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

ACC

10000/109/1500

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

10000/109/1500

SHIPPING
JAN. - SEPT. 1944

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

201 - 3314

65

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

LDD/es

Tel: 478801.

21 September 1944

ES/46

SUBJECT : COGENA

TO : Mr. Gibson Graham, Chairman "MEDBO"
Director, Shipping Sub-Commission, ACC.

26 file 3514

1. Attached is forwarded copy of letter R/2372 dated 15 Sept 44, received from Regional Commissioner, Region IV, in regard to "COGENA".

2. It is understood here that the new system of receiving civilian bids for movement by schooner only through ACC and implementing them through the Committee of three, namely representatives of MEDBO, ACC and COGENA, has been set up for the purpose of preventing corruption.

3. In connection with the " Cogena" matter, recently certain specific allegations in regard to at least one COGENA Head Office official were handed to Mr. Bell, your representative here. We do not know what action was taken. In any event the official has not been relieved.

In view of the effect of this matter on the public, can we be informed whether an investigation has taken place and of the conclusions.

4. It is further requested that you please let us have your views as to the attitude this Commission should adopt in regard to the general allegations of bribery and corruption within COGENA which we have received from Regional Commissioner Region IV, and other sources.

For the Acting Section Head :

L.D. DENSMORE
Colonel, Sig C.
Chief Staff Officer.

Incl (1) Letter

cc : RC & MG Sec. (CARR)
Trans. S/C
Mr. Bell
Region IV.

838A

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

Schooners 064

N.B.

Spoke with Lt Col Glanville of Trans. S/C. Question of movement of food by sea is being held up pending decision as to what Italian governmental dept is to be responsible in Italian Govt territory for the submitting of bids to the Schooner Board in Naples. In the meantime Trans S/C will again inform Reg Sardinia & Sicily Regions that unless they send in bids no movement by sea should take place. Not one bid has come in. Lt 20/9

(Bishop) 10 days

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

63

Executive Commissioner.

1. At 61 is the latest A.F.H.Q. directive on Schooners. The main provisions are:

(a) Medbois responsible for the entire Italian Schooner fleet.

(b) The total tonnage of the fleet is approx 60.000 tons of which 27.000 tons are allocated to civilian needs and operated by a Board composed of a representative of COCENA, MEDBO and A.C.C. All ~~above~~ these schooners are under 500 tons.

2. This makes the prospect of getting a 2000 tonner for Apulian wine look pretty poor, though we might get it under 5 (d) (1) on reverse of 61. (red and blue lined)

EC Italy only has 2 2000 tonners, but I take it 2000 tons of shipping is what is required

E. TALBOT,
MAJOR.

29 AUG 44.

6/12/9

201 4

62

Tel: 550

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

HDC/ml

ES/46

28 August 1944

SUBJECT: Delivering of Supplies by Schooners.

28 AUG Recd

TO : Acting Chief Commissioner

Ref: Your memorandum A/CC 400 dated 24 Aug 44.

Civil Supplies carried on Italian Schooners operated by Cogena (the Italian Schooner Pool).

1. In the case of civil supplies which are not rationed or controlled, sold by one Italian to another, the shipping freightage is paid by either the consignee or consignor and is reflected in landed costs.

2. In the other classes of civil supplies, i.e. those controlled or rationed, the freight charges are debited by Cogena to the Italian Government or to the Consorzio Agrario for subsequent debit against the Italian Government. In these instances, as the price is controlled, the shipping costs are not reflected in landed costs.

3. In addition to supplies sold by one Italian to another the schooners may carry supplies for ACC prior to their sale or handing over to an Italian Agency. Freight on these supplies will be charged by Cogena to the Italian Government.

Civil Supplies carried on Allied Ships or Italian Ships chartered by MSDBO

4. Such freight does not occur frequently except in the case of bulky shipments of essential commodities, the sale price of which is usually controlled, e.g. Sardinian coal. No freight is paid by the consignee or consignor, who could only pay in lire anyway; instead the dollar or sterling cost of the freight is charged against the Italian Government by the Ministry of War Transport or the War Shipping Board.

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

SUBJECT: Delivering of Supplies by Schooners.

29 AUG Recd

TO : Acting Chief Commissioner

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3. In addition to supplies sold by one Italian to another the schooners may carry supplies for ACC prior to their sale or handing over to an Italian Agency. Freight on these supplies will be charged by Cogena to the Italian Government.

Civil Supplies carried on Allied Ships or Italian Ships chartered by MSWPB

4. Such freight does not occur frequently except in the case of bulky shipments of essential commodities, the sale price of which is usually controlled, e.g. Sardinian coal. No freight is paid by the consignee or consignor, who could only pay in lire anyway; instead the dollar or sterling cost of the freight is charged against the Italian Government by the Ministry of War Transport or the War Shipping Board.

For WILLIAM O'DWYER
Brigadier General, USA.
Vice President
Economic Section

Copy to:
Executive Commissioner

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

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

RESTRICTED

DCK/ar

ALLIED FORCE HEADQUARTERS
APO 512

AG 563/051 25 August 1944

MEMORANDUM TO: All Concerned.

SUBJECT : Italian Schooners.

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

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

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

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

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

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

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

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

4. These recommendations are confirmed and take effect immediately.

834

RESTRICTED

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

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

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

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

1. By the ROYAL NAVY and US NAVY to P.S.T.O.

2. By military branches and organizations to G-4 (Mov & Tn).

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

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

1. When tonnage is temporarily surplus to its requirements, offer the surplus lift to the other authorities.

2. When tonnage becomes permanently surplus, return the surplus lift to the MEDITERRANEAN SHIPPING BOARD for reallocation.

By command of General WILSON:

R. H. Christie

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

DISTRIBUTION:

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

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60

HEADQUARTERS
ALLIED CONTROL COMMISSION
R.C. & M.C. SECTION
APO 394

Ref 201/60/CA

26th August 1944

SUBJECT: Schooner Bids

TO : Executive Commissioner

1. Reference 59 it looks from this signal as if the move of wine from Apulia is going to begin at last, although 1500 tons is only a drop in the ocean.

2. I rang up Mr. Antolini who said that he is producing a complete picture for Regional Commissioners of the latest facilities available for movement, including shipping, railway and road transportation. He thinks this statement will be ready by Monday next. It will include method of bidding.

G. W. I. SHTIP
Lt. Colonel

Declassified E.O. 12356 Section 3.3/NND No. 730017

2017

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25 AUG Recd

REGION I, II, III, IV, V, VI, VII, VIII, IX.

2209

HQ ACC FROM ADAMS

CONFIDENTIAL

PRIORITY

24 AUG 44

TRANSPORTATION SUB COMMISSION

CONSEQUENT ON REDEO DECISION ALL BIDS SCHOONER MOVEMENT ACC AND CIVIL MUST BE FORWARDED TO ACC TRANSPORTATION SUB COMMISSION AT EARLIEST PD INCLUDE ALL OUTSTANDING BIDS EXCEPT FOR WINE PD PARAN TO REGION I, II, III, IV, V, VI, VII, VIII, IX FROM HQ ACC FROM ADAMS PARAN ALLOTMENT SCHOONERS WILL BE MADE CENTRALLY AND WILL BE NOTIFIED TO BIDDERS DIRECT OR THROUGH LOCAL CO GE NA AGENT PD NO LARGE TONNAGE FOR WINE EXPECTED THIS MONTH PD REGIONS ONE AND TWO FORWARD BIDS FOR FIRST ONE FIVE ZERO ZER O TONS WINE CMA FILE REMAINDER UNTIL CALLED FOR PD YOUR PRESENT SYSTEM COMPILING BIDS TO BE CONTINUED PLUS TWO COPIES FORWARDED TO THE TPTN SUB COMMISSION PD LOCAL CO GE NA AGENTS TO CONTINUE TO RECEIVE ONE COPY MARKED FOR INFORMATION PD

L.T. MONTANT Jr
1st Lieut. AGD
Adjutant

Director Sub-Comm. (Mr. Bell)

SUB COMMISSION

CONSEQUENT ON RECENT DECISION ALL BIDS SCHOONER MOVEMENT ACC AND CIVIL MUST BE FORWARDED TO ACC TRANSPORTATION SUB COMMISSION AT EARLIEST PD INCLUDE ALL OUTSTANDING BIDS EXCEPT FOR WINE PD PARTY TO REGION I, II, III, IV, V, VI, VII, VIII, IX FROM HQ ACC FROM ADAMS PERSN ALLOTMENT SCHOONERS WILL BE MADE GENERALLY AND WILL BE NOTIFIED TO BIDDERS DIRECT OR THROUGH LOCAL CO GE NA AGNCY PD NO LARGE TONNAGE FOR WINE EXPECTED THIS MONTH PD REGIONS ONE AND TWO FORWARD BIDS FOR FIRST ONE FIVE ZERO ZER O ZONE WINE GNA FILE REMAINDER UNTIL CALLED FOR PD YOUR PRESENT SYSTEM COMPILING BIDS TO BE CONTINUED PLUS TWO COPIES FORWARDED TO THE TPTN SUB COMMISSION PD LOCAL CO GE NA AGNCY TO CONTINUE TO RECEIVE ONE COPY MARKED FOR INFORMATION PD

L.T. HOWARD Jr
1st Lieut. AGD
Adjutant

D.S. ADAMS
Colonel.

Shipping Sub-Comm. (Mr. Bell)
Capt. P.H. Smith (through Tn.S/C)

RC & MC SECTION ✓

832

Lt Col Rapp
Lt Cmr Shalit for the see 60
SH 25/8

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1647

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

HEADQUARTERS
ALLIED CONTROL COMMISSION
R.C. & M.G. SECTION
APO 394

Phone
484034

58

REF : 201/58/CA

18 August 44

SUBJECT : Pescara Harbour.

TO : R.C. Region V.

1. I refer to your R3/601/2/5 of 26 July.

2. Flag Officer Taranto and Adriatic informs us that there are no Naval divers or equipment available for work in Pescara Harbour; he says however that the Royal Navy have no objection in this instance to the employment of civilian divers by A.M.C.

NORMAN E. FINCH
Colonel,
Deputy Executive
Commissioner.

Copy to: Economic Section (for PW and Lt. Gen.) with the request that you approach the appropriate Italian Ministry on this Matter.

PM 631

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

201 J

57

HEADQUARTERS
ALLIED CONTROL COMMISSION
Navy Sub-Commission
APO 394

NSC/737

14 August 1944.

15 AUG Recd

TO : Regional Control & Military Government Section, HQ, Allied Control Commission.

SUBJECT : Pescara Harbor.

56

1. Regional Commissioner, Region V wrote to HQ, ACC. on 26 July 1944 requesting naval divers to blow up three small vessels blocking Pescara Harbor. This letter was referred to us.

2. In reply to our dispatch inquiry, Flag Officer, Taranto and Adriatic advises there are no naval divers or equipment available for this work; no objection is raised, however to employment of civilian divers by AMG for this work.

H. W. ZIROLI
Commodore, U. S. Navy

Copy to:
HQ Region V, AMG.

58

See 56

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

COPY

56

TO : HQ AC .

FROM : HQ Region 5 AMG.

SUBJECT: Pescara Harbour.

REF: RS/601/2/5.

DATE : 26 July 44.

There are three small vessels sunk in the entrance to the Pescara Harbour, which prevent the use of the latter.

Would it be possible for you to obtain naval divers to blow up these three vessels? It would be of inestimable value to us if you could.

FOR THE REGIONAL COMMISSIONER:

a/t/ C.H.A. FRENCH,
Lieut.Colonel,
Executive Officer

CHAF/rgy.

COPY

see 58

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

204

SECRET

HEADQUARTERS
ALLIED CONTROL COMMISSION
Economic Section
APO 394

FRAG/af

Tel;

ACC Tn.52/227
10 August 1944

To: R.C. & M.G.Section (Civil Affairs Branch)

13 AUG Recd

Subject: Operation of COGENA

Reference 204/45/OA dated 7 Aug 44, copy to this Section.

I. Can any facts or reliable evidence be forwarded supporting the allegations against COGENA? This Section has no knowledge of any facts which would warrant the statement made in regard to COGENA.

2. (a) Prior to June 1st COGENA had no authority to issue voyage orders to any schooner. All voyages of registered schooners were made under the authority of the D.S.T.O.

(b) There were still a number of schooners which had not yet been collected into the pool and registered. None of these schooners took orders from COGENA, but aimed at carrying goods, mostly wine, where they could get high freight charges from anyone who had an ACC export certificate.

(c) Thus it will be seen that prior to June I COGENA was not in a position in any way to control what goods were carried on any schooners.

3. (a) Since June 15 up to July 22 the under 50 ton schooners augmented by higher tonnage schooners allotted ocasionally by the D.S.T.O. were operated by COGENA under the supervision of ACC Transportation Sub Comm.

(b) The scheme for utilising those schooners was issued under the ACC Transportation Shipping Sub Comm. Memo No.I.

(c) This scheme placed in the hands of the Provincial Supply Officers complete power of controlling schooner movements in their area (other than through voyages). Local COGENA agents could be made to cooperate and by cooperation between Provincial Supply Officers and Tn.Sub. Comm. checks were available on COGENA's operations.

(d) Suggestions were invited for improvement. No suggestions were received and only Region 2 forwarded a fortnightly traffic return to the Tn.Sub Comm. which ~~were~~ was

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required for checking COGENA's operations.

3. It is not known if any Provincial Supply Officer has made efforts to check with the local COGENA agent what has been done with bids passed by them to those agents, but if they have done so, and found any discrepancies, no reports have reached us here.

A.G. Antolini
Executive Director
Economic Section

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

FRAG/re

Our reference : ACC Tn/52/

Date : 9 Aug. 1944

Estimate of goods required to be moved by schooner during September.

1. There is a limited number of schooners available for use around Italy. That number has to cover Military Services, A.C.C. and civil requirements.

2. In order that a proper allocation can be made between the above requirements an estimate is required from the Services and A.C.C. This is required in such terms as will allow allotment to be made according to the degree of urgency and priority.

3. (a) Will you therefore forward an estimate to reach here by 20 August of the amount of A.T.C. and civil goods required to be carried by schooners from your Region during September.

(b) In order that the degree of priority as against Services and other requirements may be known a list of priorities is attached hereto which it is suggested be taken as a basis.

(c) The estimate should state, kind of goods, tonnage DW. and cubic measurement, ports of loading and discharge, and priority number.

4. It is realised that considerable difficulties prevent absolute accuracy but it will be appreciated that the Schooner Board will not be able to allocate according to need unless estimates are available.

5. Any efforts to obtain an augmenting of the schooner fleet carrying capacity, with coasters or other shipping by application to higher Allied Authorities is dependent on all information being available of shipping needs.

6. The above estimate is a requirement agreed by the Economic Section and it is emphasised that allocation of schooner tonna-

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

around [illegible] and [illegible] [illegible], G.O.C. [illegible] Services, A.F.C. and civil requirements.

2. In order that a proper allocation can be made between the above [illegible] requirements [illegible] to be made according to the degree of urgency and priority.

3. (a) Will you therefore forward an estimate to reach [illegible]

(b) [illegible] in order of priority [illegible]

(c) [illegible] [illegible] as a basis.

[illegible] discharge, and priority number.

4. It is realized that considerable difficulties prevent [illegible] so allocate [illegible] to meet military and [illegible] are available.

5. Any efforts to obtain an assessment of the [illegible] available of shipping needs.

6. The above estimate is a requirement agreed by the Economic [illegible] for September can only be made to cover estimates received [illegible]

7. Whenever movements between [illegible] and [illegible] view of possible limitations or restrictions in procurement.

8. URGENT.

URGENT.

DISTRIBUTION

[illegible]

[illegible]

[illegible]

[illegible] Lt. Col. [illegible]

[illegible] Sub-Section.

0.24

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

Food Sub-Commission
Industry Sub-Commission
Commerce Sub-Commission
Mining Sub-Commission
PW and I Sub-Commission
Public Health Sub-Commission
Shipping Sub-Commission (for info).

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

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

LIST OF PRIORITIES
FOR SCHOONER MOVEMENT

Nos.

1. Urgent rationed foodstuffs.
Urgent medical supplies.

2. Rationed foodstuffs for maintenance
Medical supplies for maintenance.

3. Urgent fuel for power. Urgent clothing

4. Urgent manufactures materials for prime necessities or essential construction.
Urgent fertilizers.

5. Certain unrationed foodstuffs
Potatoes and vegetables &c. Tobacco

6. Manufacturing material for export commitments to Allied Countries.

7. Manufacturing material for prime necessities and construction. Fertilizer. Fuel for Power.

8. Fodder of special type for animals on allied work.

9. Raw materials for manufacture and construction of desirable but not absolutely necessary amenities.

10. Desirable but unnecessary foods e.g. wine

11. Regional exports within Italy required to balance economic structure, e.g., wine.

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

Header

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SUBJECT: Schooners

TO : Executive Commissioner

50

1. Economic Section at Folio 50 confirm what was foreshadowed at last week's meeting at AIT that bids for all schooners have to go through the Schooner Control Board.

2. You will see from para 4 of his letter that he is protesting against this procedure, but meanwhile the concession of placing schooners of 50 tons and under at the disposal of Regional Commissioners has been definitely withdrawn.

3. We must await further communications from Economic Section.

G. W. T. SHIPP
Lt. Colonel
For Deputy Executive Commissioner

I should like a summary to go to RCs to reassure them that something is being done. Send D/O? Would you kindly draft? TTS 10/8

Int Mechanics, Sec 53
Also RCs Conference
Major Talbot
W 24/8.

Will you pl draft. EL 11/8 024

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

201/1

50

Tel: 357

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

JBT/ml

ES/46

5 August 44

SUBJECT: Schooners.

7 AUG Recd

TO : Executive Commissioner (C.A. Branch)

1. Reference your 201/CA dated 21 JUL 44, I fully realise the urgent need for these craft, but the position is that there are not enough schooners to satisfy everybody's requirements.

2. MEDBO have decided that all bids for movements by schooner of both ACC and civilian goods must be submitted once a week by Transportation Sub-Commission to the Schooners Control Board composed of representatives of MEDBO, ACC, COGENA, and the Services. ACC have first priority on space in vessels not required by the Services.

3. I enclose copy of a report from the Shipping Sub-Commission on the shipping situation in general, and the registration and usage of schooners in particular.

4. Representations are being made to MEDBO, urging that it will be impracticable to deal with all bids at one central meeting, and that they must be decentralised.

5. I will keep you informed as to the result of these discussions.

A.G. ANTOLINI
Executive Director
Economic Section

Incl: Report from Shipping
Sub-Commission.

823

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

Tel: 307

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

JBT/iab

ES/46

3 Aug 44.

SUBJECT: Schooners.

TO : Executive Commissioner (C.A. Branch)

1. Ref your 201/CA dated 21 Jul 44, herewith comments by Transportation Sub-Commission.

2. I fully realise the urgent need for these craft, but the position is that there simply are not enough schooners to satisfy everybody's requirements.

3. Medbo has decided that COGENA must run their own craft, and Transportation Sub-Commission will collect bids and submit them to the Schooner Control Committee, formed of representatives of MEDBO, ACC, COGENA and the Services, which meets every week. ACC have first priority on space in vessels not required by the services.

A. G. ANTOLINI,
Executive Director,
Economic Section.

Rewrite letter in light of plans set up at Meeting with Bell - plus Islamidis points.

022

Telephone : 476704 FRAG/gfh

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Reference : ACC Tn/52/206

Date : 28 July '44

TO : Economic Section.

SUBJECT : Schooners.

1. Reference the Executive Commissioner's letter 201/CA dated 21 July '44.

2. (a) In the system of registration andpooling of all schooners which was carried out by Medbo, arrangements for movement by schooner were centralised which slowed up and stifled schooner movement everywhere.

(b) On the handing over of the under 50 ton schooners to be operated by Co-ge-ne under ACC supervision the scheme set out in ACC. Tn. Shipping Memo No. 1. dated 10 June 1944 was formulated. By that scheme the system was reversed and bids and shipments were made locally under a system giving Regional Commissioners large powers of control.

(c) A further handing over of higher tonnage schooners is now being arranged to operate under the same system.

(d) A request for suggestions of amendment was made in the covering letter to Memo No. 1., but there has been little evidence of any feeling on the part of Regional Commissioners in the matter and only one Region has forwarded the traffic return asked for in para 2 (c) of this scheme by which this Sub-Commission is enabled to be informed of the current position.

3. In regard to the specific items in the above letter it would assist if a copy of the correspondence were made available.

Region I are aware that coastwise traffic has been operated under their instructions since mid-June.

Region II, who have forwarded the traffic return, show it it that wine has been exported by schooners.

Region V is using schooners under the scheme to carry food and other items.

Rome Region has received food, oil, salt, and other commodities by schooner ever since its capture.

The sulphur for Region VI was carried in a specially allotted coaster and they are aware that for security reasons schooner traffic is not allowed between Sardinia and Sicily and the mainland.

Whilst the operational forces have prior call on all schooners and their ACC availability therefore varies, every available schooner is

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

SUBJECT : Schooners.

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Whilst the operational forces have prior call on all schooners and their ACC availability therefore varies, every available schooner is kept moving with ACC or civil cargoes.

JRBlenville LTCOL RE
for

D.S. ADAMS,
Colonel, C.E.,
Transportation Sub-Commission.

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

To. Economic Section,
Allied Control Commission.

From: Chairman, Shipping Sub-Commission.

Considerable discussions appear to be taking place as to the ability, or otherwise, of the Shipping Sub-Commission to provide shipping facilities for all the economic wishes of the Allied Control Commission. It appears appropriate at this time to recapitulate the position of the Shipping Sub-Commission in relation to Italian shipping, and their duties to the A.C.C.

In the first place it must be recalled that under the Armistice terms all Italian merchant shipping was handed over to the Supreme Allied Commander. The Supreme Allied Commander nominated the Mediterranean Shipping Board to arrange the operation of this shipping on his behalf, within Allied Nations needs. So far as I am aware, nothing has been done which alters that basic principle. At a later date it was felt necessary that a Shipping Sub-Commission should be set up within the Allied Control Commission to advise them on matters regarding shipping, and my American colleague in the War Shipping Administration, Mr. C.W. Kalloch, and myself, were appointed as the Shipping Sub-Commission for this purpose.

It will be seen from the above therefore, that the actual physical operation of Italian ships remains with the Mediterranean Shipping Board, and their employment shall be considered by that body in relation to all the demands made on shipping within this theatre, and that the duties of the Shipping Sub-Commission to A.C.C. are of an advisory nature.

For the purposes or organisation, the Mediterranean Shipping Board requested the Italians to constitute a body which would deal with such problems as are relevant to the owners responsibilities in order that questions such as crews wages, allotments to dependents, marine insurance, and general upkeep, could be handled executively by the Italians themselves. This resulted in the setting up by the Italian Minister of Marine a body which is known as CO.GE.NA which, with the full approval of Washington and London, has been entrusted by the Mediterranean Shipping Board with the matters referred to above.

Attached to this paper is a statement of the tonnages which have so far come under the control of the Mediterranean Shipping Board, and it wi be seen that for practical purposes it is disappointingly small. It is divided into three main categories:-

(i) Ocean-going vessels
(ii) Coasters of 500 tons and upwards
(iii) Schooners

As regards (i) and (ii) these ships are, in fact, operating in Allied needs, but owing to the scarcity of the class of tonnage involved, have been, and will be for some time, almost entirely engaged in fulfilling [illegible] the directive issued by Allied Forces

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As regards (i) and (ii) these ships are, in fact, operating in Allied needs, but owing to the scarcity of the class of tonnage involved, have been, and will be for some time, almost entirely engaged in fulfilling military requirements. These, under the directive issued by Allied Force Headquarters, have first priority. It will be seen therefore, that any contribution to civil or commercial cargoes which can be made on the tonnage in classes (i) and (ii) is unlikely at the moment.

So far as the financial aspect of class (i) and (ii) is concerned, discussions have taken place between London and Washington, and it has been accepted that these vehicles shall be presumed to be on charter to the Allied Nations, but that detailed financial arrangements as to the payment of hire shall be the subject of discussion at a later date. In the meantime however, it has been agreed that the Mediterranean Shipping Board will place CO.GE.NA in funds for the purpose of paying disbursements which would normally be paid by the owner, which payments are tantamount to advance payments of hire.

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Schooners present a more difficult problem. It was felt necessary in the early days that these should be brought under control, and the Shipping Sub-commission might point out that this is an objective which, over many years, the Italian shipping authorities have found impossible to achieve. With the great assistance of British and American Naval Officers at the various ports throughout Italy, Sicily and Sardinia, Sea Transport Officers, Ministry of War Transport and War Shipping Administration Representatives, and Allied Control Commission officials, have a record of all these schooners which are rapidly approaching completion. They are being allocated, numbered for recognition and registration purposes, and it is not too much to hope that in the immediate future it will be possible to direct them in an organised manner into the proper trades. There are something short of 600 of these vessels with a total tonnage approximating 50,000 to 60,000 tons. Of these some 150 are of necessity engaged in military requirements; again of necessity the schooners which have been allocated to these military requirements are of a larger and better type, totalling approximately some 25,000 to 30,000 tons lifting capacity.

The balance should be available for economic needs within the prescribed coastal area. The Shipping Sub-commission, in consultation with the Mediterranean Shipping Board, have given very serious consideration to the means by which this balance of schooner tonnage should be operated, and after much thought have been driven to the conclusion that the simplest and most efficient method by which these vessels could be employed would be to leave their operation to the Italian authorities represented by CO.GE.NA, but that they should carry out the wishes and needs of the Economic Section of the Allied Control Commission by means of direction as to employment. It is the means by which this direction is applied which usually leads to some confusion and controversy. By 'direction' is meant a clear statement of wishes as to movement of cargo, not, as is so usually interpreted, a movement of ships. It will be necessary for A.C.C. to formulate a programme on a weekly basis of their requirements, and broadly speaking this might usefully be a statement based as follows:-

(1) The goods required to be transported.
(2) The ports at which they are available.
(3) Destination.
(4) Names of Shippers and Receivers.

When such a programme is produced, the Schooner Control Committee will direct CO.GE.NA to provide the necessary shipping and to arrange such matters as documentation, authorisation, and payment of freights. By this latter means it will be seen that no financial burden will fall upon the Allied Nations, so far as these schooners are concerned, and that the goods will absorb the cost of their transportation.

It is hoped that the above brief resume of the situation will help to clear up several matters which have reached the controversial stage.

Finally, there remains the means by which shipping is arranged for [illegible] civil supplies from overseas markets. The position in Italy at [illegible] merits the most careful examination

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

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It is hoped that the above brief resume of the situation will help to clear up several matters which have reached the controversial stage.

Finally, there remains the means by which shipping is arranged for necessary civil supplies from overseas markets. The position in Italy at present, and for some time to come, requires the most careful examiniation as to port capacity, and internal transportation, if shipping is not to be wasted. The Mediterranean Shipping Board is advising the Supreme Allied Commander on this matter, and in consulation with the various authorities examines programmes produced in advance of the intended imports to Italy of military and civil goods. These are closely vetted in order that the facilities shall not be overtaxed and that ships will arrive and be discharged in an orderly manner. This, of necessity, means that considerable sacrifices have to be made by both military and civil authorities on what they would like, as distinct from what is possible. It will be appreciated that congestion at ports and wastage of shipping is avoided by such an examination, and it is merely the normal means by which all imports to all Allied countries is arranged.

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Of necessity, all this means the most careful programming by military, economic and other sections, of their requirements in the light of the continued facts that shipping port facilities and transport are still only available for the most urgent necessities.

CHAIRMAN, SHIPPING SUB-COMMISSION.

c-o-p-y

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c-o-p-y

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HEADQUARTERS
ALLIED CONTROL COMMISSION
P.C. & M.C. SECTION
APO 394

Ref 201/ M5/GA

7th August 1944

SUBJECT: Schooner Traffic

TO : Regional Commissioner
Region I

1. In reference to your letter number RC/360 of 19th July the letter has been referred to Economic Section for their comments a copy of which is attached.

2. The matter was also discussed at a recent meeting at H.Q. A.A.I. at which the Economic Section stated that COGNA now controlled all schooners including those of 50 tons and under. Everybody seems to be agreed that COGNA is corrupt but it is hoped that the instructions issued by the Economic Section and mentioned in para 3 of their letter will help to ease your situation.

HORACE E. PEECE
Colonel
Deputy Executive Commissioner

Copy to:

Econ. Section

Encl. as above

817

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

To: 307

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

JBT/lab

ES/46

3 Aug 44

5 AUG Recd

SUBJECT: Schooner Traffic.

TO : Civil Affairs Branch.

1. Ref folio 39 of attached file, herewith comments of Transportation Sub-Commission.

2. As a result of the decision of the Schooner Control Board, present instructions will have to be cancelled. New instructions to Regions on system of bidding are in course of preparation.

3. Ref para 3 of Col. Hancock's letter of 15 Jul 44 COGENA have been told not to issue permits in this way in future. Under the new proposed procedure, the Schooner Control Board will be asked to issue the same instruction.

J. Bruce Thompson Major RA

J. BRUCE THOMPSON, Major, R.A.,
S.O.I. (CA) Economic Section.

Attached: File 201/CA
Acc In/52/212, 30 Jul 44

Lt Col Shepp.
I have not been in on this
from 35 repeat.
Sd 5/8
see 46

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

FRAG/Eth

Telephone : 478704

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Reference : ACC Tn/52/212

Date : 30 July '44

TO : C.A. Branch.
HQ., ACC.

SUBJECT : Schooner Traffic

Reference Region I letter RC/560 dated 15 July '44.

1. At a meeting of the Schooner Control Board on 26 July, the Chairman issued instructions which appear to over-ride all previous instructions and cancel previous arrangements of ACC supervision of CO-GE-NA.

The Minutes are now to hand and a report has been submitted to the Economic Section with recommendations of action to be taken in the matter.

Pending a decision on the matter it would appear inadvisable to issue any draft instructions.

2. The procedure adopted in Region I of using the Chambers of Commerce was suggested by this Sub-Commission to Region I to overcome its prospective loss of officers.

The restrictions of permits to pre-war registered traders is a question of policy not perhaps the sphere of the Transportation Sub-Commission, except that the restriction may itself induce a market in green voyage permits.

Hotchkiss LCol RE

for D.S. ADAMS.
Colonel, C.E.,
Transportation Sub-Commission.

Copy to :- Economic Section.

201

2 AUG Recd

Lt Col Shipp

1. Have conferred with a Naval officer here (Branch Sea Tpt) ref. your request for 3 Sunken schooners to be removed from the harbour at Pescara Beach ships to bring in civilian supplies.

2. The drill is to send a signal to FOTAL! stating these facts and asking whether they can help.

3. This a Naval problem and will be considered, as I see it, according to priority and availability of diving crews who can sink the charges. We are told that ARCANA is now clear of Italian commitments

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from the harbour at Vlorë [illegible]
Ships to bring in civilian supplies.

2. The drill is to send a signal to FOTAL 1 stating these facts and asking whether they can help.

3. This is a naval problem and will be considered, as I see it, according to priority and availability of diving crews who can sink the charges. We are told that ANCONA is now clear & therefore East Italy's commitments may be small.

4. Pl. let me know if I can help further?

2/8

This has been done by Naval Stc. reply awaited. 2/8

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COPY

201

41

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

FILE: RC/091.311

14 July 1944

25 JUL Recd

SUBJECT: Customs Control

TO : Executive Commissioner
R.C.& M.G. Section
H.Q. A.C.C. Naples
For Navy Sub-Commission

1. Rear Admiral Antonio BOBBIESE, who has now assumed appointment of Commander Royal Italian Navy in SICILY with Headquarters at MESSINA, is concerned, as is A.C.C., with the continued movement of contraband by coastwise and island/mainland shipping.

2. The Admiral is pressing for the provision of three motor-vedettes to work

a SICILY Eastern Coast

b MESSINA Straits

c SICILY Western Coast (illicit wine trade)

3. This contraband trade is assuming serious proportions and full support of Navy Sub-Commission is requested for these proposals.

/s/t/ A. N. HANCOCK
Colonel
Regional Commissioner

Copy TO: Industry & Commerce Sub-Commission

EC
3/8

NSC/603 1st Ind. H/tum
From: Navy Sub-Commission, H.Q. ACC, APO 394, 24 July 1944.
To : FOTALI, Navy House, Taranto.

81?

Forwarded.

Commodore.

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

HEADQUARTERS
ALLIED CONTROL COMMISSION
R.C. & M.C. SECTION
APO 394

Ref/20/ /CA

26 July 1944

SUBJECT: Forwarding of Correspondence.

TO : Econ. Section.

Herewith the following:

a. Letter from Rome Region dated 24 July 44 enclosing letter from Soc. Italiana Ernesto Breda.

b. Letter from Region VI enclosing correspondence reference seizure of S.S. Albinola.

Forwarded to you for action. No action has been taken by this Section.

NORMAN E. FISKE
Colonel
Deputy Executive
Commissioner

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

39

SUBJECT: Schooner Traffic (folio 38).

TO : Economic Section - Attention: Lt.Col.Sharp.

24 July 1944

1. At 38 is the letter I spoke on this morning in case you have not seen a copy. Would you please say whether you agree to the procedure adopted by Region I in para.2 of their letter.

2. I expect this matter in general has been brought to your attention before and I should be grateful if you would let me know what steps you propose taking to remedy the condition stated in para.3. If you could let me have some draft instructions I would see that they are passed on to R.C's to ensure the necessary co-ordination, which I think you will agree is essential if the black market ears are to be defeated. The point which I wish to stress here is the lack of co-ordination between Regions, which at present appears to be lacking.

G.W.I.SHIPP,
Lieut.Col.
C.A.Branch.

811 -

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

Vol: 343

Ref: 201/CA

21.3.43.

SUBJECT: Schooners.

TO : Vice President, Economic Section.

1. Practically every Regional Commissioner has approached me on the subject of employment of schooners: reference is made to their urgent requirements for these craft in monthly reports. Region V require them for food and POL, Region II for salt and wine, Region I for coast traffic to save road transport, Region VI for sulphur, Rose Region for food, potatoes and salt.

2. There seems no doubt that by organised employment of schooners much saving of POL and wear and tear of transport could be effected: they are a normal means of carrying merchandise and goods and their almost complete disappearance has disturbed local economies and has added to the difficulties of administration.

3. I fully realise the difficulties with which the Shipping Sub-Commission is faced but I should be most grateful if the matter could be taken up with a view to meeting Regional Commissioners request.

Executive Commissioner

Brigadier,
Executive Commissioner.

MSL/JG.

Copy to: Acting Chief Commissioner.

22 JUL Recd 201

38

ALLIED CONTROL COMMISSION
SICILY REGION HEAD QUARTERS
APO 394

FILE:RC/500

16 July 1944

SUBJECT: Schooner Traffic

TO : Executive Commissioner
R.G. & M.C. Section
M.L. A.C.C. NAPLES
for Transportation Sub-Commission
Commerce Sub-Commission
Food Sub-Commission
Region III
Region VII

1. Considerable confusion and unbridled black market speculation has developed in the schooner traffic between Sicily and the mainland and vice-versa. Steps are being taken at this end to eliminate the various abuses which have reduced the allocation of schooners and shipping permits to a veritable racket in which subterfuge and trickery are rampant.

2. Applicants for permits to ship merchandise from Sicily to the mainland must first obtain clearance from their Provincial Chamber of Commerce to the effect that they are duly registered traders in the commodity to be shipped. Henceforward only those applicants who were registered traders before the war will be considered eligible.

3. Shipping permits issued by COMM. NAPLES in conjunction with Region III and in isolated instances by A.C.C. H.Q. (Food sub-Commission) are causing trouble, too. The applicants are often not what they purport to be and fictitious names and bogus credentials are part of their stock in trade, with the result that "green permits" issued in Naples are brought to Sicily and black-marketed at fabulous prices. It is recommended therefore that stringent vetting be adopted on the mainland of all applicants and that any Sicilian names, particularly of wine, vermouth or marsala suppliers, be referred to this headquarters for investigation.

4. In view of the large tonnage of timber to be transported from Calabria to Sicilian ports during the next 3 months, estimated at 30,000 tons, to provide cases for citrus fruits to be shipped to U.K., almost every available schooner in Sicilian waters will be required. This will obviously limit the tonnage for wine shipments and much closer scrutiny in the matter of permits will be necessary to ensure that legitimate traders and [illegible] suppliers are given the preference.

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

Region III
Region VII

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3. Shipping permits issued by COGEMA Naples in conjunction with Region III and in isolated instances by A.C.C. M.G. (Food Sub-Commission) are causing trouble, too. The applicants are often not what they purport to be and fictitious names and bogus credentials are part of their stock in trade, with the result that "green permits" issued in Naples are brought to Sicily and black-marketed at fabulous prices. It is recommended therefore that stringent vetting be adopted on the mainland of all applicants and that any Sicilian names, particularly of wine, vermouth or marsala suppliers, be referred to this Headquarters for investigation.

4. In view of the large tonnage of timber to be transported from Calabria to Sicilian ports during the next 3 months, estimated at 50,000 tons, to provide cases for citrus fruits to be shipped to U.K., almost every available schooner in Sicilian waters will be required. This will obviously limit the tonnage for wine shipments and much closer scrutiny in the matter of permits will be necessary to ensure that legitimate traders and not improvised speculators are given the preference.

5. The closest co-ordination between Regions and their respective Cogemas to achieve unity of control is essential to combat the manoeuvres of the black marketeers and it is strongly recommended that prompt action to this end be initiated.

808

W. Hancock, Col

A.H. HANCOCK
Colonel
Regional Commissioner

Copies TO: H W T Palermo
Economics & Supply Region I

AK/227

Ou 39

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201 16 JUN 1944 G.A. Branch 1278

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HEADQUARTERS
16 JUN 1944
A. C. C.

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Reference : ACC TS/251/1

Date : 10 June '44

TO : All Regional Commissioners - Regions 1 - 7.

All S.C.A.O's
AMG 5th Army
AMG 8th Army

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

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

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

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

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

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

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

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

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

BU 12 July

BU 24/6 29/6

APPENDIX "A"

36

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

PROCEDURE FOR MOVEMENT BY WATER CRAFT (COASTERS & SCHOONERS)

ACC SUPPLY MEMORANDUM No. 1.

On and from 16 June 1944 a new system will be introduced, as set out hereunder, for the movement of supplies by Coasters & Schooners.

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

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

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

2. Schooners under 50 Tons deadweight.

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

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

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

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

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

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

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

(vi) There are representatives of CO-GE-NA in all ports in occupied [illegible]

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On and from 1st June 1944 a new system will be introduced, as set out hereunder, for the movement of supplies by Coasters & Schooners.

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

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

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

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

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

(c) Supply Officers will operate as under :-

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

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

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

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

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

(vi) Provincial Supply Officers will supply stick ups ACC goods to enable CO-OE-NA to collect freight charges.

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

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

10 June 1944.

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NOTE REGARDING SCHOONERS CONTROLLED BY CO-OB-NA UNDER SUPERVISION OF THE TRANSPORTATION SUB-COMMISSION.

MEMORANDUM:

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

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

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

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

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

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

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

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INSTRUCTIONS FOR THE CONTROL AND OPERATION OF ITALIAN REQUISITIONED SCHOONERS.

1. All schooners must be registered and numbered in accordance with Commander in Chief, Mediterranean's 251/26 January. Any craft found without registration after 1st June 1944 should be held and reported to the Senior Naval Authority or the port concerned.

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

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

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

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

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

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

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

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

9. Schooners of 50 tons deadweight or over will be operated by the Comitato Italiano Gestione Navi [illegible] will

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

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

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

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

11. It is requested that all signals sent by Naval Control Service Officer or other Authorities concerning the movements of schooners should be reported to D.S.T.O. (Italy).

12. All Sea Transport Officers have now to make a daily position signal of all schooners within their area. A daily list that should also be forwarded by those issuing voyage permits, giving details of voyages authorised by them, stating whether Military, A.C.S. or civilian cargo was carried.

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

. . . .

. . . .

LAF P. CAMPBELL
COLONEL

MEDITERRANEAN SHIPPING BOARD(ITALY)

1st. JUNE, 1944.

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

APPENDIX "B"

ELENCO DELLE RAPPRESENTANZE AGENZIALI E DEI SUBAGENTI
DEL "COMITATO ITALIANO GESTIONE NAVI" (COGEMA)
Piazza Carità nº 32 - Napoli - telef.53211

PUGLIA

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

Subagenti:

MANFREDONIA - A.Gelli & Figlio per tutta la zona Garganica (Vieti, Peschici, Rodi) e Termoli - Telef.n.5

BARLETTA - Antonio Scorcia - Telef.n.1014

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

BISCEGLIE - Maria Nocugno

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

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

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

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

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

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

CALABRIA

Rappresentanza: Fratelli Lebate - Reggio Calabria -

Subagenti:

CROTONE - Giuseppe Ranieri

CATANZARO - Giuseppe Martelli

[illegible]

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

Subagenti:

MANFREDONIA - A.Galli & Figlio per tutta la zona Garganica (Vieti, Peschici, Rodi) e Termoli - Telef.n.8

BARLETTA - Antonio Scorcia - Telef.n.1014

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

BISCEGLIE - Maria Modugno

TRANI - Saverio Calò Carducci - Via XV Aprile n.42

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

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

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

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

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

CALABRIA

Rappresentanze: Fratelli Labate - Reggio Calabria -

Subagenti:

CASTELLO - Giuseppe Ranieri

CATANZARO - Giuseppe Martelli

SONTRATO - Rocco Caminiti

GIOIA TAURO - Orsate Ferrantino

PORTO S.VENERE G.Ba. Cantafio & Figli

PORTO CALABRIA Gesualdo Scordacaglia

./.

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SICILIA

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

Subagenti:

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

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

SIRACUSA - Ditta Concetto Nicolo Bottaro - Via dei Mille,26

AUGUSTA - Russo & C°.

CASTELLAMARE DEL GOLFO - Francesco Plaja Colonna - Piazza Marina, 40 telefono n.2

LICATA - Ditta Enrico Peritore - Via Principe di Napoli telef. n.3

MARSALA - Giuseppe Figlioli e Giuseppe Casubolo

MARZAMEMI - Antonio Romeo fu Santoro

MAZARA DEL VALLO - Gaetano Vinci - Via Molo,43 - telf. n.12

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

PORTO EMPEDOCLE - Ditta Vincenzo Brugio - Vicolo Marullo,5 - tel.3

RIPOSTO - Giuseppe Leva fu Giovanni - Via Umberto I - tel.84

SCIACCA - Ludovico Marsala & F. Corso V.Emanuele,63 tel.59

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

TRAPANI - Ditta Pa lo Salvo Greco

SARDEGNA

Rappresentanza: Sigg.Goldstaub Giorgio e Zimbaci Giovanni CAGLIARI - Viale Merello, n.4

Subagenti:

OLBIA - Sigg.Goldstaub Giorgio e Zimbaci Giovanni

PORTO TORRES - " " " "

LA MADDALENA - " " " "

PALAU - " " " "

GOLFO ARANCI - " " " "

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CASTELLAMMARE GOLFO	-	Francesco Plaja Gelanse - Piazza Marina, 40 telefono n.2
LICATA	-	Ditta Enrico Pavitore - Via Principe di Napoli telef. n.3
MARSALA	-	Giuseppe Figlioli e Giuseppe Cambolo
MAZZARINI	-	Antonio Romeo fu Santoro
MAZARA VALLO	-	Gaetano Vinci - Via Molo,23 - telf. n.12
MILAZZO	-	Trifiletti & C° - Via Luigi Rizzo n.1 tel.n.4
PORTO EMPEDOCLE	-	Ditta Vincenzo Brugio - Vicolo Marullo,5 - tel.3
RIPOSTO	-	Giuseppe Leva fu Giovanni - Via Umberto I - tel.84
SCIACCA	-	Ludovico Marsala & F. Corso V.Emanuele,65 tel.59
TERMINI IMERESE	-	Rag.Alfonso Indovina Scialabba - Via Umberto e Margherita, n.67
TRAPANI	-	Ditta Paolo Salvo Greco

<u>SARDEGNA</u>
Rappresentante: Sigg.Goldstaub Giorgio e Tirocci Giovanni
CAGLIARI - Viale Merello, n.[illegible]

<u>Subagenti</u>:

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

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1699

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

RESTRICTED

ALLIED CONTROL COMMISSION

INCOMING MESSAGE

TO: ACC MAIN FOR LUSH INFO FOR LEGG

SIGNAL MESSAGE CENTER No: N53/25

FROM: IBI STUBLEIN FROM LANGUE

CLASSIFICATION: RESTRICTED

REFERENCE No: S 10820

PRECEDENCE: NONE

DATE AND TIME OF ORIGIN: MAY251348

OFFICE OF ORIGIN: GTCS/ASC 292

SUBJECT TO SUPPLIES TO LAMPEDUSA. OUR REFERENCE REO 212 OF 13 MAY. YOUR REFERENCE 5353 FROM LEGG. PERMISSION GIVEN FOR SCHOONER TRAFFIC BETWEEN SICILY AND PANTELLERIA. MAY PERMISSION BE GIVEN FOR TRAFFIC BETWEEN SICILY AND LAMPEDUSA UNDER CONDITIONS SAME AS PANTELLERIA

ACC DIST

ACTION/ ECON SEC 4

INFO / DCC

CA BR

FILE

FLOAT

HEADQUARTERS 26 MAY 1944 A.C.C.

DATE and Time of RECEIPT MAY25 1435B

Distribution:

RESTRICTED

803

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

31

COPY

REF: 5353

IBS

FOOD SUB-COMMISSION

5353

20/5/44:1730

RESTRICTED

PRIORITY

ACC MAIN

FOLLOWING PARAPHRASE OF WIRE RECEIVED FROM FREEDOM SIGNED SACMED PAREN TO IBS FOR STUBBLEBINE FOR HANCOCK FROM ACC MAIN FROM LEGG SIGNED MACFARLANE PAREN QUOTE PARA ONE PD CINC MED SIGNAL ONE THREE ONE TWO ZERO FOUR MAY TO CANNOB CMA PALERMO CMA FO TUNISIA PERMITS CONTINUATION SICILY PANTELLERIA SCHOONER TRAFFIC WITH CONDITIONS ACC SICILY RESPONSIBLE FOR YOUR SUPPLY PD UNQUOTE PD THIS MEANS MAINTENANCE ISLANDS TO CONTINUE FROM SICILY

L. T. MONTANT, JR.
1ST LT. AGD
ADJUTANT

RESTRICTED

COPY

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

30

C O P Y

RESTRICTED

N40/13
RESTRICTED
NONE
IBS STUBBLEBINE FROM HANCOCK
FATIMA FOR LUSH

9498
May
131358
131358
S10444
RED -212

NOB PALERMO DECLINE TO ISSUE SAILING INSTRUCTIONS FOR PANTELLARIA TRAFFIC INCLUDING ACC CIVILIAN SUPPLIES. CONSEQUENT UPON FOLLOWING MESSAGE FROM C INC MED "IT IS NOT CONSIDERED DESIRABLE THAT SCHOONER SHOULD NORMALLY TRADE BETWEEN SICILY AND PANTELLERIA. DIRECT ACC REGION 1 BE ASKED TO CONSIDERPOSSIBILITY OF SUPPLYING PANTELLERIA FROM TUNISIA. UNDERSTAND LAMPEDUSA SIMILARLY AFFECTED. MAY SUITABLE ARRANGEMENTS BE MADE TO COMPLY WITH THIS DIRECTIVE. PRESENT FOOD STOCKS PANTELLERIA AND LAMPEDUSA ADEQUATE UNTIL 30 JUNE.

ACC DISTN

Action...Econ Sec...3
Info.....Dep C C
C A Br
File

RESTRICTED

801

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

23 MAY Recd

HEADQUARTERS
ALLIED CONTROL COMMISSION
Liaison Division
APO 394

20 May 1944

MEMO TO: Colonel Fiske.

1. The procedure for moving schooners to and establishing supply dumps at Formia and Gaeta is as follows:

Request clearance of D.S.T.O. - AAI Rear Admech (Capt. Trevor Royal Navy Tel. 16559 or Foxhole 171) by giving anticipated movement dates and number of schooners for designated ports. Arrange with G-4 PBS for permission to establish dumps in areas designated.

2. This matter was discussed personally with Col. Fuller Transportation, AAI(US) and Lt. Comdr Grimsley (Royal Navy) of the office of the D.S.T.O.

3. This information has been given to Major Cato.

Enoch Brown
ENOCH BROWN,
Maj., C.M.P.,
Allied Control Commission

EB/ac

8011

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

HEADQUARTERS
AMG FIFTH ARMY (FIELD)
A.P.O. 464 U.S. ARMY

19th May 1944.

Subject: Sweeping of Harbours.

To : Colonel Norman E. Fiske,
Deputy Executive Commissioner,
Allied Control Commission.

I am directed by the Executive Commissioner to ask you to consult Colonel Adams, Transportation Sub-Committee, and the Navy, regarding the sweeping of the harbours Gaeta and Formia.

As you know it is considered essential to bring supplies up to these ports and it is desired that schooner traffic to them be resumed as soon as possible.

This letter is being handed to you by Major Cate who will explain in detail what is required.

The Executive Commissioner would be grateful if you will treat this matter as urgent.

A.J. STEWART,
Captain.
P.A. to Executive
Commissioner.

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

U. S. [illegible] 17 MAY Rec'd Equals Nsh SECRET 201 Inc Section 27 Cat B 8063

REAR HEADQUARTERS
ALLIED CONTROL COMMISSION
LEGAL SUB-COMMISSION
APO 394

52752

/rlp.

ACC/4014/8/L. 16 May 1944.

HEADQUARTERS 17 MAY 1944 A. C. C.

SUBJECT : MEMBO Directive on Schooner Pool.

TO : "G" Div, Hq AAI.

1. With reference to our conversation yesterday at AAI Headquarters, I am enclosing a proposed form of General Order which will be effective only in occupied territory. The word "schooner" is used because that is the word used in the papers which were submitted to me. I assume from a nautical standpoint that such word is sufficiently descriptive otherwise the correct nautical description will have to be furnished. In this connection, I call attention to letter 12 May 1944 from the Economic Section ACC to the Shipping Sub-Commission received upon my return today. Reference is made to schooners of 50 tons and under and 50 tons and over.

2. The form of General Order makes reference to competent naval authority inasmuch as that term was used in the above mentioned papers. However, if such naval authority in occupied territory will always be Allied authority, it would seem to be better to include that descriptive term. There may, of course, be small ports where there is no naval authority of any kind in which case the form of General Order will have to be amended and refer to the same delegated authority. It may be that the captain of the port in small ports will act under delegated authority. You will have to advise me as to that.

3. As to the penalty, I have used in the first sentence, the form generally used in all forms or proclamations. I have added a confiscation clause as a warning, although in any event under existing proclamation, in addition to any other penalty, an Allied Military Court may order the confiscation or the forfeiture of the article itself, in this case the schooner, because of wrongful use.

4. While it has never been the policy of this sub-commission to dictate to officers sitting on Allied Military Courts what precise punishments they should impose for violations, nevertheless I would propose that a directive should be issued at the time this order is made effective calling attention to the seriousness of the situation and suggesting that the only way to meet the emergency is by stiff penalties including, when necessary, the forfeiture or confiscation of the vessel.

5. Before suggesting the type of letter that might be sent to AFHQ, I will want to have your comments on enclosed form of General Order particularly from the standpoint of naval and nautical technicalities.

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6. The General Order, of course would have force only in occupied territory. As to territory under the administration of the Italian Government, there seem to be several courses open.

7. First, I would like to call your attention to the provisions of the Armistice terms which include provisions to the effect that all Italian merchant shipping and fishing and other craft, wherever they may be, will be made available in good repair at such places and for such purposes and period as the United Nations may prescribe. Under such terms the Allied naval or shipping authorities would seem to be able to direct through the Italian Government the proper use of these schooners.

8. The Italian law does not appear to cover the situation adequately and the penalties under the Italian Code of Navigation are extremely mild.

9. It may be thought preferable therefore, that the Italian Government through the Naval Sub-Commission or the Shipping Sub-Commission should be requested to promulgate a Royal Decree which should be in as nearly the same form as the General Order when in final form, as is possible under Italian law. If this latter course is followed the Legal Sub-Commission should see the agreed draft of decree before it is submitted to the Council of Ministers for approval.

RICHARD H. WIMER,
Lt. Col., CAC,
Deputy Chief Legal Officer.

Copies to: ROSSO Section,
Economic Section (Attn: Capt Hay).

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25

ALLIED MILITARY GOVERNMENT OF OCCUPIED TERRITORY

GENERAL ORDER NO.____

I

Report of Arrival

The master or the owner of every Italian owned schooner shall report to the competent naval authority at the port of its arrival within 24 hours of the arrival of such schooner within such port.

II

Permits for Outward Voyage

No Italian owned schooner shall depart from any port without its master or its owner having first obtained from the competent naval authority a permit to be stamped expressly authorizing the departure of the schooner from such port.

III

Penalties

Any person violating any provision of this Order shall, upon conviction by an Allied Military Court be liable to punishment by imprisonment or fine or both as the Court may determine, and in addition thereto or in lieu thereof the Court may order the confiscation or forfeiture of the schooner or schooners involved.

IV

Effective Date

This Order will become operative in each Province or part thereof within the Occupied Territory on the date of its first publication therein.

Brigadier
Executive Commissioner
for Chief Commissioner.

Dated. May 1944

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24

HEADQUARTERS
ALLIED CONTROL COMMISSION
R.C. & M.G. Section
APO 394.

Ref/301/24/CA. 6 May 1944.

SUBJECT: Salvage of Shipping.

TO : R.C. Region II.

13

1. Reference your RCA/2064/6 of 28 March 1944.

2. The salvage of shipping in this theatre is the responsibility of the Royal Navy or the United States Navy. The offer of Pierre Luigi's firm referred to in your letter under reference will be brought to the notice of the authorities responsible.

3. The question of salvage of shipping round the coasts of S.Italy, Sicily and Sardinia has been given considerable attention lately by this HQ and it is expected that salvaging operations will be in hand before long.

for NORMAN H. FISHER
Colonel,
Deputy Executive
Commissioner.

Copies to: Economic Sec. (2) - For Public Works & Utilities, and Shipping Sub-Commissions

795

PA

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

201 n

6 MAY Recd

23

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

JBT/ml

ES/15

SUBJECT : Salvage of Shipping. 21

5 May 44

TO : Civil Affairs Branch

1. Reference folio 21 of attached file, salvage of these ships is a matter for the Navy's decision as stated in folio 12. 12

2. Luigi Fiore's offer will be forwarded to the appropriate authorities.

3. See Public Works & Utilities Sub-Commission Comments on your folio 21.

J Bruce Thompson Major RA

J. B. THOMPSON, Major R.A.
G.S.O. 2, Economic Section

see 24

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

201

4 MAY Rec

22

ACC/109/PWU

LAJ/gf

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission

2 May 1944.

SUBJECT: Salvaging of Shipping.
TO : Economic Section, A.C.C.

1. The matter of salvaging shipping is being pushed very actively. A preliminary survey has been made in some of the South Italy ports and the report rendered. This work has been carried out jointly between the Ministry of Public Works and this Sub-Commission. There are two salvage ships in that section of Italy which must be raised before any other operations can be undertaken.

2. At a lengthy conference with the new Minister of Public Works this morning, this was one of the problems discussed and a request was made that the Minister arrange as quickly as possible to have the two salvage ships raised and to have the Hydrographic Section of his Department make a survey of all sunken vessels at the various ports with a list of all su ch vessels including their contents. The Minister will work on this matter with the Italian Ministry of Merchant Marine.

3. At a conference held this afternoon between this Sub-Commission and the Director of our Shipping Sub-Commission, this problem was discussed in some detail, as well as the question of finishing certain ships which are partially completed on shipways. The Shipping Sub-Commission will contact the proper Mediterranean Allied Naval Officers in order to obtain their cooperation and collaboration.

4. This whole matter will continue to receive our serious attention and we hope that some actual salvaging operations will be in hand before long.

L. A. JENNY,
Lt. Col., C.E.,
Director

3 May
3

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

21

Public Works & Utilities S/C

1. Pl. see 17. Folios 10-13 refer.

2. Can this Branch be told of your views on this new proposal?

Should be told
C.A. Branch. 1/5

Should be told — No.

Reasons —

(a) Salvage (decisions as to priorities, value of ships salvaged, feasibility, extent of damage, practicability and etc) can only be dealt with by Salvage experts e.g. R.N. or U.S.N.

(b) They are being consulted by me, now. Verify S.C. — on the whole (very wide) question there is a fundamental point of principle.

(c) It might be better in the particular case to do the work by direct labour, or No contract at all.

(d) Further offer will be brought to their notice

GER
5/5

see 23

BEST COPY POSSIBLE

201.8

26 APR Recd

TO : H.Q. A.C.C. (R.C. & M.G. Section)
(for attn. Economic Section) APO 394.

FROM : Regional Commissioner, A.C.C., Region 5.

SUBJECT : Commercial Traffice in Schooners.

REFERENCE: TPTM/1602/

DATE : 12 April 1944.

1. Reference is made to your letter 16 March 1944, referring to our letter of 18 Feb. 1944.

2. Application is made to G-4 Adv. AFHQ in accord with paragraph (a) of your letter, for the allocation of the following vessels to pool of schooners for inter-island trade, none of which are registered in a schooner or are needed by Army and Navy here:

Schooners under 75 tons are free to enter such a pool by

Schooner Pool

Name	Owner	Tonnage	Pool Registry
S. Andrea	Angelo Grosso (Cagliari)	35	None
Antonietta Madre	"	50	"
Due Sorelle	"	50	"
S. Antocio	"	75	"
Francesco Madre	"	65	"
Impere	Augustino Vallebono (Cagliari)	60	"

Note: Other small boats will probably be available, and names will be added as soon as possible.

3. It is proposed to use these vessels for commercial trade, in the first instance, between Sardinia and Sicily, in available commercial trade. There are no fixed cargoes, so that trips will be made when cargoes are available.

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2. Application is made to G-4 Adv. AFHQ in accord with paragraph (a) of your letter, for the allocation of the following vessels to pool of schooners for inter-island trade, none of which are registered in a schooner or are needed by Army and Navy here:

Schooners under 50 tons are free to enter such a pool by any

Schooner Pool

Name	Owner	Tonnage	Pool Registry
S. Andrea	Angelo Grosso (Cagliari)	55	None
Antonietta Madre	"	50	"
Due Sorelle	"	50	"
S. Antonio	"	75	"
Francesco Madre	"	65	"
Impera	Augustino Vellebono (Cagliari)	60	"

Note: Other small boats will probably be available, and names will be added as soon as possible.

3. It is proposed to use these vessels for commercial trade, in the first instance, between Sardinia and Sicily, in available commercial trade. There are no fixed cargoes, so that trips will be made when cargoes are available.

4. Reference is made to our cable of 31 March 1944, copy of which is attached for your convenience. No answer has been received to date. Authority was requested, with Medbo's approval, for use of the schooners pending the formation of a pool and such other controls as may be established.

MC

M. CA[illegible]
Brigad[illegible]
Regional Comm[illegible]

MC/cm

This letter has not yet been passed to RC or MG Sec
[illegible] key

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

PRIORITY NR 270 CONFIDENTIAL 19

FROM: CABLE FROM CARR.
TO: FATIMA FOR ECONOMIC SECTION FOR ADAMS; INFORMATION TO MEDBO

EIGHT MOTOR SCHOONERS HERE TOTAL TONNAGE ABOUT 400 TONS NET. REQUEST AUTHORITY TO START IMMEDIATE TRADE WITH SICILY. NO POOL ESTABLISHED HERE AND NO APPARENT NEED FOR ABOVE BOATS BY ARMY. YOUR LETTER E. 5/46 DATED 16 MARCH REFERS. ADVISE IF THESE BOATS CAN BE AUTHORISED BY MEDBO FOR INTERISLAND USE PENDING ESTABLISHMENT OF CONTROL. PLEASE CABLE ANSWER AS NEED IS URGENT FOR SULPHUR FROM SICILY.

FELIX J. AULISI CAPTAIN

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

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HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

MH/ml

ES/46

22 April 1944

SUBJECT : Schooners

TO : AMG 8th Army

Reference CA/99 of 16 April 44. MEDBO (Italy) have discussed your plan with the D.S.T.O., who concurs in principle but does not see any necessity to hold up schooners for such reserves. It is stated that with some days notice the question of transport from the Reel as indicated could be arranged.

M. Hoy
Capt. RA.
Staff Officer Economic Section

Copy to:
C.A. Branch
Food Sub-Commission
Transportation Sub-Commission

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

HEADQUARTERS
ALLIED CONTROL COMMISSION
R.C. & M.C. SECTION
APO 394

Ref/201/16/CA

13 April 1944

SUBJECT: Salvage Shipping.

TO : R.C. Region II.

Reference your letter No. RCA/2064/6 of 28 March 1944.

A translation of the letter from Luigi Fiore, Cittadella del Capo dated 21 March, and relating to the above subject, which you transmitted with your letter, has been forwarded to the Public Works and Utilities Sub-Commission for proper consideration.

NORMAN E. FISKE
Colonel
Deputy Executive
Commissioner

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

HEADQUARTERS
ALLIED CONTROL COMMISSION
R.C. & M.G. SECTION
APO 394

Ref/201/15/CA

13 April 1944

SUBJECT: Salvage Shipping.

TO : V.P. Economic Section (for Public Works & Utilities Sub-Comm)

Ref. your memoranda ACC/100/PWO of 4 April 1944.

1. Enclosed herewith for your information is copy of translation of letter from Luigi Fiore, Cittadella del Capo, dated 21 March, on the above subject, forwarded to this Headquarters by the R.C. Region II.

2. Will you please give this letter such consideration as you deem proper.

NORMAN E. FISKE
Colonel
Deputy Executive
Commissioner

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission
APO 394

LAJ/ccb

15

(14)

FOR THE RECORD

ACC/100/PWU

4 Apr. 44.

Subject: Raising of sunken ships and building small coastal vessels.

Early in January I pointed out to the Minister of Public Works that there were many sunken ships in various harbors which should be raised and that there were many small shipyards in this country which should be reactivated to build small wooden ships.

On the 13th. of February the Ministry presented a statement listing 58 ships under construction in various yards and in various stages of completion. The Minister was asked to have proper Italian authorities make a program of rehabilitation of the shipyards and of completing these ships. The Ministry of Public Works would rehabilitate these plants and the Ministry of Merchant Marine would arrange with the owners of these yards for the carrying out of a program of ship construction.

In a recent discussion with a Ministry official he was asked to make a complete list of the plant, equipment and materials available at these plants so that resources may be placed at the disposal of the yards where work will be undertaken.

In February we received a communication from the Regional Commissioner in Sardinia that a shipsalvage firm had raised four vessels there, two of 8,000 tons and two of 6,500 tons capacity and was anxious to continue these operations in other ports, but was stopped by the Italian Navy Commander who claimed it was a navy task and that the civil organization would not be permitted to carry on. The Regional Commissioner wished to know if this was correct and, if so, could not the civil organization be employed elsewhere on similar tasks. This matter was taken up with the Minister of Public Works for such action as they wished to take in this matter.

The Italian Government has since decided that the raising of these ships was a civil matter and, therefore, a matter for the Ministry of Public Works to handle. On 3 April we received a letter from the Minister, addressed to his Public Works representative in Sardinia, advising him that it would be his task to make arrangements for the raising of ships there. On 4 April Lt.-Col. Rhodes, who was going to Sardinia on an inspection tour, took this letter with him. It may, therefore, be expected that operations in Sardinia will soon be continued.

On 24 February 1944, a P.W.&U. representative, while at Reggio, looked into the condition there and reported that 39 ships containing valuable cargoes were sunk in that harbor. The Ministry was asked to make a detail survey there and prepare a program of clearing that port.

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

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See 15K

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On March 26 we received a wire from our representative at Catanzaro, who was familiar with the above, indicating that in addition to Reggio there were sunken ships in Crotone and Vibo Valentia.

On 3 April a representative of the Ministry of Public Works, and of this Sub-Commission, went to these three ports for the purpose of making closer study with a view to establishing a program for raising these ships. There are two salvage ships sunk in the harbor of Reggio and these will no doubt be raised early so as to obtain further salvage equipment.

While on this trip an inspection of Messina will also be made.

At this time we are awaiting some reply from the Ministry as to what program they intend to follow in the rehabilitation of shipyards to build small wooden ships.

L.A. JENNY,
Lt.-Col., C.E.,
Director.

Copy to: Port file,
Shipyards file.

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

were sunken ships in Crotone and vice versa.

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L.A. JERRY,
Lt.-Col., C.E.,
Director.

Copy to: Port file,
Shipyards file.

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

A. CABR

U-2651

HEADQUARTERS
ALLIED CONTROL COMMISSION
REGION II

Ref. ECA/2064/6

28 Mar 44

Subj. Salvage of Shipping

To: Executive Commissioner, R.C. and M.G. Section
ACC Headquarters, Naples.

1. The attached correspondence is forwarded for appropriate action.

G. H. McCaffrey
G.H.McCaffrey
Lt. Col., Inf.
R/C.

CHM/pjh

HEADQUARTERS
1 APR 1944
A. C. C.

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

ALLIED CONTROL COMMISSION
PROVINCE OF COSENZA

1299 12

Ref: Cs/46

SUBJECT: Maritime salvage

26 March 1944.

TO: Region 2

Forwarded for your consideration, it would appear that salvage of these ships would be useful, but rather than ~~our~~ these persons should become the owners of these ships which are Allied property, he might be employed to put them in order on the Allies behalf. I immagine it is a matter for the Navy's decision.

Lt.Col.E.H.J.Nicolls
P.C.Cosenza Province

see 23

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

A. M. G. O. T.
COSENZA PROV. HEDQUARTERS
OFFICE OF ECONOMICS & SUPPLY

COSENZA 24/3/44

OGGETTO: Maritime Salvage

1) Attached translation of a letter from the Firm of FIORE Luigi, of Cittadella del Capo, dated 21/3/44, regarding the above.

2) I was approached in this matter as FIORE is a personal acquaintance of mine.

3) S. EUFEMIA LAMEZIA and SAPRI are on the West Coast, slightly South and North of Cosenza Province respectively. Practically speaking, the request embraces the entire western seaboard of Cosenza Province.

Hugh O'Neill
Supply Officer Capt

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greatly relieve the maritime coastal traffic, especially in this moment of need for supplies for the civilian population.

And whereas, in spite of the urgent application by the undersigned Firm to the competent Authorities, between 9/11/43 and now much loss and damage has been incurred by vandalism, neglect and bad weather, to the great disadvantage of the Nation, the National Economy and the general interests.

The undersigned Firm has the honour to repeat the request that there should be no objection ("nulla osta") ~~to the recuperation~~ to the recuperation of the said materials, according to Articles 501 and following Articles of the "Codice della Navigazione", in order that work may be started as quickly as possible, to remedy and restrict the damage sustained.

Therefore a "nulla osta" is requested for the following concession scheme:

1) The Firm Piero Luigi is authorised to recover and salvage all nautical material and accessories, if necessary by demolition, in the maritime zone from S.Eufemia Lamezia to Sapri inclusive, and in the coastal zone as far as concerns abandoned or wrongfully recovered material, that may be utilisable in the interests of the undertaking;
2) The concessionary Firm is authorised to restore the vessels to efficiency to the greatest possible extent, and to use them to relieve coastal, maritime and land transport;
3) The concessionary Firm undertakes to place at the disposal of the Allied Command (if need be for civilian transport) the vessels restored to efficiency; freight to be agreed;
4) The concessionary Firm is authorised, in case of need, to call on the intervention of the Police Force, for the protection of material recovered and to be recovered.

In consideration of the foregoing, and in the conviction of being able to alleviate the damage so far sustained, the undersigned hopes that the usual good sense of A.M.G. will predominate, so that the "nulla osta" will be granted.

Yours etc.

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

6326

CONFIDENTIAL

ALLIED CONTROL COMMISSION

INCOMING MESSAGE

1 APR Recd

C.A.B.

MSG CENTER NO : 44/31

CLASSIFICATION: CONFIDENTIAL

PRECEDENCE : PRIORITY

FROM : FARIS SIGNED CARR

TO : FATIMA FOR ECONOMIC SECTION FOR ADAMS.

INFO : EXDEC RPTD NELDEC

DATE/TIME REC'D: MAR 31 18C80A

DATE/TIME SENT : 312141

REFERENCE NR : EM1767

CITE : AG270

8 MOTOR CATHCONERS HAVE TOTAL TONNAGE ABOUT 400 TONS NET. REQUEST AUTHORITY TO START IMMEDIATE TRADE WITH SICILY NO POOL ESTABLISHED HERE AND NO APPARENT NEED FOR ABOVE BOATS BY ARMY. YOUR LETTER MS/46 SIXTEEN MARCH REFERS. ADVISE IF THESE BOATS CAN BE AUTHORIZED BY CHEDO FOR INTER ISLAND USE PENDING ESTABLISHMENT OF CONTROL. PLEASE CABLE ANSWER AS NEED IS URGENT FOR SULPHUR FROM SICILY.

HEADQUARTERS
1 APR 1944
A.C.C.

ACC DISTRIBUTION:

Action - Com. Lee - 3.
Info - Dep. CC
- CAB.
- File
- Float.

CONFIDENTIAL

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File

HEADQUARTERS
ALLIED CONTROL COMMISSION
R.S. & M.G. Section
APO 394

Ref/201/ /CA

26 February 1944.

SUBJECT: Motor Vessels for the Benadir Coast

TO : Civil Affairs Branch, HQ East African Command

1. Reference your memorandum to us EAO/2107/22/P of 13 January 1944 regarding an application by a Mr. FABIANO HENDEL to proceed to Sicily to acquire a fleet of motor vessels to operate between Aden and Mombasa.

2. Enquiries made in Sicily show that there is no possibility of Mr. Hendel being able to acquire any boats in the Island due to the few number available being actively engaged in work under Allied Control Commission supervision. Furthermore due to lack of wood, no boat building facilities are available.

NORMAN E. FISKE,
Colonel, Cavalry,
Deputy Executive
Commissioner.

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2995

Econ Sec

ASA/jc

ALLIED MILITARY GOVERNMENT
SICILY REGION HEADQUARTERS
APO 394

File: RES 560

3 February 1944

SUBJECT: Motor Vessels for Benadir Coast.

Capt Hay

TO : Headquarters A.C.C.

1. In reply to your Ref/324 of 28 January 1944: not more than a half dozen motor sailing boats of 200-300 tons are available in Sicily, and they are all at present urgently needed there, for civilian use in the western end of the island (under AMG control) and for 8th Army use in the eastern end.

2. Due to lack of wood, only four boats are being built (under 30 tons each) in the island, and without imports of wood no more can be built.

3. It is stated that at Taranto ships such as those desired, belonging to the Italian Merchant Marine, may be obtainable.

For the Regional Civil Affairs Officer:

A.S. Alexander

A.S. ALEXANDER,
Major, M.I.,
Director, Economics
and Supply Division.

What is this?

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copy

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HEADQUARTERS
ALLIED CONTROL COMMISSION
APO 394

ET/AMG/mrd

Ref/324.

28 January 1944

SUBJECT: Motor Vessels for Benadir Coast

TO : R.C.A.O., Region I

1. This Headquarters have had a request from Civil Affairs Branch, Headquarters, East Africa Command for permission to allow a certain individual to proceed to Sicily for the purpose of acquiring a fleet of six or eight motor sailing boats of 200-300 tons loading capacity to operate between Aden and Mombasa.

2. Information is requested as to whether or not it is possible to obtain boats of this size in Sicily, or if not, whether any ships of this size can be built there at this time.

(Undecipherable signature) s/

CHARLES M. SPOFFORD
Colonel, G.S.C.
D/ C. of S. (C. & S.I.)

778

1722