction of the Port of AN 21 1945  
Civitavecchia.

TO : Economic Section  
Public Works and Utilities Sub-Commission  
Transportation Sub-Commission  
Labor Sub-Commission  
Finance Sub-Commission  
Navy Sub-Commission  
Regional Commissioner, Lazio Region

1. The reconstruction and rehabilitation of the Port of Civitavecchia will be accelerated.
2. The reconstruction of the port will be undertaken by the Italian authorities in conjunction with representatives of Allied Commission, and with assistance from AFHQ.
3. Reconstruction in general will follow the lines laid down as a result of the joint reconnaissance held by the Transportation Sub-Commission, details of which were circulated in Minutes of Meeting held at Civitavecchia on 7 Jan 45, Reference AC/41/53/Tn/S. Reconstruction other than railways will be carried out through the Italian Ministry of Public Works, advised and assisted by the Public Works and Utilities Sub-Commission.
4. Reconstruction on Railways will be carried out by the Italian State Railways, advised and assisted by the Transportation Sub-Commission and by DIPS Italy.
5. Salvage below high water level will be carried out under the Italian Interministerial Committee for Non-operational Ship Salvage, etc., and within the limits laid down by C-in-C Med's letter MEP 45/217/4/3 dated 4 Jan 45.
6. Every effort will be made to complete the



5842

3. Reconstruction in general will follow the lines laid down as a result of the joint reconnaissance held by the Transportation Sub-Commission, details of which were circulated in Minutes of Meeting held at Civitavecchia on 7 Jan 45, Reference AC/41/53/Tn/S. Reconstruction other than railways will be carried out through the Italian Ministry of Public Works, advised and assisted by the Public Works and Utilities Sub-Commission.

4. Reconstruction on Railways will be carried out by the Italian State Railways, advised and assisted by the Transportation Sub-Commission and by DMRS Italy.

5. Salvage below high water level will be carried out under the Italian Interministerial Committee for Non-operational Ship Salvage, etc., and within the limits laid down by C-in-C Med's letter NED 45/217/4/3 dated 4 Jan 45.

6. Every effort will be made to complete this work with utmost possible speed.

7. The Transportation Sub-Commission will be responsible for co-ordinating the work of the Italian authorities, Allied Commission and the use of personnel, materials and equipment assigned by AFHQ.

By Command of Rear Admiral Stone:

Copies for info. to:  
 Chief Commissioner (1)  
 CCS (1)  
 Shipping S/C (4)  
 Industry S/C (4)  
 AFHQ (4)  
 NUT (1)  
 NSA (1)  
 DMRS (6)

*Staff Officer*  
 Brigadier  
 Chief of Staff  
 (General's duty)



8005  
COPY

/aa 22

CONFIDENTIAL

Ext. 318

HEADQUARTERS ALLIED COMMISSION  
APO 394  
Transportation Sub-Commission

MJS/ch

AC/40/19/Tn/S

6 January 1945

JAN - 8 1945

SUBJECT : Operation of the Port of Piombino

TO : Navy Sub-Commission

20  
1. Reference your letter NSC/ 1433 dated 4 January 45, the investigation of what tonnages could be economically handled at Piombino will be complete within the next seven days.

2. Discussions are in hand with AFHQ regarding the degree to which AFHQ may now wish to use Piombino as a relief to Leghorn for military traffic.

3. The final opening of the port for AC traffic will depend upon the reconstruction of the Piombino-Campiglia line, which should be complete by the end of January.

4. As soon as the information referred to in paragraphs 1 and 2 above is at hand the extent to which this port will be used and the suggested dated for its reopening will be passed to you.

For the Director :

also ref. our folio 13

M. J. SIEFF, Lt. Col., ~~844~~  
Movements Coordinator  
Transportation Sub-Commission

B/U 15/1  
(MAG RIVER)

Noted.

see M23

8005 91  
HEADQUARTERS, ALLIED COMMISSION  
Navy Sub-Commission APO 394

CONFIDENTIAL

C-O-N-F-I-D-E-N-T-I-A-L

MSC/1433  
4 January 1945  
JAN - 5 1945

From:  
To :

Navy Sub-Commission, Hq. Allied Commission.  
Transportation Sub-Commission, Hq. A.C.  
Flag Officer, Northern Area Mediterranean,  
Flag Officer, Taranto Adriatic and Lirion, Italy, Taranto,  
Naval Officer-in-Charge, Leghorn,  
United States Naval Port Officer, Leghorn,  
Mediterranean Shipping Board,  
Chief of Staff, Allied Commission,  
Economic Section, Allied Commission,  
Food Sub-Commission, Allied Commission,  
Labor Sub-Commission, Allied Commission,  
Industry Sub-Commission, Allied Commission,  
Peninsular Base Section, Leghorn.

AC/40/19/TN  
6 Jan.  
Subject: Operation of Port of PROMBINO.

Reference: (a) Navy Sub-Commission, A.C. confi ltr MSC/1325 of  
14 December 1944 to Transportation Sub-Com. A.C.

1. The Navy Sub-Commission would appreciate an early reply  
to paragraph 7 of reference (a).

H. W. ZIROLI,  
Commodore, U.S. Navy,  
for Chief, Navy Sub-Commission, AC.

5740



8005  
HEADQUARTERS, ALLIED COMMISSION  
Navy Sub-Commission APC 394

NSC/1432  
3 January 1945  
JAN - 5 1945

From: Navy Sub-Commission, Hq. Allied Commission.  
To : Economic Section, Hq. A. C.  
Subject: Operation of Port of PIOMBINO.  
Reference: (a) Navy Sub-Com. conf ltr NSC/1325 of 14 Dec. 1944.  
Enclosure: (A) Copy TOSCANA Region letter RVIII/207/24 of 27 — 18  
December 1944.

1. Enclosure (A) has been received in answer to reference (a) and is forwarded herewith for consideration of the suggestion contained in paragraph 4. As the Navy Sub-Commission has received no other answers to reference (a), it is not possible to supply additional information or comment at this time. Upon receipt of other replies, however, further communication will be made to the Economic Section and to the office of the Chief of Staff, Allied Commission.

H. W. ZIROLI,  
Commodore, U.S. Navy,  
for Chief, Navy Sub-Commission, A.C.

Copy to:  
Chief of Staff, AC.  
Transportation SC.AC.

5739

HEADQUARTERS  
TOSCANA REGION  
ALLIED MILITARY GOVERNMENT

RVIII/207/24.

27 Dec 44.

SUBJECT: Operation of Port of PIOMBINO.

TO : HQ,AG (Attention Navy Sub-Commission). 11

1. Reference is made to your letter of 14 Dec 44, subject as above, to Transportation Sub/c, file NSC/1325.

2. This Headquarters is keenly interested in seeing the port of Piombino put to use as soon as possible in order to:

(a) Utilize part of the 4500 unemployed there, as social unrest is developing and agitators are taking advantage of the situation.

(b) Relieve part of the strain on Livorno facilities where food, sanitation, housing, labor and services are dangerously short.

3. The Allied authorities in Livorno, including NOIC Royal Navy and Commanding Officer FRS, are in agreement that Piombino should be put to all possible use. They have urged its use for distribution of civilian supplies, now being shipped to Livorno.

4. It is suggested that the Economic Section, Headquarters Allied Commission be approached with the proposal that the Commissions' civilian supply depot, now employing 700 civilians in Livorno, be moved to Piombino. Supply distribution would be improved for the three southern provinces of the region. The northern provinces should soon be served by rail transportation.

ROBT. C. KIRKWOOD,  
Colonel, F.A. US Army,  
Regional Commissioner.

Copy to: - P.C. LIVORNO  
HQ,AG (Economic Section)

5738

(ENCLOSURE (A)).



8005  
HEADQUARTERS, ALLIED COMMISSION  
Navy Sub-Commission AFV 3M

**CONFIDENTIAL**

CONFIDENTIAL-1-1-1-1-1

MSC/1113  
30 December 1944.

JAN - 5 1945

From: Navy Sub-Commission, Hq. Allied Commission.  
To: Transportation Sub-Commission, Hq. A.C.

Subject: Port labor.

Reference: (a) Navy Sub-Com. Ltr MSC/1100B of 2 November 1944 to Ministry of Marine. Subject: Italian Ports - Organization of. (1) (16) (15)

Enclosure: (A) Copy Ministry of Marine Ltr MSC/1100B of 30 Nov. 1944. (14)  
(B) Copy Lead Forward Sub-Com. A.C. (AMIS) Ltr SP/19 of 21 Dec. 1944.  
(C) Navy Sub-Com. Ltr MSC/1112 of 30 Dec. 1944. (Copy)

1. In reference (a), the Ministry of Marine was asked to provide for the expeditious discharge of cargoes in ports which have been returned to Italian Navy control.

2. Enclosure (A) contains a request from the Ministry of Marine that an Italian Army Port Labor Party be transferred to CIVITAVECCHIA, due to the great difficulty of obtaining adequate civilian labor.

3. Enclosure (B), which is based on the statement of the Lead Forward Sub-Commission in enclosure (B), informs the Ministry of Marine that it is not possible for the Italian War Ministry to supply labor troops for the Italian operated ports.

4. It will be noted in enclosure (B) that Italian Army labor troops have been placed in either British or U.S. categories, both of which are under Allied command. Such troops are available for only such duty as is assigned by the government concerned.

5. In the event that the need for Italian Army labor in Italian controlled ports is deemed to be sufficiently great, the Navy Sub-Commission will be glad to present the matter to Allied Force Headquarters if supplied with specific requirements and sufficient facts to justify transferring such labor troops from Allied operated ports.

2. Enclosure (A) contains a request from the Ministry of Marine that an Italian Army Port Labor Party be transferred to CIVITAVECCHIA, due to the great difficulty of obtaining adequate civilian labor.

3. Enclosure (B), which is based on the statement of the Land Forces Sub-Commission in enclosure (B), informs the Ministry of Marine that it is not possible for the Italian War Ministry to supply labor troops for the Italian operated ports.

4. It will be noted in enclosure (B) that Italian Army labor troops have been placed in either British or U.S. categories, both of which are under Allied command. Such troops are available for only such duty as is assigned by the government concerned.

5. In the event that the need for Italian Army labor in Italian controlled ports is deemed to be sufficiently great, the Navy Sub-Commission will be glad to present the matter to Allied Force Headquarters if supplied with specific requirements and sufficient facts to justify transferring such labor troops from Allied operated ports.

Copy to:  
CINC-ED.

FORN

FOUR

✓ CHIEF OF STAFF, AF.

✓ LATER EC. AC.

✓ SHIPPING EC. AC.

U. S. MAIL,  
Comptroller, U. S. Navy,  
for Chief, Navy Sub-Commission, AC.

5737



From:  
To:  
Date:  
Ref.:

I.R.M. Staff Office.  
P.O.L.I. - Rome.  
30.11.44  
SM/27628

CHI

MAN - 5 1945

Subject: Proposal to Transfer an Italian Port Labor Party  
to CIVITAVECCHIA.

1. The proximate arrival at Civitavecchia of several Allied U/S carrying supplies for the Italian civil population is foreseen. The number of civil stevedores there is less than will be required to unload the U/Ss. In question, nor is it possible to increase it by employing labour from the surrounding district, as workers do not want to go to Civitavecchia where they could not find food and lodging.

2. To increase the ports' unloading capacity, it would be very useful to transfer to Civitavecchia a Company of Lt. Auxiliary troops engaged under "Land Forces Sub-Commission, A.C."

3. The request therefore that you kindly obtain above Sub-commission's approval to the transfer to Civitavecchia of a Company of the Auxiliary Troops already mentioned. Italian Army Authorities concerned have been informed of this request and are favourable to its acceptance.

FOR CHIEF OF STAFF.

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3. We request therefore that you kindly obtain above Sub-commission's approval to the transfer to Civitavecchia of a Company of the Auxiliary Troops already mentioned. Italian Army authorities concerned have been informed of this request and are favourable to its acceptance.

FOR CHIEF OF STAFF.

(Signature (A)).

5736



Subject: Port Labor Party.

COPY

Land Forces  
Sub Commission, AC (MILA)  
Rome  
SC/19  
24 December 1944

JAN - 5 1945

To: Navy Sub Commission ALCON

Copy to: AFHQ for G-3 (Org)

Reference your WGC/1303 of 10 December 1944.

1. The Italian War Ministry has been allowed a small number of troops for administration, services, hospitals, etc.,. No labor units are available in this category. Therefore it is not possible for the War Ministry to assist in the operation of ports with troops at its disposal.
2. All Italian Army labor units are in either the British or US categories, both of which are under Allied command, fully employed, and are a national commitment of the Government concerned. Therefore these units are available for only such duty as is assigned by the Government concerned. Both the British and US Armies are employing such units in the operation of British and US ports. The British Army is also employing some Italian Naval personnel in port operations; these are included in the Italian Army (British) ceiling; and the Italian Navy is maintained wholly by the British Government.
3. It is believed that it will be necessary for the Italian Government to utilize civilian labor for operation of ports under Italian control.

CLAYTON P. KERR, Colonel  
for Major General  
Land Forces  
Sub Commission, AC (MILA).



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3. It is believed that it will be necessary for the Italian Government to utilize civilian labor for operation of ports under Italian control.

CLAYTON P. KERR, Colonel  
for Major General  
Land Forces  
Sub Commission, AC (MIA).

(ENCLOSURE (B)).

5735



HEADQUARTERS, ALLIED COMMISSION  
Navy Sub-Commission APO 304

MSC/7/12  
30 November 1944  
JAN - 5 1945

From: Navy Sub-Commission, Hq. Allied Commission.  
To: Ministry of Marine - ROME.

Subject: Transfer of Italian Port Party to CIVITAVECCHIA.

1. Reference is made to Ministry of Marine letter of 20 November 1944.

2. The Navy Sub-Commission has investigated thoroughly the possibility of obtaining the transfer of an Italian Army Port Party to CIVITAVECCHIA, but has been informed by the Land Forces Sub-Commission, A.C. (MIL), that it is not presently possible for the Italian War Ministry to assist in the operation of ports with troops at its disposal. It appears, therefore, that it will be necessary to utilize civilian labor for the operation of ports under Italian control until the commitments of Italian Army units are reduced.

H. S. ZINZLI,  
Commodore, U.S. Navy,  
for Chief, Navy Sub-Commission, AC.



1 2 2 4

The Navy Sub-Commission has investigated thoroughly the possibility of obtaining the transfer of an Italian Army Port Party to CIVITAVECCHIA, but has been informed by the Land Forces Sub-Commission, A.C. (MIL), that it is not presently possible for the Italian War Ministry to assist in the operation of ports with troops at its disposal. It appears, therefore, that it will be necessary to utilize civilian labor for the operation of ports under Italian control until the commitments of Italian Army units are reduced.

H. W. ZIRULLI,  
Commodore, U.S. Navy,  
for Chief, Navy Sub-Commission, AC.

ENCLOSURE (C).



HEADQUARTERS ALLIED COMMISSION  
APO 334  
Office of the Chief of Staff

Ref. 451

Ref. 8005/5/006

21 December 1944

SUBJECT: Operation of Port Pictoune.

TO : Economic Section.

1. The Naval S/C reference NSC/1325 of 14 Dec made several important proposals relative to the operation of the above port.
2. The subject will require consideration by several of your Sub Commissions and it is presumed that action is going forward toward an early decision.
3. Will you please see that a copy of the reply which is made by your Section or Transportation S/C is forwarded to this office.

see (22)

1. Chief Staff Officer,  
to the Chief of Staff.

BU 27 Dec  
Noted 81.

PA 22  
12 5734

8005  
*[Signature]*

(11)

HEADQUARTERS, ALLIED COMMISSION  
Navy Sub-Commission APO 394**CONFIDENTIAL**C-O-N-F-I-D-E-N-T-I-A-L

NSC/1325

14 December 1944

17 DEC 1944

From: Navy Sub-Commission, Hq. Allied Commission.  
 To : Transportation Sub-Commission, Hq. A.C.  
 Subject: Operation of Port of PIOMBINO.

1. On 1 October 1944, the Port of PIOMBINO was turned over to and made the operational and administrative responsibility of the Italian Navy by a directive of Flag Officer Northern Areas, Mediterranean, British Royal Navy. Consequently the Italian Ministry of Marine has assigned an Italian Naval Officer for duty in the port. Upon accepting responsibility for the operation of the port, the Italian Navy requested the Navy Sub-Commission to indicate the degree to which Allied authorities would make use of PIOMBINO and to assist in supplying appropriate quantities of labor and material to guarantee that Allied demands on the port can be met in an efficient manner.

2. To ensure that no labor or material are diverted for the use of the Italian Navy at PIOMBINO, unless its use will result in assistance to the Allied war effort, either directly by relieving the pressure on forward ports or indirectly by permitting the Italian Government to assume a greater share of responsibility for supplying and rehabilitating the PIOMBINO area, a representative of the Navy Sub-Commission recently made an inspection of the port and visited Headquarters, Peninsular Base Section, Leghorn and British Naval Officer-in-Charge, LEGHORN.

3. Although the Italian Navy now is responsible for all matters connected with the water areas of the Port of PIOMBINO, all land areas remain the responsibility of Peninsular Base Section. The British Naval Officer-in-Charge, LEGHORN, retains an "over-riding authority" over the actions of the Italian Navy in the port, however, there is no representative of NOIC, LEGHORN present.

4. Both NOIC, LEGHORN and Commanding Officer, PMS expressed similar opinions to the effect that the early opening of the Port of PIOMBINO for ships loaded with civilian supplies would materially lessen the strain on LEGHORN facilities which are presently occupied in handling logistics for the Allied Armies. This proposed use of PIOMBINO is predicated on the supposition that civilian supplies for use

see Minute 12.  
 7 Dec 1944  
 5733



(10)

HEADQUARTERS, ALLIED COMMISSION  
Navy Sub-Commission APO 394HSC/1325  
14 December 1944~~S-C-N-F-I-D-E-N-T-I-A-L~~Subject: Operation of Port of PIOMBINO.  
-----

in the PIOMBINO area can be handled with less transport facilities if off-loaded at PIOMBINO than at LEGHORN. If such supplies would have to be taken to a central depot at LEGHORN and then returned to the PIOMBINO area, as an Allied Commission representative has intimated may be required, it would appear that there would be a small over-all benefit from the early building up of PIOMBINO facilities.

5. The Port of PIOMBINO has one berth which by using ships' gear for unloading, and motor vehicles for transport of supplies, could immediately be used by a Liberty ship. In addition, there is docking space which is capable of handling simultaneously, several coastal schooners. Both the Liberty berth and the schooner berth have been served by a rail spur in the past. The I.L.V.A. Company, whose new damaged steel plant was served both by the docks and the rail line, is sponsoring limited efforts to place the rail line in operation and to join it to the main north-south railroad line. From local representatives of the company, it was determined that the I.L.V.A. Company hopes to have the line in operating condition by the end of January, 1945. It is not known whether the I.L.V.A. Company is being assisted in its rehabilitation efforts by an AG/AMC office or whether its activity is entirely the result of its own initiative. In any event, it appears that the rail line could be made operational in a shorter time if Allied assistance were given to the Company.

6. As the I.L.V.A. Company at PIOMBINO is in a seriously damaged condition, the majority of its large number of former employees are without work. It would appear that in determining the degree to which the Port of PIOMBINO should be operated, some consideration should be given to the condition of the presently unemployed industrial population.

7. The Transportation Sub-Commission, and information addressees are requested to inform the Navy Sub-Commission of their interest in the Port of PIOMBINO and the degree to which it is

HEADQUARTERS, ALLIED COMMISSION  
Navy Sub-Commission APO 394

NSC/1325  
14 December 1944.

C-O-N-F-I-D-E-N-T-I-A-L

Subject: Operation of Port of PIOMBINO.  
-----

considered that enlarged operation of the port would assist in fulfilling their responsibilities. It is particularly desired that AC/AMG addressees indicate in their replies their present interest in the Port of PIOMBINO as well as their anticipated interest at such time as control may be relinquished by the Peninsular Base Section.

H. W. ZIROLI,  
Commodore, U. S. Navy,  
for Chief, Navy Sub-Commission, AC.

Copy to:  
FONAM  
FOTALI  
NOIC, LEGHORN  
US NAVPO, LEGHORN  
MEDBO  
CHIEF OF STAFF, AC  
ECONOMIC SECTION, AC.  
FOOD SUB COM. AC.  
LABOR SUB COM. AC.  
INDUSTRY SUB COM. AC.  
RC TOSCANA REGION  
PBS-LEGHORN



8002  
001  
HEADQUARTERS, ALLIED COMMISSION  
Navy Sub-Commission APO 394

MSC/1130W  
5 November 1944.

14 NOV Recd

From: Navy Sub-Commission, Hq. Allied Commission.  
To: Ministry of Marine - ROME.  
Subject: Equipment of the Impresa Lavori Porto Catania,  
Compensation for.

1. The attached letter from the Impresa Lavori Porto Catania is referred to you for necessary action, since the question of compensation to individuals for war damage is one for the Italian government. The company have been informed of the disposal of their letter.

2. The question of the "Archimedes" removal to Malta was raised on a previous occasion and the matter is now considered closed.

H. W. CIROLI,  
Commodore, U.S. Navy,  
for Chief, Navy Sub-Commission, A.C.

Copy to:  
Chief of Staff.

*Info only to show  
type of matters which Navy SC  
does not deal  
B 14/11*

5768

746

8002 *64* *97*  
**CONFIDENTIAL**

HEADQUARTERS, ALLIED COMMISSION  
AFG 394  
Navy Sub-Commission

HSC/11008

2 November 1944.

3 NOV Recd

From: Navy Sub-Commission, Hq, AG.  
To : Ministry of Marine, Rome.  
Subject: Italian Ports, Organization for.

1. The ports of Civitavecchia, Piombino and San Stefano have been returned to Italian Navy control. Copies of FOIA Confidential Memoranda No. 683 of 24 September and 19 October 1944 with respect to the turn-over of Piombino and San Stefano to Italian control are forwarded herewith. While no directive is available for Civitavecchia, the general provisions of this two directives are applicable to that port.

2. It is requested that the Ministry of Marine issue appropriate instructions for the organization of the above ports implementing the directives issued by the Flag Officer Western Italy (now, Flag Officer Northern Areas Mediterranean) in order that proper liaison may be established between Allied Authorities and the Italian port authorities. The Navy Sub-Commission, AG should be informed as to the organization established for each port. The data furnished should include the titles of the offices established, the names and addresses of the principal officers assigned to duty in each port and a brief summary of the responsibilities of each office.

3. For each port particular emphasis should be placed upon the organization for the expeditious discharge of cargoes from vessels including the designation of an agency responsible for acting as the agent for the consignee of the goods. Arrangements must also be made for longshoremen to load and unload vessels.

4. It is further requested that an office be designated in each port to be responsible for port gear, such as tugs, cranes and barges, necessary for the efficient operation of the port. While it is not anticipated that every demand for this type of equipment can be met, an endeavour will be made to provide adequate equipment. Such requests are to be held at a minimum.



HEADQUARTERS, ALLIED COMMISSION  
APO 394  
Navy Sub-Commission

WSC/11002

2 November 1944.

Subject: Italian Porto, Organization for.

8. The port of Civitavecchia should receive first priority for organization.

M. W. AIROLI,  
Commodore, U. S. Navy,  
for Chief, Navy Sub-Commission, AG.

H. ST. JOHN BUTLER,  
Captain, U.S.N.

Copy to:

C. in C., Med.  
TOTALI-Taranto  
~~FOUR~~

Chief of Staff, Hq. AG.  
Regional Commissioner, LAZIO-UMBRIA  
Regional Commissioner, TOSCANA  
Transportation Sub-Commission, Hq. AG.  
MEDIO, Naples.  
PBS, Main Hq.



COPY

CONFIDENTIAL

Office of FL Officer,  
Western Italy,  
Naples.

24th September, 1944.

Re. TWIT 898.  
MEMORANDUM.

DIRECTIVE TO ITALIAN NAVAL OFFICER-IN-CHARGE,  
PIONBINO

As from the 2nd October 1944, the operation and administration of the Port of Pionbino will become the responsibility of the Royal Italian Navy. In agreement with the Commando in Genoa, Baseo Livorno, you have been appointed Naval Officer-in-Charge.

2. The area for which you are responsible is the coastline extending from 42° 15' North to 43° 00' subject to over-riding directions given by Naval Officer-in-Charge, Leghorn Area. This excludes the islands of Galleo and Pianutri which are the responsibility of the Naval Officer-in-Charge, Civitavecchia.

3. It is intended that all British Naval personnel shall be withdrawn.

4. PERSONNEL:

You will be assisted by such Italian Naval personnel as may be allocated to you by the Commando in Genoa, Baseo Livorno.

5. GENERAL RESPONSIBILITY:

Your responsibilities will be:-

- (a) The control of ships and craft in the harbour and approached to the port but not of convoys in the anchorage (see para. 6).
- (b) Organisation of unloading and loading, anchorage and coasts using Pionbino and calling them as ordered by CG US NA.
- (c) Unescorted.



4. PERSONNEL:

You will be assisted by such Italian Naval personnel as may be allocated to you by the Comando in Capo, Messina Lirone.

5. GENERAL REMARKS:

Your responsibilities will be:-

(a) The control of ships and craft in the harbour and approached to the port that not of convoys in the anchorage (see para. 6).

(b) Organisation of unloading and loading operations and operations using Flomino and sailing them as ordered by CG US NA.

(c) Ministering.

(d) The preparation and maintenance of all lights, navigation-aid lights, etc., required in the area. (Lights are Palmaiola is. and Gennetta Point). Supplies for maintaining these lights are to be drawn from the Italian Navy, Naples.

6. Convoy Commanders will be responsible for the anchor berth, authorizing and weighing of ships in North and South bound convoys. One telephone connected to British exchange is to be left available for sole use of these officers.

7. Naval stores are to be obtained from Italian Naval sources at Taranto and Naples. Victualling stores are to be obtained from the Italian Naval Commissariat Organisation at Naples.

8. You are authorized to proceed with such salvage operations as may be practicable for carrying the early rehabilitation of the port without prejudicing the immediate essential requirements of the port. Such salvage arrangements are to be made through Colonel Opinel of Viale Lince 24, Rome (telephone 28.2235) who is the Italian Naval Liaison Officer (Salvage) and represents the Italian Ministry of Marine in such matters.

/s. Comandante .....



copy

DIRECTIVE TO ITALIAN NAVAL OFFICER-IN-CHARGE, PIOMBINO

(Flag Officer, Western Italy's 1st Fleet 633 dated 24 September, 1944)

Page 2.

9. Maintenance.

Swedish and American ships will not be required to be repaired at Piombino except in cases of emergency. The existing repair and construction facilities are available for development as the Royal Italian Navy may consider necessary. The British Naval Officer-in-Charge will however withdraw all his port party mobile equipment.

10. Fuelling Facilities of Port.

Stocks of coal, fuel, diesel oil, lubricants and stores remaining when port is turned over are to be taken on charge by you. Itemized receipt showing items taken over and signed by you and British Naval Officer-in-Charge is to be forwarded to Flag Officer, Western Italy, in quadruplicate for transmission to authorities concerned.

Thereafter

- (a) as at midnight each Saturday you are to make a return by signal to F.O.N.I.T. and Commander-in-Chief, Mediterranean, showing stocks remaining.
- (b) as at midnight on last day of each month by letter showing quantities expended during the month with receipt vouchers in quadruplicate to cover such releases.
- (c) You are to demand fuel and lubricants to replenish stocks as required from Naval Officer-in-Charge, Leghorn, by signal repeated to C. in C. Med. and F.O.N.I.T. Petrol and paraffin are to be drawn from Army sources and the procedure for this will be explained to you by the present British Naval Officer-in-Charge.

11. Communications.

Communications will be as follows:-

- (a) Italian. The existing Port to Port W/T service on 4745 K/MS.



thereafter

- (a) as at midnight each Saturday you are to make a return by signal to F.O.S.I.Y. and Commander-in-Chief, Mediterranean, showing stocks remaining.
- (b) as at midnight on last day of each month by letter showing quantities expended during the month with receipt vouchers in quadruplicate to cover such releases.
- (c) you are to demand fuel and lubricants to replenish stocks as required from Naval Officer-in-Charge, Leghorn, by signal repeated to U. in C. Med. and F.O.S.I.Y. Petrol and paraffin are to be drawn from Army sources and the procedure for this will be explained to you by the present British Naval Officer-in-Charge.

# 11. Communications.

Communications will be as follows:-

- (a) Italian. The existing Port to Port A/R service on 4245 L/ae.
- (b) British. Telephone with Naples and Leghorn.

# 12. Tugs and boats.

Naval Officer-in-Charge, Leghorn, will review the situation and such tugs and boats as are not required at Leghorn will be taken over by you for use at Piombino.

13. You are responsible for San Stefano, Porto Ercole and Isobelle and will take over from the British Resident Naval Officer when he is withdrawn. This date, which is not at present definitely known, will be made known to you by signal.

14. Any contravention of existing British orders concerning fishing craft in your area is to be reported to the Flag Officer, Western Italy and Naval Officer-in-Charge, Leghorn.

(Signed) D. Hammett-Johnson

for REAR ADMIRAL  
(Absent on duty)

Lieutenant LARILL,  
Italian Naval Officer-in-Charge assigned,  
Bari (through Admiral Gadda).

/Cont. over...



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

(Copies to:- The Commander-in-Chief, Mediterranean,  
Admiral Casaroli, Comsade in Capo, Basso Virovano, Naples,  
Flag Officer Taranto, Adriatic & Lianzon, Rome,  
Naval Officer-in-Charge, Leghorn,  
British Naval Liaison Officer, Civiltavecchia).



CONFIDENTIAL

COPIES

Office of Flag Officer,  
Western Italy,  
Naples.

19th October, 1944.

So. Italy 688.  
MEMORANDUM.

DIRECTIVE TO ITALIAN RESIDENT NAVAL OFFICER  
SAN STEFANO

As from 20th October, 1944, the operation and administration of the Port of San Stefano will become the responsibility of the Royal Italian Navy. In agreement with the Commando in Capo, Saseo Tirreno, you have been appointed Resident Naval Officer.

2. The area for which you are responsible is the harbour and anchorage area enclosed by the following positions:-

- (a) 42° 23' 00" N, 11° 04' 38" E.
- (b) 42° 23' 00" N, 11° 06' 16" E.
- (c) 42° 26' 12" N, 11° 08' 18" E.
- (d) 42° 26' 34" N, 11° 06' 30" E.
- (e) 42° 26' 54" N, 11° 06' 00" E.

subject to over-riding directions given by the Naval Officer-in-Charge, Leghorn Area.

3. It is intended that all British Naval personnel shall be withdrawn.

4. REMARKS.

You will be assisted by such Italian Naval personnel as may be allocated to you by the Commando in Capo, Saseo Tirreno.

5. GENERAL RESPONSIBILITY

Your responsibility will be:-

- (a) The control of ships and craft in the harbour and approaches to the port.

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(b) 420 22' 00" N, 110 08' 18" E.  
 (c) 420 20' 12" N, 110 08' 18" E.  
 (d) 420 26' 34" N, 110 06' 30" E.  
 (e) 420 26' 34" N, 110 06' 00" E.

subject to over-riding directions given by the Naval Officer-in-Charge, Leghorn Area.

3. It is intended that all British Naval personnel shall be withdrawn.

#### 4. PERSONNEL.

You will be assisted by such Italian Naval personnel as may be allocated to you by the Commando in Case, Messico Tirreno.

#### 5. GENERAL RESPONSIBILITY

Your responsibility will be:-

(a) The control of ships and craft in the harbour and approaches to the port.

(b) Organisation of unloading and loading operations and operations using the Stefano and sailing there as ordered by 00 03 HA also the berthing and discharge of tankers using the port. That proper and adequate precautions are made for dealing with any fire immediately during the whole time a tanker is discharging fuel.

(c) Winchropeing.

(d) The preparation and maintenance of all lights, navigational aids, etc., required in the area. (Light in port front). If required signal will be made). Supplies for maintaining this light are to be drawn from the Italian Navy, Naples.

6. Naval stores are to be obtained from Italian Naval sources at Taranto and Naples. Victualling stores are to be obtained from the Italian Naval Commissariat at Naples.

7. you are.....

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COPY

MEMORANDUM TO ITALIAN RESIDENT NAVAL OFFICER, MAF GENOVA

(Flag Officer, Western Italy's No. FOUR ONE dated 18th October, 1944)

Page 2.

7. You are authorized to proceed with such salvage operations on any Italian craft as may be practicable for ensuring the early rehabilitation of the port without prejudicing the immediate essential requirements of the port. Such salvage arrangements are to be made through Colonel Spinelli of Viale Liege 28, Rome (Telephone 863593) who is the Italian Liaison Officer (Salvage) and represents the Italian Ministry of Marine in such matters. Salvage of Allied or German vessels is not to be undertaken without the approval of the Commander-in-Chief, Mediterranean.

# 8. TRADING FACILITIES OF PORT.

Stocks of coal, fuel, diesel oil, lubricants and processed for naval purposes remaining when the port is turned over are to be taken on charge by you. Itemised record showing items taken over and signed by you and British Resident Naval Officer is to be forwarded to the Flag Officer, Western Italy in quadruplicate for transmission to authorities concerned.

Thereafter:-

- (a) as at midnight each Saturday you are to make a return by signal to Flag Officer, Western Italy and Commander-in-Chief, Mediterranean, showing stocks remaining.
- (b) as at midnight on last day of each month you are to make a return by letter showing quantities expended during the month with receipt vouchers in quadruplicate to cover such releases.
- (c) you are to demand fuel and lubricants to replenish stocks as required from Naval Officer-in-Charge, Legation, by signal requested Commander-in-Chief, Mediterranean and Flag Officer, Western Italy. Petrol and paraffin are to be drawn from other sources and the procedure for this will be explained to you by the present British Resident Naval Officer.



in charge by you. It should be noted that it is to be forwarded to the by you and British Resident Naval Officer is to be forwarded to the Flag Officer, Western Italy in quadruplicate for transmission to authorities concerned.

Thereafter:-

- (a) as at midnight each Saturday you are to make a return by signal to Flag Officer, Western Italy and Commander-in-Chief, Mediterranean, showing stocks remaining.
- (b) as at midnight on last day of each month you are to make a return by letter showing quantities expended during the month with receipt vouchers in quadruplicate to cover such releases.
- (c) you are to demand fuel and lubricants to replenish stocks as required from Naval Officer-in-Charge, Leghorn, by signal repeated Commander-in-Chief, Mediterranean and Flag Officer, Western Italy. Petrol and paraffin are to be drawn from area concerned and the proceeds for this will be explained to you by the present British Resident Naval Officer.

## 9. COMMUNICATIONS.

Signals to and from the Italian Resident Naval Officer will be passed through the local representative of the Petroleum Section (Allied Forces Headquarters) in San Stefano who will arrange for routing to authorities concerned.

## 10. RULES AND REGULATIONS.

The Italian Zug Luigi has been allocated to you at Leghorn to assist in the handling of tankers. In addition an H.B.M.L. is to be sent whenever practicable from Leghorn when tankers are using the port of San Stefano.

11. Any contravention of existing British Orders and Provincial Orders issued by Allied Control Commission concerning fishing craft and fishing regulations in your area is to be reported to the Flag Officer, Western Italy, and Naval Officer-in-Charge, Leghorn.

/s/ XXXX.....



COPY

MEMORANDUM TO ITALIAN RESIDENT NAVAL OFFICER, SAN STEFANO

(Flag Officer, Western Italy's No. FORTY 608 dated 19th October, 1944)

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12. NOTES REGARDING

One 3-ton truck, one 16-wt truck and one P.V. will be transferred to you by the British Resident Naval Officer.

(S) J.A.V. 100000

REAR ADMIRAL.

TO: VICEADMIRAL ROBERTO GAMBINO SILVIO.

(Through the Admiraglio di Squadra Ferdinando Casaroli, Comandante in Capo, Sesto Virreno, Naples).

(Copies to: The Commander-in-Chief, Mediterranean, Vice, Ammiraglio di Squadra Ferdinando Casaroli, Comandante in Capo, Sesto Virreno, Naples).

Flag Officer, Taranto, Adriatico e Liscia, Taranto.

Flag Officer, Taranto, Adriatico e Liscia, Taranto.

Naval Officer-in-Charge, Leghorn.

Personnel Section, Allied Force Headquarters.

Ministry of War Transport Representatives, Naples.

War Shipping Administration, Naples).



TO: MEMBERS OF PORTO SANCILO SILVIO.

(Through the Ambassador of the Republic of San Marino, Rome).

(Copies to: The Government of San Marino, San Marino, Italy).

Com. Ammiraglio di Squadra Ferdinando Casati,

Comando in Capo, Marso Tirolo.

Flag Officer, Tarento, Adriatic & Liscione, Tarento.

Flag Officer, Tarento, Adriatic & Liscione, Tarento.

Naval Officer-in-Charge, Leghorn.

Retrospective Section, Allied Force Headquarters.

Ministry of War Transport Representatives, Naples.

War Shipping Administration, Naples).

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