

Declassified E.O. 12356 Section 3.3/MND No. 785020

Acc

10000/124/38

MERCH-

10000/124/38

MERCHANT MARINE

PERS-II

SECRET

Office of the Commander-in-Chief,
Mediterranean,
Allied Force Headquarters,
11th March, 1945.

Mod. 45/0060/15

THE NAVY SUB COMMISSION, HEADQUARTERS ALLIED COMMISSION.

(Copies to: The Commander United States 8th Fleet
The Flag Officer Taranto Adriatic & Liaison Italy
The War Shipping Administration
The Ministry of War Transport
The Economic Section, Allied Commission)

ITALIAN MERCANTILE MARINE - PROPOSED TRANSFER OF

With reference to your letter N3C/1701 dated 24th February, 1945, it is confirmed that the position remains unchanged from that existing in June 1944 when a similar proposal was refused.

2. Apart from the operational reasons which make it essential that the Italian Mercantile Marine should remain under the Italian Minister of Marine, any transfer of control might possibly interfere with the implementation of Peace Terms.

for ADMIRAL

5531

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

SECRET
S-E-C-R-E-T

MSC/1701
24 February 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To: Commander-in-Chief, Mediterranean.
Subject: Italian Mercantile Marine - Proposed Transfer of.
Enclosure: (A) Copy translation Ministry of Transport ltr 2197/
4.L-114-539 of 11 February 1945.

1. Enclosure (A) requested the Allied Commission to consider the transfer of the Italian Mercantile Marine from the Ministry of Marine to the Ministry of Transport. It has been proposed to advise the Ministry of Transport that this is a matter for determination by the Italian Government.

2. In view of the fact that the Italian Mercantile Marine is operated under the provisions of paragraph 5 of the Cunningham - de Courten Agreement, the Economic Section, Hq. AC has been advised that the proposed transfer should not be approved without authority from the Naval Allied Commander-in-Chief, Mediterranean, particularly on account of the operational requirements.

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

Copy to:
ComSTH FLEET
POTALI-TARANTO
WSA
EST
ECONOMIC SECTION, AC.



5530

1 MAR 1945

MINISTERO DEI TRASPORTI
GABINETTO

ROME, 8th of Feb. 1945.

Subject: Competence of the Ministry of Transports.

To Col. E. D. Densmore

Allied Commission

Rome.

As it is known with the Decree Luogotenenziale of the 12th of December 1944 No. 713, the Ministry of Communications was divided into two distinct Ministries, the Ministry of Transport and that of the Poste e Telecomunicazioni.

During the appropriate determinations of the services and competences of the new Ministries, this Ministry assenting to the often repeated requests of the Italian Shipowners and of the Aeronautics Associations, verbally and by the press, proposes that the services of the Mercantile Marine and that of the Civil Aviation be attached to this Ministry.

In Italy, the "Sottosegretariato" of the Mercantile Marine has, indeed, always been dependent of this Ministry of Transport, before that this Ministry has been absorbed by the Ministry of Communications.

Only with the Royal Decree of the 1st. of November 1943 N.4/B, in consequence of the measures taken by the Military Allied Government on all Mercantile Fleet, was provided for a temporary passage of the same "Sottosegretariato" to the War Navy.

The service of the Civil Aviation had, then its original source from the Ministry of Transports, and only in consequence of the military arrangement of the past regime, was detached and joined to the Air Ministry as an activity of minor importance.

Such is, nevertheless, the arrangement of most progressive democratic countries.

Consequently, a reorganization of the administration of Transport, moreover now that transport represent the most vital exigency of this country, it is necessary that both the services of the Mercantile Marine and that of the Civil Aviation, should return to depend upon this Ministry.

To co-ordinate the scarce means presently at disposal a "Comitato Interministeriale" has already been constituted within this Ministry (as previous note of the 27th of January 1945 N. 1655/UL/118.B) but the co-ordination of the means is not easy when various administrations interfere, and is inadequate to the necessities, if an impulse is not given to increment the reconstruction and development of the same means.

Such activity will not be in condition to begin and brought to a good end otherwise than with an administration that comprehends all the services in matter of transports with relative responsibility.

The problem then, is not only of co-operation, but of unison.

Meanwhile, before proposing such unison, this Ministry will appreciate an advise from that Commission.

THE MINISTER

5528

2

4 23 Feb C.S.O.
Economic
Section.

The Italian Mercantile Marine is operated by the Naval Allied CINC-Mediterranean through MEDBO under the provisions of paragraph 5 of the Cunningham Agreement. The Italian Director General of the Merchant Marine is under the Ministry of Marine. While the Navy Sub-Commission concurs in the view that ultimate organization is a matter for the Italian Government, no changes should be authorized without approval from CINC-MED., particularly on account of operational requirements.

Navy
Sub-Comm.
No.
NSC/1696

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

Subject:

3rd. Endorsement

On: CSC. E/S ~~16 Feb~~ "Routing and Work Sheet" dated 16 February
reference Ministero Dei Trasporti ltr of 8 Feb 45 to Col Densmore
subject re: Competence of the Ministry of Transports.



1 MAR 1945

Pass 11

5527

(STA. 121/83)

PSSN/615/2-44/20,000 + 20,000

NAVAL MESSAGE

S. 1320d.

(Established—May, 1930)
(Revised—January, 1933)

To:

FOZALI (R) FOLMI BRIGADA

FROM:

FOZALI ROME

(9)

SECRET.

MINISTRY OF MARINE WISH TO SEND PARTY OF ABOUT 15 SWIMMERS OF CAVALRY
SECTION OF ASSAULT GROUP 'O BATTLESHIP' IN BETTER LAKE TO CONTINUE
SWIMMING TRAINING IN WATER. MAY YOU ANY OBJECTION.

-151732A.

5526

DIST. 3, 4, 9, 10, 12.

CZMER T.P.

T.O.D. 1735

DATE 15-4-45.

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1350
16 December 1944.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine - ROME.
Subject: Italian Merchant Seamen - Registry or Engagement of.

1. For the information of the Ministry of Marine, the President of the Italian Council of Ministers has been informed that there is no objection to the re-establishment of Engagement or Registry Offices for the Italian merchant seamen under the Port Captaincies, provided no fees are charged and no monopolies are created over the process of employment.

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



5525

19 DEC 1944

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1261
28 November 1944.

From: Navy Sub-Commission, Hq. Allied Commission.
To: Commander-in-Chief, Mediterranean, Naples.
Subject: Italian Merchant Seamen - Registry or Engagement of.

1. As a result of a conference held on 10 November 1944, between representatives of MEDCO, acting for the Commander-in-Chief, Mediterranean, the Labor Sub-Commission, AC and the Navy Sub-Commission, AC, the President of the Italian Council of Ministers has been informed that there is no objection to the re-establishment of Engagement or Registry Offices for Italian Merchant seamen under the Port Captaincies, provided that no fees are charged and no monopolies are created over the process of employment.

H. T. KIRBY,
Commodore, U. S. Navy,
for Chief, Navy Sub-Commission, A.C.

Copy to:
Com. U.S. EIGHTH FLT.
FOYAL-TARANTO
FONAM
SNORSY
LABOUR ST, H. AC.
MEDCO



5 DEC 1944

5524

HSC/1176

28 November 1944.

My dear Mr. Prime Minister:

In reply to your letter No. 10616/13.8 of 2 August 1944, there is no objection to the re-establishment of Engagement or Registry Offices for Italian seamen under Port Captaincies, provided, as stated in your letter No. 16612/10616/23.8 of 16 October 1944, no fees are charged and no monopolies are created over the process of employment.

The interested Allied authorities will be informed accordingly.

Yours very truly,

KERRY R. STONE
Commodore, USNR
Chief Commissioner

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

5523

21 NOV 1944

30 NOV 1944

Mailed to
P.M.

From: MINISTRY OF MARINE
 To : F.D.L.I. - Rome
 Date: 21.10.44
 Ref.: 5803

Subject: Seamen, Natives of Trieste and Istria.

As your Command is aware, for some time the Port Security Officers at Bari and Taranto do not allow seamen who are natives of Trieste and Istria to embark in Italian ships, and they are struck off the Crew list.

Consequently, in this manner the work of de-naturalization carried out by Yugoslav agents is facilitated.

This Ministry, for example, is in possession of statements signed by seamen from the above areas who, induced by their desperate situation due to unemployment, are obliged to accept being taken on in Yugoslav ships and have signed documents in the Croatian language - considered to be bonafide signing - on papers - which were really renouncements of their Italian citizenship.

This giving up of citizenship is not legally valid, but it is indicative of the illegal systems used against Italian citizens and of the inconveniences caused by the instructions emanating from the Port Security.

(Sgd) THE MINISTER



DC/P

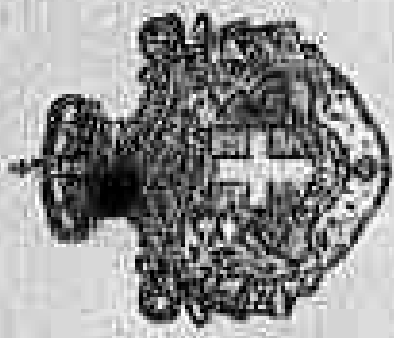
5522

Prop
11

FILE

www

1304



Ministero della Marina

GABINETTO

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Prot. N. 5808 Allegato

21 OTT. 1944

Roma

Al F.O.I.I.

ROMA

ARGOMENTO: Marittimi nativi di Trieste e dell'Istria. =

SEGRETO

Come è noto a codesto F.O.I.I. da vario tempo i Port Security di Bari e Taranto non permettono l'imbarco su navi italiane ai marittimi nativi di Trieste e dell'Istria che vengono depermati dalle liste d'imbarco. =

Ne consegue che è in questo modo facilitata un'opera di snazionalizzazione effettuata da agenti jugoslavi. =

Questo Ministero è, per esempio, in possesso di deposizioni firmate da marittimi della zona denuncianti che, indotti dalla miseria dovuta alla disoccupazione, sono stati costretti ad accettare l'imbarco su navi jugoslave ed hanno firmato documenti redatti in lingua croata - ritenuti in buona fede contratti d'imbarco - che erano invece rinnovati a cadenza italiana. =

Questi atti di rinuncia alla cittadinanza non sono validi giuridicamente, ma sono invece di sistemi illegali usati contro cittadini italiani e degli inconvenienti prodotti dalla su citate disposizioni emanate dal Port Security. =

5521

ARGOMENTO: Marittimi nativi di Trieste e dell'Istria. =

SEGRETO

Come è noto e codicato F.O.I.I. da vario tempo i Port Security di Bari e Taranto non permettono l'imbarco su navi italiane ai marittimi nativi di Trieste e dell'Istria che vengono depennati dalle liste d'imbarco. =

Ne consegue che è in questo modo facilitata un'opera di snazionalizzazione effettuata da agenti jugoslavi. =

Questo Ministero è, per esempio, in possesso di deposizioni firmate da marittimi della zona denuncianti che, indotti dalla miseria dovuta alla disoccupazione, sono stati costretti ad accettare l'imbarco su navi jugoslave ed hanno firmato documenti recati in lingua croata - ritenuti in buona fede contratti d'imbarco - che erano invece rinunciati alla cittadinanza italiana. =

Questi atti di rinuncia alla cittadinanza non sono validi giuridicamente, ma sono indice di sistemi illegali usati contro cittadini italiani e degli inconvenienti prodotti dalle sue citate disposizioni emanate dai Port Security. =

IL MINISTRO

[Handwritten signature]

NSC/1174
20 November 1944.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine - ROME.
Subject: Embarkation of Italian Merchant Seamen on Allied
and Italian Ships.
Reference: (a) Ministry of Marine ltr 692/FO dated 30 September 1944.
(b) Ministry of Marine ltr 5808 dated 21 October 1944.

1. Reference (a) stated that the Port Security Officer, Naples did not allow an Italian First Officer to embark on merchant vessel CAMPIDCGLIO and requests that consideration be given to cancellation of present security regulations in favor of an arrangement by which merchant seamen would be vetted jointly by the Allied Port Security Officer and the Italian Captaincies of the Port. Reference (a) further states that "all merchant seamen from German-occupied territory are forbidden to embark on Italian or Allied ships."

2. Reference (b) states that Port Security Officers have not allowed seamen who are natives of Trieste and Istria to embark in Italian ships.

3. As the Navy Sub-Commission is not aware of the circular mentioned in paragraph 1 of reference (a), definite comments in regard to its terms are not possible. If available, it is requested that a copy be forwarded to this office. However, the current port security regulations of which this office is cognizant do not indicate that all merchant seamen from German-occupied territory are forbidden to embark on Italian or Allied ships or that seamen from certain areas, such as Istria or Trieste, are forbidden to embark on Italian ships.

4. Such regulations permit Italian seamen to sign on Allied controlled ships (other than Italian ships) when their services are required to replace original crew members and when they hold Italian Seamen's Books issued in Allied Occupied Italy. Naturally, each merchant seaman who is a candidate for a position on an Allied Controlled ship, is vetted carefully by an Allied Security Officer at which time consideration is given to his past associations and the length of time he has been in occupied Italy.

5. In regard to Italian vessels, any Italian seamen may be signed on such ships subject to satisfactory vetting. At the time of



HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1174
20 November 1944.

Subject: Embarkation of Italian Merchant Seamen on Allied and Italian
Ships.

vetting, each individual case is decided on its own merits and while it is unavoidable that seamen from certain areas will be viewed with more suspicion than others, this office has been unable to discover any regulations which expressly forbid the employment of seamen from specific areas.

6. After careful consideration of the proposal contained in paragraph 3 of reference (a), it has been determined that the existing instructions and procedure for the vetting of merchant seamen cannot be modified at this time.

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



5519

30 NOV 1944

HEADQUARTERS ALLIED COMMISSION
APO 394
LABOR SUB-COMMISSION

JOB/maa

10 November 1944

TEL: 478,904

REF: 091.4692

SUBJECT: Employment Offices for Italian Merchant Seamen
and Establishment of Port Captaincies

TO : Navy Sub-Commission

1. The Labor Sub-Commission will raise no objection to the establishment of the Offices of Port Captaincies nor to the registration of seamen through the Personnel Section of that Office, providing these Port Captaincies charge no fees, and such registration will not result in a monopoly of employment process.

Junius R. Smith
JUNIUS R. SMITH
Colonel, QMC
Acting Director
Labor Sub-Commission

5518

SECRET

ALLIED FORCE HEADQUARTERS
Office of the Assistant Chief of Staff, G-2.

3 November 1944.

GBI, 389.506/52.

SUBJECT: Italian Merchant Seamen.

TO : Flag Officer Liaison, Italy,
Allied Control Commission, H.Q.
ROME.

1. Reference your L.25/8 of 27 October 1944.
2. A reply was sent on 20 Oct 44.
3. However, as this reply has apparently gone astray, a copy of it is attached with relevant documents.

For the Assistant Chief of Staff, G-2:

M. L. Fisher, Capt.

for
S.S. HILL-DILLON,
Colonel, Gen. Staff,
G-2 (C.I.) Section.

Incl.



5517

SECRET

~~SECRET~~

COPY

ALLIED FORCE HEADQUARTERS
Office of the Assistant Chief of Staff, G-2.

B-369.506/52

20 October 44.

SUBJECT: Italian Merchant Seamen.

TO : Flag Officer Liaison Italy,
ROME.

1. In reply to your minute II, ref L.25/8 dated 7 Oct 44, to Ministry of Marine letter dated 30 Sep 44 (returned herewith).

2. Attached are copies of our Port Security Instructions (Italy) Nos. 551 and 557.

3. From the former, it will be observed that Italian seamen may be signed on Allied controlled ships only if their Seamen's Books are issued in Allied occupied Italy; but that any Italian seaman may be signed on an Italian ship, subject to satisfactory "vetting".

4. Instruction 557 deals specifically with coastal craft, and includes no restriction as to place of issue of a Seaman's Libretto.

5. These regulations are considered to be well justified in the interests of security, and have not in practice resulted in any considerable difficulty or inconvenience to shipping. The full circumstances of the case of First Officer MARCHI are not known. The probability is, however, that despite the fact that he could have been signed on an Italian ship in an emergency (subject to "vetting", for which there may not have been time) there was a more readily acceptable officer available instead.

For the Assistant Chief of Staff, G-2.

5516

(Sgd) ?????

for S. S. HILL-DILLON,
Colonel, GS,
G-2 (CI) Section.

~~SECRET~~

OFFICE COPY

FLAC OFFICER LIAISON ITALY
ALLIED COMMISSION
HEADQUARTERS, ROME.

29 OCTOBER 1944.

No. 1. 25/8
NSC 10730

AFHQ. OFFICE OF ASSISTANT CHIEF OF STAFF,
G-2.

ITALIAN MERCHANT SEAMEN

Reference: Your letter B-389.506/52 of 20 October 1944.

Referenced letter has been received without papers
mentioned in paragraphs 1 and 2.

(Sgd.) I. M. PALMER.

for REAR ADMIRAL

5515

HEADQUARTERS
ALLIED CONTROL COMMISSION
LABOR SUB-COMMISSION
APO 394

25 October 1944

Ref lat. 14692

SUBJECT: Employment of Merchant Seamen through Port
Captains.

TO: Navy Sub-Commission, ACC

1. Your letter of 21 October re the above
subject makes no reference to letter of this Sub-Commission
dated 3 October on the same subject, and copy of the
latter letter is herewith attached for your further
reference.

Junius R. Smith
JUNIUS R. SMITH
Colonel, QMC
Acting Director
Labor Sub-Commission

5514

COPY

HEADQUARTERS
ALLIED CONTROL COMMISSION
LABOR SUB-COMMISSION
APO 394

JMA/fg

3 October, 1944

SUBJECT: Employment Offices for Italian Merchant Seamen.
TO: Navy Sub-Commission, ACC

1. With reference to the letter of the Chairman of the Mediterranean Shipping Board concerning the reinstitution of Port Captaincies as the Employment Offices for Italian Merchant Seamen, this Sub-Commission still holds to the policy set forth in letter of 30 August 1944 (LAB 901.411) addressed to the Navy Sub-Commission.

2. As stated in the above letter, the Port Offices were abolished because of complaints against their personnel and practice particularly in the type of control and in alleged fee-charging. The new Regional and Provincial Labor Offices, in cooperation with Social Security agencies, are in position to operate Special Port Offices wherever necessary and to give uniform, impartial, and full services to all types of job-seekers and employers, hold in job placement and social insurance.

3. It is repeated, that any change desired by the Italian Government should be proposed as a part of the basic law regulating Labor Offices, and not as a request to reestablish old offices now outside of the present system.

J. T. R. BAIN, Colonel
Director, Labor Sub-Commission

Copies to:

Economic Section ACC
R.C. Southern Region
Ministry of Industry, Commerce and Labor

5513

HEADQUARTERS
ALLIED CONTROL COMMISSION
NAVY SUB-COMMISSION
APO 394

NSC/1033B

21 October 1944.

From: Navy Sub-Commission, Hq. ACC.
To : Labor Sub-Commission, Hq. ACC.
Subject: Employment of Merchant Seamen through Port Captains.

1. Your letter LAB. 4692 of 17 October 1944, referred to the Navy Sub-Commission, ACC, a copy of the Ministry of Marine letter Prot 700/P of 2 October 1944 for action. As stated therein, the matter has previously been under discussion and a copy of Labor Sub-Commission letter LAB 091.411 of 30 August 1944, was referred to the Commander-in-Chief, Mediterranean to the MEDBO for comment. The original letter from MEDBO of 15 September 1944, and a copy of Commander-in-Chief, Mediterranean letter MED. 0060/8 of 30 September 1944 were delivered to Colonel BAIN by hand with the understanding that a reply would be made by the Labor Sub-Commission, ACC.

2. As no reply has been received, this Sub-Commission is unable to take any action on your letter of 17 October 1944, until a reply is made or the correspondence referred to above is returned to the Navy Sub-Commission, ACC.

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



22 OCT 1944

5512

ALLIED FORCE HEADQUARTERS
Office of the Assistant Chief of Staff, G-2

B-389.506/52

20 October 44

SUBJECT: Italian Merchant Seamen.

TO : Flag Officer Liaison Italy, ✓
ROME.

1. In reply to your minute II, ref L.25/8 dated 7 Oct 44, to Ministry of Marine letter dated 30 Sep 44 (returned herewith.)
2. Attached are copies of our Port Security Instructions (Italy) Nos. 551 and 557.
3. From the former, it will be observed that Italian seamen may be signed on Allied controlled ships only if their Seamen's Books are issued in Allied occupied Italy; but that any Italian seaman may be signed on an Italian ship, subject to satisfactory "vetting."
4. Instruction 557 deals specifically with coastal craft, and includes no restriction as to place of issue of a Seaman's Libretto.
5. These regulations are considered to be well justified in the interests of security, and have not in practice resulted in any considerable difficulty or inconvenience to shipping. The full circumstances of the case of First Officer MARCHI are not known. The probability is, however, that despite the fact that he could have been signed on an Italian ship in an emergency (subject to "vetting", for which there may not have been time), there was a more readily acceptable officer available instead.

For the Assistant Chief of Staff, G-2.

5511



Handwritten signature: S.S. Hill-Dillon
S.S. HILL-DILLON,
Colonel, GS,
G-2 (CI) Section.

605, 10-11-44

ITALIAN MERCHANT SHIPS IN OCCUPIED
TERRITORY.

(Ministry of Marine's Letter No. 692/40 of 30th
September, 1944.)

II.

No. L.25/8.

G.2. (G.L.)
ALLIED FORCE HEADQUARTERS.

Referred. Your remarks would be appreciated

2. It is requested that a copy of any instructions
issued on this subject be furnished.

S. N. BLACKBURN

~~Det~~ I. M. PALMER

for REAR ADMIRAL.

NOTE.
7th October, 1944.

RD ✓
24/10

6510

OFFICE COPY

FLAG OFFICER LIAISON, ITALY,
ALLIED CONTROL COMMISSION,
HEADQUARTERS,
ROME.

27th October, 1944.

No. L.25/8.

G.2. (C.I.)
ALLIED FORCE HEADQUARTERS.

ITALIAN MERCHANT SEAMEN IN OCCUPIED
TERRITORY.

An early reply to my letter No.25/8 of 7th
October, 1944, would be appreciated.

A. J. HARVEY

for REAR ADMIRAL.

20/11

From: MINISTRY of MARINE (Cabinet)
 To: F.O.L.I. - Rome
 Date: 30.9.44
 Ref.: 592/FO

Subject: Prohibition for Merchant Seamen from
 German-occupied Territory to embark.

1) On 29th Aug. the Counter Intelligence Corps-Port Security Office-Naples did not allow First Officer Capt. (long service) MARCHI Guido di Vittorio, 1905 Class Service N° 13616 of Trieste, to embark aboard M/V "CAMPIDOGGIO".

The R. Captaincy of the Port at Naples contacted C.I.C. direct to find out the reason for this and so were informed that, in a recent secret circular from Allied Supreme Command to come into effect immediately, all Merchant Seamen from German-occupied territory are forbidden to embark in Italian or Allied Ships.

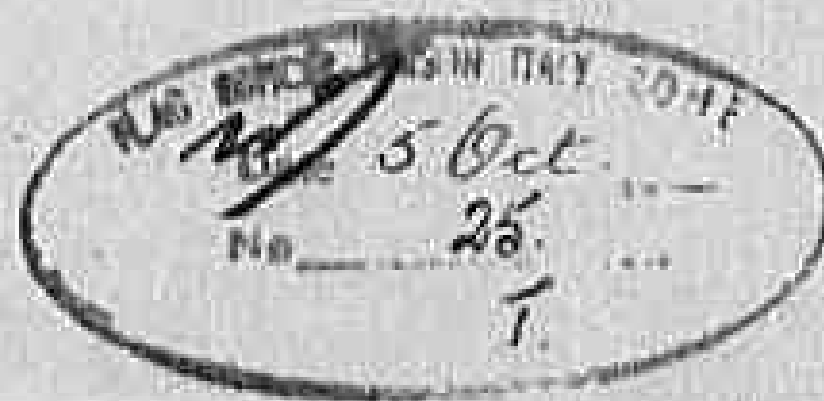
The circular states that as and when territory is liberated Merchant Seamen there will be given an opportunity to embark after being screened by the Police in each case.

2) This Ministry desires to point out that the above order severely hits a large number of Merchant Seamen who are now far away from their families and homes, many of whom have voluntarily passed through serious danger to collaborate with the United Nations Merchant Navies, depriving them of any chance of making a living.

3) It is suggested therefore that the Authorities concerned be approached to cancel this order in view of the critical situation of these men who, without means, find that they are unable to exercise their profession, substituting it by an arrangement whereby the R. Captaincies of the Port, in conjunction with the various Port Security Offices of C.I.C., examine each case attentively and be considered competent, after the proper screening, to declare these Merchant Seamen as fit or otherwise to embark.

(Sgd) THE MINISTER

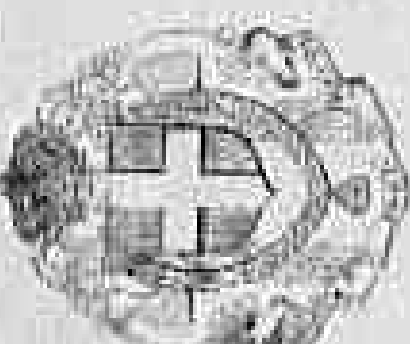
FILE



Off. 29

Roma 30 SET 1944

Al F.O.L.I. = ROMA =



Ministero della Marina

GABINETTO

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Dir. V. 692/1000

ARGOMENTO: Proibizione imbarco marittimi appartenenti Compartimenti territorio ancora occupato dai tedeschi.

1. Il 29 Agosto il Counter Intelligence Corps - Port Security Office - di Napoli ha proibito l'imbarco sul P/fo "CAMPIDUGLIO" della Società di navigazione "Adriatica" al 1° Ufficiale Capitano di Lungo Corso MARCHI Guido di Vittorio, cl. 1905 matr. 13616 di Trieste.

La R. Capitaneria di Porto di Napoli, allo scopo di accertare il motivo del provvedimento, ha preso subito contatto diretto con il predetto C.I.C. e così è venuto a conoscenza che, in base ad una circolare segreta recentissima, emanata dal Comando Supremo Alleato, con effetto immediato viene proibito l'imbarco sulle navi italiane e su quelle alleate indistintamente a tutti i marittimi appartenenti ai Compartimenti esistenti nel territorio ancora occupato dalle forze tedesche.

La circolare precisa che, man mano che verranno liberati i territori, sarà data ai marittimi di cui trattasi la possibilità d'imbarco previo, beninteso, accertamenti di polizia, caso per caso.

2. Questo Ministero desidera far presente che il predetto provvedimento colpisce in modo grave un numero notevole di marittimi attualmente lontani dalle loro famiglie e residenze, spesso volentieri accorsi, attraverso gravi pericoli, a collaborare con la Marina Mercantile delle Nazioni Unite, privandoli di ogni possibilità di sostentamento.

3. Si prospetta pertanto l'opportunità di interessare le competenti Autorità affinché il provvedimento sia revocato, facendo presente la situazione gravissima ed insostenibile dei marittimi che, senza mezzi, si vedono così preclusa ogni possibilità di eser-

ARGOMENTO: Proibizione imbarco marittimi appartenenti Comparti-
menti territorio ancora occupato dai tedeschi.

1. Il 29 Agosto il Counter Intelligence Corps - Port Security Office - di Napoli ha proibito l'imbarco sul P/fo "CAMPIDUGLIO" della Società di navigazione "Adriatica" al 1° Ufficiale Capitano di Lungo Corso MARCHI Guido di Vittorio, cl.1905 matr. 13616 di Trieste.

La R. Capitaneria di Porto di Napoli, allo scopo di accertare il motivo del provvedimento, ha preso subito contatto diretto con il predetto C.I.C. e così è venuto a conoscenza che, in base ad una circolare segreta recentissima, emanata dal Comando Supremo Alleato, con effetto immediato viene proibito l'imbarco sulle navi italiane e su quelle alleate indistintamente a tutti i marinai appartenenti ai Compartimenti esistenti nel territorio ancora occupato dalle forze tedesche.

La circolare precisa che, man mano che verranno liberati i territori, sarà data ai marittimi di cui trattasi la possibilità d'imbarco previo, beninteso, accertamenti di polizia, caso per caso.

2. Questo Ministero desidera far presente che il ⁵⁵⁴⁸prevalente ~~prevalente~~ ^{men-}to suesposto colpisce in modo grave un numero notevole di marittimi attualmente lontani dalle loro famiglie e residenze, spesso volontariamente accorsi, attraverso gravi pericoli, a collaborare con la Marina Mercantile delle Nazioni Unite, privandoli di ogni possibilità di sostentamento.

3. Si prospetta pertanto l'opportunità di interessare le competenti Autorità affinché il provvedimento sia revocato, facendo presente la situazione gravissima ed insostenibile dei marittimi che, senza mezzi, si vedono così preclusa ogni possibilità di esercitare il loro mestiere, sostituendo una disposizione per cui le RR. Capitanerie di Porto d'accordo con i vari "Port Security Offices" del C.I.C. esaminino attentamente caso per caso e siano competenti, dopo esperite le indagini opportune, a dichiarare idonei o non idonei all'imbarco i marittimi di cui trattasi.

IL MINISTRO

James

S E C R E T

ALLIED FORCE HEADQUARTERS
Forward Counter Intelligence
Office of the A. C. of S., G-2
C.M.F.

31 May 44.

PORT SECURITY INSTRUCTION No. 551 (ITALY).

SUBJECT: Merchant Seamen - Italian.

TO : See Distribution.

1. Port Security Instruction No. 551 (Italy) dated 2 Feb. 44 is hereby cancelled and the following substituted.

2. ALLIED CONTROLLED SHIPS.

In cases of emergency, Italian seamen will be allowed to sign on Allied controlled ships (other than Italian ships) e.g. - to replace original crew members discharged to hospital; desertion etc.

a. Only seamen will be permitted to sign on who are registered in Allied Occupied Italy. i.e. - those holding Italian Seamen's Books issued in Allied Occupied Italy.

b. Each Italian seaman must be interrogated and vetted - as far as possible - by the P.S.O. or F.S.O. before being allowed to sign on.

c. Port Interrogation Report (S.I.6.) will be submitted to this office immediately. In this report, the length of time the seaman has been in Allied controlled Italy will be carefully gone into, also if he has sailed in ships for Germany since the Armistice with Italy.

5507

3. ITALIAN SHIPS.

a. Small vessels and schooners will be dealt with as laid down in Port Security Instruction No. 557 (Italy). Weekly lists of these vessels visited are no longer required.

b. Italian Merchant Ships (i.e. all vessels other than those referred to in para a supra) visited will be reported weekly (Saturday/Friday) to this

S E C R E T

SECRET

- 2 -

office giving

- (i) Name of ship.
- (ii) Date visited by F.S.P. or C.I.C.
- (iii) Date of Departure.
- (iv) Destination.

A combined weekly list will be circulated by this Section which will indicate to Ports up to which date crew changes have been recorded.

c. S.I.6. will be submitted for all Italian seamen signing on, irrespective of class of ship.

M. J. Sullivan
for S.S. HILL-DILLON, Major
Colonel, General Staff,
G-2 (C.I.) Section.

DISTRIBUTION:

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" 91 Port Security Section.
" 409 Field Security Section.
" 410 Port Security Section.
" 413 Field Security Section.
" 427 Field Security Section.

File B-389.506/52 Adv.
Copies to: B-389.506/50 Adv.
B-389.506/42 Adv.

SECRET

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

ALLIED FORCE HEADQUARTERS
Forward Counter Intelligence
Office of the A. C. of S., G-2
C.M.F.

B-389.506/42 Adv.

20 May 44.

PORT SECURITY INSTRUCTION NO. 557 (ITALY).

SUBJECT: Control of Italian Schooners.

TO : See Distribution.

1. The increasing number of Italian Schooners now being employed in the Allied Service has made it desirable that a stricter control of all schooners be introduced both as regards (a) registration (b) the area in which they may be employed and (c) security check of crews.

2. C-in-C, Mediterranean has introduced a number of regulations which are summarised below:-

✓ (i) All Italian schooners and coastal vessels are to be assigned a serial number, prefixed by port identity letters.

(ii) Schooners are not permitted to ply between Italy - Sardinia: Italy - Corsica: Sicily - Corsica: Sicily - Sardinia: Sicily - North Africa and Tunisia (Schooner traffic is permissible between Sicily and the mainland of Italy: Sicily and Malta: Pantelleria and Tunisia).

(iii) An up-to-date crew list must be appended to the voyage permit submitted by the Italian authorities to N.C.S.O. except in the case of R.A.S.C. controlled vessels when this will be submitted by the R.A.S.C. detachment or escort. This voyage permit with crew list attached will not be stamped by the N.C.S.O. unless the crew list has been approved by F.S.P. or C.I.C. 5506

At ports where no F.S.P. or C.I.C. exist, the crew list is to be approved by the Capitano del Porto.

(iv) If any objection is raised on security grounds by the Port Security authorities, the individual objected to is to be prevented from sailing.

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

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

- 2 -

- (v) Passengers are to be noted on the crew list under the heading of "passengers" and are subject to the same security restrictions as those in force for the ship's crew.

They will be carried only for purposes directly concerned with the war effort or when essential to the economic necessities of the locality.

- (vi) The onus of keeping the crew list up to date rests upon the Master of the vessel.

3. Reference para 2(ii) supra. This is a Naval responsibility but information may come to the notice of F.S.P. or C.I.C. of a voyage in a banned area. In such cases the nearest British or U.S. Naval authority is to be notified immediately.

4. Ref para 2(iii). Voyage Permits will be issued by

(i) For schooners and vessels under 50 tons, Italian Mercantile Marine.

(ii) For vessels over 50 tons, S.T.O. or nominees.

The crew list attached to the voyage permit will be stamped by Port Security immediately after the last name. This will indicate to the forward port up to what point Security has particulars of the crew and will also indicate to the N.C.S.O. that Security has approved the crew list allowing him to stamp the voyage permit. (Stamps used by Security Control should NOT indicate the number of the unit concerned - e.g. 403 F.S. Section).

5. Port Security at the port which originally stamps the crew list will keep a copy of the list and subsequent ports need only record changes. The latter will continue to be reported as per Circular No. 551. Reference can always be made back to the original port if necessary.

6. The carrying of passengers will be strictly confined to those travelling in aid of the war effort or when necessary to the economic necessity of the locality. Passengers will under no conditions be allowed on voyages Sicily - Malta; Pantelleria - Tunisia. All passengers carried will be seen in the same way as new members of crew and S.I.C. sent to this office, except for those passengers travelling between Naples and adjacent islands and between Sicily and the mainland; particular regard will be shown in reports as to reason for journey. If a passenger is found aboard contrary to C-in-C Med's instructions, a full enquiry will be made and the matter reported immediately to the nearest

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

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

- 3 -

British or U.S. Naval authority for action to be taken against the Master. This office will also be advised.

7. Where the crew list is approved by a Capitano del Porto at a port where there are no F.S.P. or C.I.C., the first port of call where such security personnel are stationed will take action as if the vessel emanated from that Port.

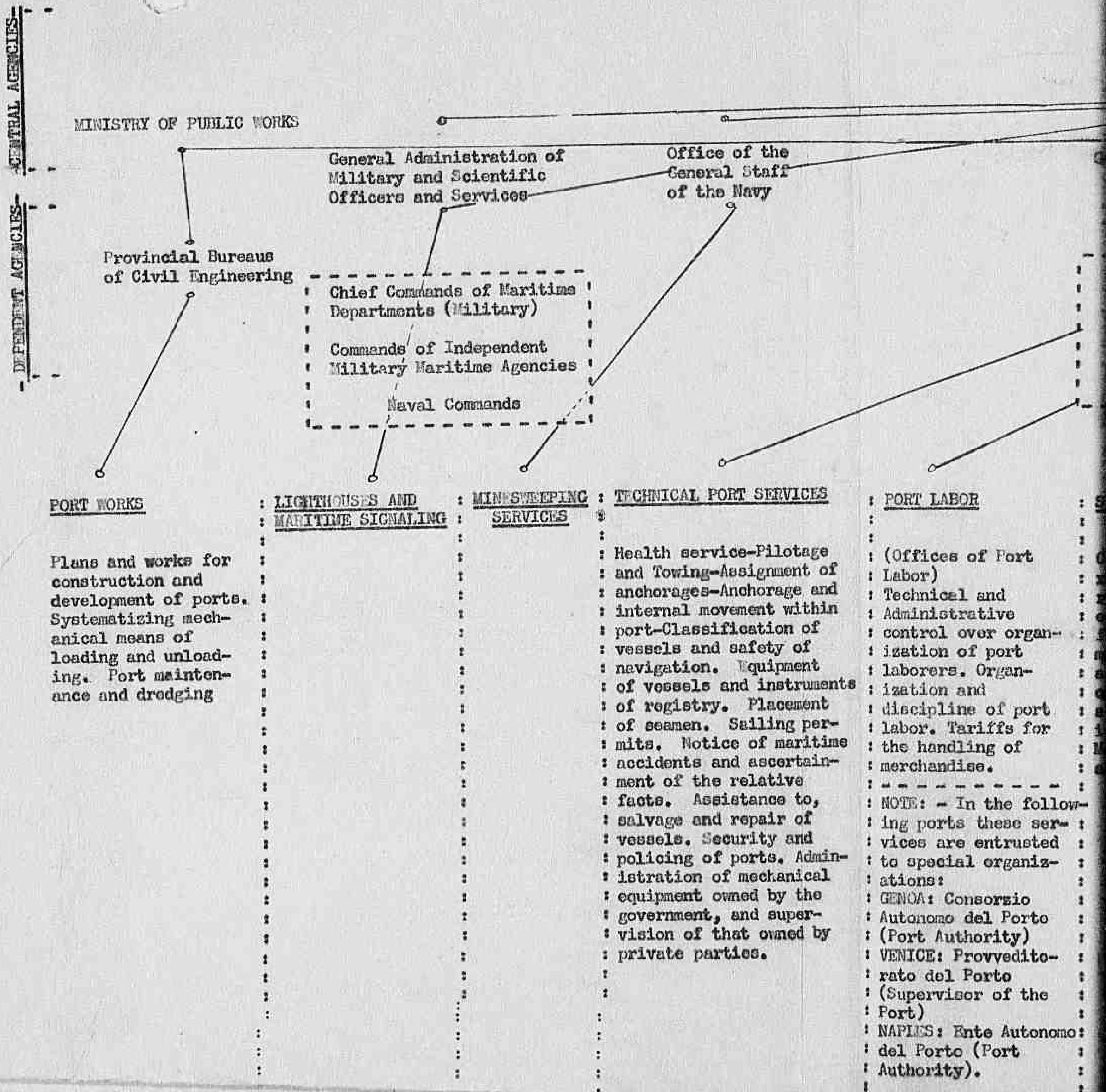
8. Special Crew Lists have been printed and are being distributed to all S.T.Os. and authorities who will issue the voyage permits. When passengers are carried they will be listed at the end of the crew list under the heading "PASSENGERS" which will be added in longhand.

R. J. Sullivan
for S.S. HILL-DILLON, *usg*
Colonel, General Staff,
G-2 (C.I.) Section.

DISTRIBUTION:

AC of S, G-2, AFHQ. (6 copies)
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FOTALI and FOWIT).
F.B.S.O. Bari.
F.B.S.O. Taranto.
F.B.S.O. Naples.
Medbo.
S.T.O. Naples. (51 copies).
Signor Sarnella, C.O.G.E.N.A., Naples.

5505



MINISTERO DELLA MARINAOffice of the
General Staff
of the NavyGeneral Administration of the Merchant
MarineChief Command of Port
Officers (Military and
Civil personnel of
Port Offices, Inspection,
Net Obstructions, Organ-
ization of Port Offices
and of Dependent Offices)

Maritime Administration

Port Officers

Offices of Maritime Districts

Shore Stations

TECHNICAL PORT SERVICES

Health service-Pilotage
and Towing-Assignment of
anchorage-Anchorage and
internal movement within
port-Classification of
vessels and safety of
navigation. Equipment
of vessels and instruments
of registry. Placement
of seamen. Sailing per-
mits. Notice of maritime
accidents and ascertain-
ment of the relative
facts. Assistance to,
salvage and repair of
vessels. Security and
policing of ports. Admin-
istration of mechanical
equipment owned by the
government, and super-
vision of that owned by
private parties.

PORT LABOR

(Offices of Port
Labor)
Technical and
Administrative
control over organ-
ization of port
laborers. Organ-
ization and
discipline of port
labor. Tariffs for
the handling of
merchandise.

NOTE: - In the follow-
ing ports these ser-
vices are entrusted
to special organiz-
ations:
GENOA: Consorzio
Autonomo del Porto
(Port Authority)
VENICE: Provvedito-
rato del Porto
(Supervisor of the
Port)
NAPLES: Ente Autonomo
del Porto (Port
Authority).

SHIPPING

Custody of
records and
registries
of vessels and
floating equip-
ment. Recording
acts of transfer
of ownership of
ships and float-
ing equipment.
Measurement of
ships

PERSONNEL

Custody of
records and
registries
of seafaring
and auxiliary
personnel.
Discipline of
such personnel.
Conferring mari-
time rank. Social
security and
assistance to
seamen

LEGAL
DEPARTMENT

Penal pro-
ceedings for
any violat-
ions of
maritime law,
and civil
proceedings,
(when the
amount in
controversy
does not
exceed
10,000 lire),
involving pay
due to sea-
men, pilots,
anchorage
personnel,
divers, boat-
men, port
workmen etc.,
but not
damages due to
collisions of
vessels, sal-
vage, or dam-
age to fishing
nets and equip-
ment caused by
ships

FISHERIES

Admin-
istration
of fish-
eries.
Conces-
sions for
fixed
fishery
instal-
lations,
and for
special
permits.

MAINTENANCE

Con-
struction
with
publ-
ic
yard
age
erat-
house
solid
flam-
for

MINISTERO DELLA MARINAGeneral Administration of the Merchant
MarineChief Command of Port
Officers (Military and
Civil personnel of
Port Offices, Inspection,
Net Obstructions, Organ-
ization of Port Offices
and of Dependent Offices)

Maritime Administration

Port Officers

Offices of Maritime Districts

Shore Stations

SHIPPINGPERSONNELLEGAL
DEPARTMENTFISHERIESMARITIME PUBLIC DOMAINSHIP BUILDINGPORT
OBSTRUCTIONS
(1)

: Custody of
: records and
: registries
: of vessels and
: floating equip-
: ment. Recording
: acts of transfer
: of ownership of
: ships and float-
: ing equipment.
: Measurement of
: ships

: Custody of
: records and
: registries
: of seafaring
: and auxiliary
: personnel.
: Discipline of
: such personnel.
: Conferring mari-
: time rank. Social
: security and
: assistance to
: seamen

: Penal pro-
: ceedings for
: any violat-
: ions of
: maritime law,
: and civil
: proceedings,
: (when the
: amount in
: controversy
: does not
: exceed
: 10,000 lire),
: involving pay
: due to sea-
: men, pilots,
: anchorage
: personnel,
: divers, boat-
: men, port
: workmen etc.,
: but not
: damages due to
: collisions of
: vessels, sal-
: vage, or dam-
: age to fishing
: nets and equip-
: ment caused by
: ships

: Admin-
: istration
: of fish-
: eries.
: Conces-
: sions for
: fixed
: fishery
: instal-
: lations,
: and for
: special
: permits.

: Concessions of premises
: within the maritime
: public domain for ship-
: yards, dry docks, stor-
: age tanks, port refrig-
: erating plants and ware-
: houses, depots for
: solid and liquid in-
: flammable materials and
: for general merchandise

: Supervision, by
: means of the
: Italian Ship
: Registry of the
: construction and
: repair of ships -
: Policing of ship-
: yards

: (1) - In
: military
: Taranto
: La Madda
: Augusta
: are the
: Navy aut

Chief Command of Port
Officers (Military and
Civil personnel of
Port Offices, Inspection,
Net Obstructions, Organ-
ization of Port Offices
and of Dependent Offices)

MINISTRY OF WAR

GENERAL STAFF
of the
ROYAL ARMY

Local Commands of
the Royal Army

LEGAL DEPARTMENT	FISHERIES	MARITIME PUBLIC DOMAIN	SHIP BUILDING	PORT NET OBSTRUCTIONS	DEFENSE OF PORTS
				(1)	(1)
Penal pro- ceedings for any violat- ions of maritime law, and civil proceedings, (when the amount in controversy does not exceed 10,000 lire), involving pay due to sea- men, pilots, anchorage personnel, divers, boat- men, port workmen etc., but not damages due to collisions of vessels, sal- vage, or dam- age to fishing nets and equip- ment caused by ships	Admin- istration of fish- eries. Conces- sions for fixed fishery instal- lations, and for special permits.	Concessions of premises within the maritime public domain for ship- yards, dry docks, stor- age tanks, port refrige- rating plants and ware- houses, depots for solid and liquid in- flammable materials and for general merchandise	Supervision, by means of the Italian Ship Registry of the construction and repair of ships - Policing of ship- yards		(1) - In ports of primary maritime military importance (La Spezia - Taranto - Brindisi - Venice - Pola - La Maddalena - Cagliari - Messina - Augusta - Trapani) these two functions are the responsibility of the local Navy authorities.

ALLIED CONTROL COMMISSION
INTER OFFICE MEMO

From: Major L. W. STEARNS
Office of the Chief of Staff

SUBJECT: Prime Minister Bonomi's letter on registry offices for sailors FILE No. 8004/COS.
TO: Navy Subcommittee, Hq, ACC 19 October 44 194

Please prepare reply for the signature of the Acting
Chief Commissioner.



5503

TRANSLATION

N. 16642/10616/13/e

THE PRESIDENT OF THE COUNCIL OF MINISTERS

Rome, 16 October 1944

Dear Commodore,

I refer to your letter n. A/C3/040 of September 11th concerning the registry offices for sailors.

As I told you in my letter of August 2nd, the control of Naval Authorities on the registry offices means to avoid two inconveniences: fee and indiscriminate embarking.

The possibility of admission for embarking is subordinated to the payment of a fee, thus annulling the right to embark acquired by the sailor according to the priority of inscription in the registers of the offices, is according to the longest period of unemployment.

The embarking of sailors whose technical ability hasn't been tested and whose penal and political precedents haven't been looked into exposes the shipowners to get crews of doubtful capacity and ability. It may also imply the inclusion of turbulent elements in the crew, who might cause incidents in foreign ports; besides, it might help the expatriation of people who got in trouble with the law.

For these reasons, before the fascist regime, in 1919, the registry offices were declared to fulfill a public function, and they were entrusted to the Capitaneerie of the ports, so that they wouldn't be submitted to uncontrollable personal influences or interferences.

These motives still have full value, the more so because of the war, which makes it necessary to get very good crews, well disciplined on board as well as in foreign ports. A severe control of the penal and political precedents of the sailors must be made, to avoid the expatriation of individuals who were compromised during the past regimes.

It is obvious that this is a function of the state, which can only be fulfilled by organs of the Government.

Now, for instance, from what has been referred to me by the Direzione Generale della Marina Mercantile, in Naples, where the registry office had been made dependent from the Unione Cento di Mare, requests for fees have already been made. This seems to show that to make this office dependent from an uncontrolled syndical association, not free from party influence, does not give the guarantee of impartiality which could be obtained through the control of the Capitaneerie of the ports, organs of the Navy Department.

It is useless to add that when the sailors were embarked because

val Authorities on the subject of indiscriminate embarkings.

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5502

It is obvious that this is a function of the state, which can only be fulfilled by organs of the Government.

Now, for instance, from what has been referred to me by the Direzione Generale della Marina Mercantile, in Naples, where the registry office had been made dependent from the Unione Cente al Mare, requests for fees have already been made. This seems to show that to make this office dependent from an uncontrolled syndical association, not free from party influence, does not give the guarantee of impartiality which could be obtained through the control of the Capitanerie of the ports, organs of the Navy Department.

It is useless to add that when the sailors were embarked because they had paid a fee, their ability and precedents were probably estimated in a rather unreliable way.

For these reasons, I suggest that, the registry offices should remain under control of the Capitanerie of the ports, ie of the Navy Department, at least while the Italian Merchant Marine is engaged in a task of such vital importance for the country.

I remain, my dear Commodore,

Yours very truly,

/s/ I. Bonomi

trans. B.O.

N° 16642/10616/13
8

Roma, 16 Ottobre 1944.-

*Il Presidente
del Consiglio dei Ministri*

Caro Comandante,

mi riferisco alla Sua lettera numero A/CC/O40 dell'11 settembre u.s. relativa agli uffici di collocamento per marittimi.-

Come ebbi a farLe presente nella mia lettera del 2 agosto u.s., il controllo dell'Autorità marittima sugli uffici di collocamento mira ad ovviare a due inconvenienti: la senseria e la indiscriminazione degli imbarchi.-

La senseria, subordinando al pagamento di un indebito premio la possibilità di ammissione all'imbarco, annulla il diritto all'imbarco stesso, acquisito dal marittimo in base alla priorità dell'iscrizione nei registri degli uffici di collocamento e, cioè, al maggior periodo di disoccupazione.-

L'imbarco di marittimi, dei quali non siano stati valutati nè i requisiti tecnici nè i precedenti penali e politici, espone gli armatori a disporre di equipaggi di non sicura capacità ed efficienza. D'altro canto, esso può comportare l'inclusione di elementi turbolenti negli equipaggi, con i conseguenti incidenti che possono nascere nei porti stranieri, e può infine consentire l'espatrio di individui interessati ad eludere i rigori della giustizia.-

Al Capitano Ellery W. STONE
f.f. Presidente della Commissione
Alleata di Controllo

= ROMA =



*Al Presidente
del Consiglio dei Ministri*

- 2 -

E' per queste considerazioni che già in epoca prefascista, e precisamente nel 1919, fu riconosciuta agli uffici di collocamento una funzione di ordine pubblico e che fu stabilito di affidare i medesimi alla vigilanza delle Capitanerie di porto, onde sottrarli ad ingerenze ed influenze personali, non controllabili.

Gli stessi motivi sembrano sussistere tuttora, aggravati dalla situazione di guerra, che esige la scelta di equipaggi particolarmente efficienti, disciplinati sia a bordo che nei porti stranieri ed il controllo più accurato sui precedenti penali e politici dei marittimi, per evitare l'espatrio di individui compromessi con il passato regime.

Ora è evidente che l'espletamento di siffatte mansioni è funzione statale e come tale non può essere assolta che da organi governativi.

Venendo infine ai casi concreti, secondo quanto mi è stato riferito dalla Direzione Generale della Marina Mercantile, a Napoli, ove l'ufficio di collocamento è stato trasferito alle dipendenze della "Unione Gente del Mare", si sarebbe già verificato qualche caso di senseria. Ciò permetterebbe di far ritenere che il trasferimento di tale ufficio alle dipendenze di una associazione sindacale non controllata, non esente dalle influenze dei singoli partiti, non fornisca quelle garanzie di imparzialità che sarebbe possibile ottenere mediante il controllo delle



*Al Presidente
del Consiglio dei Ministri*

- 3 -

Capitanerie di porto, organi del Ministero della Marina.

E' infine superfluo rilevare che nei casi nei quali i marittimi abbiano potuto ottenere l'imbarco pagando una senseria, è pensabile che la valutazione dei loro requisiti e precedenti non offra garanzie di assoluta attendibilità.

Questi sono i motivi che mi hanno indotto a suggerire che, almeno durante il periodo nel quale la Marina Mercantile Italiana è impegnata in compiti di così vitale interesse per il Paese, gli uffici di collocamento restino sotto il controllo delle Capitanerie di porto, cioè, in definitiva, del Ministero della Marina.

Mi creda, caro Comandante, con molta cordialità

Baron

5499

TRANSLATION:

N. 16642/10616/13/8

THE PRESIDENT OF THE COUNCIL OF MINISTERS:

Rome, 16 October 1944.

Dear Commodore,

I refer to your letter n. A/CC/040 of September 11th concerning the registry offices for sailors.

As I told you in my letter of August 2nd, the control of Naval Authorities on the registry offices means to avoid two inconveniences: fee and indiscriminate embarking.

The possibility of admission for embarking is subordinated to the payment of a fee, thus annulling the right to embark acquired by the sailor according to the priority of inscription in the registers of the offices, ie according to the longest period of unemployment.

The embarking of sailors whose technical ability hasn't been tested and whose penal and political precedents haven't been looked into exposes the shipowners to get crews of doubtful capacity and ability. It may also imply the inclusion of turbulent elements in the crew, who might cause incidents in foreign ports; besides, it might help the expatriation of people who got in trouble with the law.

For these reasons, before the fascist regime, in 1919, the registry offices were declared to fulfil a public function and they were entrusted to the Capitanerie of the ports, so that they wouldn't be submitted to uncontrollable personal influences or interferences.

These motives still have full value, and more so because of the war, which makes it necessary to get very good crews, well disciplined on board as well as in foreign ports. A severe control of the penal and political precedents of the sailors must be made, to avoid the expatriation of individuals who were compromised during the past regime.

It is obvious that this is a function of the state, which can only be fulfilled by organs of the Government.

Now, for instance, from what has been referred to me by the ⁵⁴⁹⁸ Direzione Generale della Marina Mercantile, in Naples, where the registry office had been made dependent from the "Unione Gente di Mare", requests for fees have already been made. This seems to show that to make this office dependent from an uncontrolled syndical association, not free from party influence, does not give the guarantee of impartiality which could be obtained through the control of the Capitaneria of the ports, organs of the Navy Department.

It is useless to add that when the sailors were embarked because they had paid a fee, their ability and precedents were probably estimated in a rather unreliable way.

For these reasons, I suggest that, the registry offices should remain under control of the capitanerie of the Ports, ie of the Navy Department, at least while the Italian Merchant Marine is engaged in a task of such vital importance for the country.

I remain, my dear Commodore,

Yours very truly,

/s/ I. BONOMI.

Trans. E.C.

5497

TWS/wfs

11 September 1944

A/CC 040

My dear Mr. Prime Minister:

Your letter No. 1016/13.8 of 2 August 1944 requested that consideration be given to the re-establishment of employment offices for Italian Merchant Seamen.

My reply, A/CC 040, dated 12 August, informed you that the matter was under consideration and indicated that particulars as to the facts involved would assist materially in determining the merits of the proposed re-establishment of the employment offices under the Italian Port Captaincies.

Prior to reaching a final decision on the matter, information is desired as to whether you propose to supply additional facts as suggested in my letter of 12 August.

Yours very truly,

ELBERT W. STONE
Captain, USNR
Acting Chief Commissioner

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

5496



HEADQUARTERS
ALLIED CONTROL COMMISSION
Navy Sub-Commission
APO 394

NSC/816

8 September 1944.



From: Navy Sub-Commission, Hq. ACC.
To : Commander-in-Chief, Mediterranean.
Subject: Employment of Italian Merchant Seamen through
Capitanerie di Porto.

Enclosure: (A) Copy President of the Council of Ministers
ltr 10614/13.8
(B) Copy Labor Sub-Comm ltr LAB 091.411 of
30 August 1944.
(C) Deputy Ministry of War Transport Represent-
ative, Mediterranean ltr of 19 Feb 1944.

1. The President of the Council of Ministers of the Italian Government in enclosure (A) has requested the Allied Control Commission to consider favorably the possibility of allowing the re-establishment of employment offices for Italian Merchant Seamen under the Port Captaincies.

2. Enclosure (B) contains the policy of the Labor Sub-Commission, ACC, and indicates that the employment offices were properly suppressed and that they should not be re-established.

3. Paragraph 3 of enclosure (C) indicates that the Commander-in-Chief, Mediterranean, has recognized subject employment offices as the service through which the Allied Authority will work in connection with Italian Merchant Shipping.

4. Prior to notifying the President of the Council of Ministers of the policy expressed in enclosure (B), comments are desired regarding inconvenience which might be caused by the refusal of the Allied Control Commission to allow the re-establishment of the employment offices. It is noted in paragraph 3(b) of enclosure (B) that the Director of the Labor Sub-Commission, ACC, considers that the new system of Regional and Provincial Labor offices will be adequate. 95

5. By copy of this letter similar comments are requested from the Mediterranean Shipping Board.

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

Copy to MEDBO.

HEADQUARTERS
ALLIED CONTROL COMMISSION
Labor Sub-Commission
APO 394

3 copies COPY

LAB 091.411

30 August 1944.

SUBJECT: Employment Offices for
Italian Merchant Seamen.

TO : Navy Sub-Commission, Hq. A.C.C.

1. Reference is made to your letter of 23 August and attached copies of letters from the Council of Ministers and the Shipping Sub-Commission with reference to the re-establishment of employment offices for Italian Merchant Seamen under the Port Captaincies.

2. The policy of the Labor Sub-Commission is that these Offices have been rightly suppressed and should not be re-established. Where special offices are needed for Italian Merchant seamen they may be established as branches of the Provincial Labor Offices and under their jurisdiction.

The policy is applicable to Italian Government territory as well as to Allied Government Territory in Italy since the Italian Government is committed to continuing the system of Labor Offices established by A.M.G./ACC until new legislation on this subject is proposed by the Italian Government and agreed to by A.C.C. See Gazzetta Ufficiale No. 15, 25 March, 1944.

3. The reasons for this policy may be briefly summarized:

a) The old offices were found to be unsatisfactory both because of staff, or lack of staff, and of policy. Merchant seamen complained against fee-charging and against Navy Officials in charge of Merchant Marine affairs.

b) The new system of Regional and Provincial Labor Offices provides the machinery for uniformity of policy and control, and at the same time permits specialization through branch offices where necessary.

c) Any change desired by the Italian Government should be proposed as a part of the basic law regulating Labor Offices, and not as a request to reestablish old Offices now outside of the present system. The Ministry of Industry, Commerce and Labor is now preparing draft legislation on the organization of Regional and Provincial Labor Offices and a copy of this letter is being sent to that Ministry for information.

5494

/s/ J.T.R. BAIN
Colonel,
Director, Labor Sub-Commission

Copies to:
Economic Section, ACC Hq.
* Ministry of Industry, Commerce
and Labor.
R.C. Southern Region.

(ENCLOSURE)

TRANSLATION:

COPY

THE PRESIDENT
OF THE COUNCIL OF MINISTERS

No. 10614/13.8

My dear Admiral Stone:

Among the various measures which the Allied authorities have adopted in the liberated territories there is one which concerns the suppression of the employment offices for sailors.

The suppression of these offices, as the Minister of the Navy advises me, has given rise to notable inconveniences.

As a matter of fact the employment offices of the people of the sea are an institution which existed before the advent of Fascism in Italy and have given useful results.

Created in 1919 as offices subordinate to the direction of Port Officials, they were more comprehensively organized in 1925 with Royal Decree Law 24 May, No. 1031 and subsequently, in 1928, with law No. 3042 of 16 December, which established official movements offices with the Port Captaincies to regulate the embarkation of men and officers, without either of the two provisions being substantially altered.

The procedure contained in the Navigation Code of 1942 reproduces the proceeding instructions.

The purpose of these procedures, which has been distinctly successful, is that of removing the embarkation of sailors from the speculation of private intermediaries, assigning the function of employment to the military authorities, who are the Royal Port Captaincies.

With the suppression of the above offices it has been found that service is bad, to the detriment both of the sailors and the war effort.

With this in mind, taking into account that the sailors' employment offices are no fascist institutions and that in the past they have fulfilled the purposes for which they are established, I should be grateful to you, dear Admiral Stone, if you would be kind enough to examine favorably the possibility of agreeing that the employment offices of which I have been talking be re-established under the charge of the Port Captaincies in conformity with the legislation now in force.

Please accept, my dear Admiral, my cordial greetings.

5493

Admiral Ellery W. Stone,
A/President, Allied Control Commission

Trans LMS/lws.

/s/ I. BONOMI.

(ENCLOSURE (A)).

COPY:

DEPUTY MINISTRY OF WAR TRANSPORT
REPRESENTATIVE, MEDITERRANEAN
9, Via del Chostro,
NAPLES

19th February 1944.

To: Colonel T. A. Lane,
Director of Labour, Region III
148, Via Roma, NAPLES.

Subject: Engagement of Italian Seamen through Capitanerie di
Porto.

1. I enclose herewith copy of the Royal Decree of 27th September, 1925, relative to the International Convention held at Genoa in 1920. Articles 2 and 4 of this Convention appear to be the relative articles and those under which the Capitanerie service is constituted.

2. The Convention referred to above was not, however, the initiation of the Capitanerie service, such having been in force for many years prior to that date.

3. It cannot be considered that the Capitanerie is in any sense a Fascist organisation, and it has been approved by C. in C., Mediterranean, as the service through which the Allied Authority will work in connection with Italian Merchant Shipping.

4. It is, therefore, requested that any instructions which have been issued by you to the effect that seamen shall not be engaged through the Capitanerie service is withdrawn. (b2)?

5. I regret that this information has not been conveyed to you sooner, but I have only now received a copy of the Convention.

(Sgd.) IAN D. CAMPBELL.
D.M.W.T.R., Mediterranean.

5492

(ENCLOSURE (C)).

No. 785020

MEDITERRANEAN SHIPPING BOARD (ITALY)

Foxhole
Tel: FLAMBO-179
DIAL 52904

9, Via del Chiostro,
NAPLES.

19th August, 1944.

To:- Navy Sub-Commission, Hq. A.C.C.

From:- Shipping Sub-Commission.

With reference to your NEC/729 attaching a copy of the President of the Council of Ministers letter No. 10616/13.8, I would draw your attention to the letter written by Mr. Campbell, D.R.N.T.R. Mediterranean, on the 19th February to Col. T. A. Lane, Director of Labour. It would seem therefore, that this matter was under consideration and recommended as early as that date. In case you should not have a copy of that letter, I attach one herewith.

• • • • •

Uthmaniyah

Chairman, Shipping Sub-Commission.

5491

DEPUTY MINISTRY OF WAR TRANSPORT
REPRESENTATIVE, MEDITERRANEAN.
9, Via del Chostro,
NAPLES.

19th February, 1944.

To: Colonel T. A. Lane,
Director of Labour, Region III,
148, Via Roma, NAPLES.

Subject: Engagement of Italian Seamen through Capitanerie di Porto.

1. I enclose herewith copy of the Royal Decree of 27th September, 1925, relative to the International Convention held at Genoa in 1920. Articles 2 and 4 of this Convention appear to be the relative articles and those under which the Capitanerie service is constituted.
2. The Convention referred to above was not, however, the initiation of the Capitanerie service, such having been in force for many years prior to that date.
3. It cannot be considered that the Capitanerie is in any sense a Fascist organisation, and it has been approved by C. in C., Mediterranean, as the service through which the Allied Authority will work in connection with Italian Merchant Shipping.
4. It is, therefore, requested that any instructions which have been issued by you to the effect that seamen shall not be engaged through the Capitanerie service is withdrawn.
5. I regret that this information has not been conveyed to you sooner, but I have only now received a copy of the Convention.

(Sgd.) IAN D. CAMPBELL.

D.M.W.T.R., Mediterranean.

5490

File B
Office of the Commander-in-Chief,
Mediterranean,
Allied Force Headquarters.
30th September, 1944.

No. MED. 0060/8.
THE NAVY SUB-COMMISSION,
HEADQUARTERS ALLIED CONTROL COMMISSION.
(Copy to: Mediterranean Shipping Board.)

EMPLOYMENT OF MERCHANT SEAMEN THROUGH PORT CAPTAINS.

With reference to your No. NSC/816 of 8th September,
the views expressed by Chairman of the Mediterranean Shipping
Board in his letter of the 15th September, are concurred in
by the Commander-in-Chief, Mediterranean.

M. B. Laving

for ADMIRAL

REMARKS:

18
Lalru D.C. is
preparing reply to
medbs the 15 Sept

M-3
3489

DUPLICATE *Hold*

Office of the Commander-in-Chief,
Mediterranean,
Allied Force Headquarters.
30th September, 1944.

No. MB. 0060/3.
THE NAVY SUB-COMMISSION,
HEADQUARTERS ALLIED CONTROL COMMISSION.
(Copy to: Mediterranean Shipping Board.)

EMPLOYMENT OF MERCHANT SEACREW THROUGH PORT CAPTAINS.

With reference to your No. NSC/816 of 8th September,
the views expressed by Chairman of the Mediterranean Shipping
Board in his letter of the 15th September, are concurred in
by the Commander-in-Chief, Mediterranean.

Sgd. M. B. LAINO
for ADMIRAL

Handwritten:
5488
14. 10. 12.

From: Mediterranean Shipping Board,

To: Navy Sub-Commission, H.Q., A.C.C.

Copy to: Commander in Chief, Mediterranean

Date: 15th September, 1944.

With reference to Commander Ziroli's minute of the 8th September, NSC/816, regarding the re-establishment of employment offices for Italian Merchant Seamen under the Port Captaincies, I have discussed this with General Matteini, the President of CO. CE. NA.

General Matteini explained that whilst the Free Labour Organisations actually engaged the seamen, the Italian Government authorities, i.e. the Captains of the Port, controlled such engagement only to the point of arranging the technical details inherent in the signing off and signing on of merchant seamen.

The Mediterranean Shipping Board feel that they must support the President of the Council of Ministers of the Italian Government in their request that this matter be dealt with by the Port Captains, as there are considerable technical matters involved in engaging or signing off merchant seamen on Italian or Allied vessels. These details concern themselves with such matters as crews insurance, social welfare, allotments to dependents etc. etc., which it is felt by the Mediterranean Shipping Board could not be dealt with adequately by any other existing machinery.

W. J. Buchanan
CHAIRMAN

MEDITERRANEAN SHIPPING BOARD.

5487

HEADQUARTERS
ALLIED CONTROL COMMISSION
Navy Sub-Commission
APO 394

FILE

NSC/757

23 August 1944.

From: Navy Sub-Commission, Hq. ACC.
To : Labor Sub-Commission, Hq. ACC.
Subject: Employment Offices for Italian Merchant
Seamen.

1. The President of the Council of Ministers in enclosure (1), requested approval of the re-establishment of employment offices for Italian merchant seamen under the Port Captaincies. The matter was referred to the Shipping Sub-Commission, ACC, for comment.

2. The Shipping Sub-Commission in enclosure (2) advises that the matter was under consideration and approval recommended to Colonel T. A. Lane, Director of Labor, Region III, on 18 February 1944. Information is requested as to action taken and whether the proposed organization is approved by the Labor Sub-Commission, ACC.

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

5486

COPY

TRANSLATIONTHE PRESIDENT
OF THE COUNCIL OF MINISTERS

No. 10614/13.8

Rome, 2 August 1944.

My dear Admiral Stone:

Among the various measures which the Allied authorities have adopted in the liberated territories there is one which concerns the suppression of the employment offices for sailors.

The suppression of these offices, as the Minister of the Navy advises me, has given rise to notable inconveniences.

As a matter of fact the employment offices of the people of the sea are an institution which existed before the advent of Fascism in Italy and have given useful results.

Created in 1919 as offices subordinate to the direction of Port Officials, they were more comprehensively organized in 1925 with Royal Decree Law 24 May, No. 1031 and subsequently, in 1928, with law No. 3042 of 16 December, which established official movements offices with the Port Captaincies to regulate the embarkation of men and officers, without either of the two provisions being substantially altered.

The procedure contained in the Navigation Code of 1942 reproduces the proceeding instructions.

The purpose of these procedures, which has been distinctly successful, is that of removing the embarkation of sailors from the speculation of private intermediaries, assigning the function of employment to the military authorities, who are the Royal Port Captaincies.

With the suppression of the above offices it has been found that service is bad, to the detriment both of the sailors and the war effort.

With this in mind, taking into account that the sailors' employment offices are no fascist institutions and that in the past they have fulfilled the purposes for which they were established, I should be grateful to you, dear Admiral Stone, if you would be kind enough to examine favorably the possibility of agreeing that the employment offices of which I have been talking be re-established under the charge of the Port Captaincies in conformity with the legislation now in force.

Please accept, my dear Admiral, my cordial greetings.

5485

Admiral Ellery W. Stone,
A/President, Allied Control Commission

/s/ I. Bonomi.

Trans LWS/lws.

778

MEDITERRANEAN SHIPPING BOARD

Tel: Foxhole 179
Dial 52904

9, Via del Chiostro
NAPLES
19th August, 1944.

To: Navy Sub-Commission, Hq. ACC.
From: Shipping Sub-Commission.

With reference to your MSC/729 attaching a copy of the President of the Council of Ministers letter No. 10616/15.8, I would draw your attention to the letter written by Mr. Campbell, D.M.W.T.R. Mediterranean, on the 19th February to Col. T.A. Lane, Director of Labour. It would seem therefore, that this matter was under consideration and recommended as early as that date. In case you should not have a copy of that letter, I attach one herewith.

/s/

Chairman, Shipping Sub-Commission

5484

COPY:

DEPUTY MINISTRY OF WAR TRANSPORT
REPRESENTATIVE, MEDITERRANEAN.
9, Via del Chostro,
NAPLES.

19th February, 1944.

To: Colonel T. A. Lane,
Director of Labour, Region III,
148, Via Roma, NAPLES.

Subject: Engagement of Italian Seamen through Capitanerie di
porto.

1. I enclose herewith copy of the Royal Decree of 27th September, 1925, relative to the International Convention held at Genoa in 1920. Articles 2 and 4 of this Convention appear to be the relative articles and those under which the Capitanerie service is constituted.

2. The Convention referred to above was not, however, the initiation of the Capitanerie service, such having been in force for many years prior to that date.

3. It cannot be considered that the Capitanerie is in any sense a fascist organisation, and it has been approved by C. in C., Mediterranean, as the service through which the Allied Authority will work in connection with Italian Merchant Shipping.

4. It is, therefore, requested that any instructions which have been issued by you to the effect that seamen shall not be engaged through the Capitanerie service is withdrawn.

5. I regret that this information has not been conveyed to you sooner, but I have only now received a copy of the Convention.

(Sgd.) IAN D. CAMPBELL.

D.M.W.T.R., Mediterranean.
5183

HEADQUARTERS
ALLIED CONTROL COMMISSION
Navy Sub-Commission
APO 394

File

NSC/729

11 August 1944

From: Navy Sub-Commission, Hq. ACC.
To : Shipping Sub-Commission, Hq. ACC.
Subject: Employment Offices for Italian Merchant Seamen.

1. A translation copy of the President of the Council of Ministers letter No. 10616/13.8 of 2 August 1944 which requests approval of the re-establishment of employment offices for Italian merchant seamen under the Port Captaincies is forwarded herewith.

2. Comment is desired indicating whether the request is approved by the Shipping Sub-Commission, ACC, and the Mediterranean Shipping Board.

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

Copy to:
FOTALI
MWT - w/c ltr.
WSA
Act. Chief Com.ACC

*No copy of
Shipping Sub-Commission
for us.*

5482

SG 8/1

ERS/wfs

A/CC C40

12 August 1944

My dear Mr. Prime Minister:

In your letter No. 10616/13.8 of 2 August 1944, approval is requested for the re-establishment of Employment Offices for Merchant Seamen under the Italian Port Captaincies. The matter is under consideration and you will be advised as to the decision reached at an early date.

Your letter advises that the Minister of Marine informs you that the suppression of these offices has given rise to notable inconveniences. Particulars, as to the facts involved, would assist materially in determining the merits of the organization proposed.

Yours very truly,

ELLERY W. STONE
Captain, USNR
Acting Chief Commissioner

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

cc. Navy s/c.

5481

725

Hq ACC - Sec'y Gen.
DISPATCHED
Date-Time 14 Aug 1100
Via 115
Initials RRR

HEADQUARTERS
ALLIED CONTROL COMMISSION
Navy Sub-Commission
APO 394

File

HSC/816

8 September 1944.

From: Navy Sub-Commission, Hq. ACC.
To : Commander-in-Chief, Mediterranean.
Subject: Employment of Italian Merchant Seamen through
Capitanerie di Porto.
Enclosure: (A) Copy President of the Council of Ministers
ltr 10814/13.8
(B) Copy Labor Sub-Comm ltr LAB 091.411 of
30 August 1944.
(C) Deputy Ministry of War Transport Represent-
ative, Mediterranean ltr of 19 Feb 1944.

1. The President of the Council of Ministers of the Italian Government in enclosure (A) has requested the Allied Control Commission to consider favorably the possibility of allowing the re-establishment of employment offices for Italian Merchant Seamen under the Port Captaincies.

2. Enclosure (B) contains the policy of the Labor Sub-Commission, ACC, and indicates that the employment offices were properly suppressed and that they should not be re-established.

3. Paragraph 3 of enclosure (C) indicates that the Commander-in-Chief, Mediterranean, has recognized subject employment offices as the service through which the Allied Authority will work in connection with Italian Merchant Shipping.

4. Prior to notifying the President of the Council of Ministers of the policy expressed in enclosure (B), comments are desired regarding inconvenience which might be caused by the refusal of the Allied Control Commission to allow the re-establishment of the employment offices. It is noted in paragraph 3(b) of enclosure (B) that the Director of the Labor Sub-Commission, ACC, considers that the new system of Regional and Provincial Labor offices will be adequate. 30

5. By copy of this letter similar comments are requested from the Mediterranean Shipping Board.

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

Copy to MEDBO.

HEADQUARTERS
ALLIED CONTROL COMMISSION
Labor Sub-Commission
APO 394

COPY

30 August 1944. (ENCLOSURE (B)).

LAB 091.411

SUBJECT: Employment Offices for
Italian Merchant Seamen.

TO : Navy Sub-Commission, Hq. A.C.C.

1. Reference is made to your letter of 23 August and attached copies of letters from the Council of Ministers and the Shipping Sub-Commission with reference to the re-establishment of employment offices for Italian Merchant Seamen under the Port Captaincies.

2. The policy of the Labor Sub-Commission is that these Offices have been rightly suppressed and should not be re-established. Where special offices are needed for Italian Merchant seamen they may be established as branches of the Provincial Labor Offices and under their jurisdiction.

The policy is applicable to Italian Government territory as well as to Allied Government Territory in Italy since the Italian Government is committed to continuing the system of Labor Offices established by A.M.G./ACC until new legislation on this subject is proposed by the Italian Government and agreed to by A.C.C. See Gazzetta Ufficiale No. 15, 25 March, 1944.

3. The reasons for this policy may be briefly summarized:

a) The old offices were found to be unsatisfactory both because of staff, or lack of staff, and of policy. Merchant seamen complained against fee-charging and against Navy Officials in charge of Merchant Marine affairs.

b) The new system of Regional and Provincial Labor Offices provides the machinery for uniformity of policy and control, and at the same time permits specialization through branch offices where necessary.

c) Any change desired by the Italian Government should be proposed as a part of the basic law regulating Labor Offices, and not as a request to reestablish old Offices now outside of the present system. The Ministry of Industry, Commerce and Labor is now preparing draft legislation on the organization of Regional and Provincial Labor Offices and a copy of this letter is being sent to that Ministry for information.

/s/ J.T.R. BAIN
Colonel,
Director, Labor Sub-Commission

5479

Copies to:
Economic Section, ACC Hq.
Ministry of Industry, Commerce
and Labor.
R.C. Southern Region.

(ENCLOSURE (B))

COPY:

DEPUTY MINISTRY OF WAR TRANSPORT
REPRESENTATIVE, MEDITERRANEAN
9, Via del Ghetto,
NAPLES

19th February 1944.

To: Colonel T. A. Lane,
Director of Labour, Region III
148, Via Roma, NAPLES.

Subject: Engagement of Italian Seamen through Capitanerie di
Porto.

1. I enclose herewith copy of the Royal Decree of 27th September, 1925, relative to the International Convention held at Genoa in 1920. Articles 2 and 4 of this Convention appear to be the relative articles and those under which the Capitanerie service is constituted.

2. The Convention referred to above was not, however, the initiation of the Capitanerie service, such having been in force for many years prior to that date.

3. It cannot be considered that the Capitanerie is in any sense a Fascist organisation, and it has been approved by C. in C., Mediterranean, as the service through which the Allied Authority will work in connection with Italian Merchant Shipping.

4. It is, therefore, requested that any instructions which have been issued by you to the effect that seamen shall not be engaged through the Capitanerie service is withdrawn. (b)?

5. I regret that this information has not been conveyed to you sooner, but I have only now received a copy of the Convention.

(Sgd.) IAN D. CAMPBELL.
D.M.W.T.R., Mediterranean.

5478

(ENCLOSURE (C)).

SECRET

Letter from the Chairman Shipping Sub-Commission, A.C.C.
on the position of Admiral BARONE Italian Navy.

F.O.T.A.L.I.
(Through F.O.W.I.T.)

Forwarded. I met this Admiral on several occasions
during the early part of October last in Taranto.

He was the only difficult Officer to deal with.

(Sgd) E. M. PALMER.

Commodore.

Naval Sub-Commission.
Salerno, 27th March 1944.

A/94/44

5477

SECRET

Letter from the Chairman Shipping Sub-Commission, A.C.C.
on the position of Admiral BARONE Italian Navy.

F.O.T.A.L.I.

(Through F.O.W.I.T.)

Forwarded. I met this Admiral on several occasions
during the early part of October last in Taranto.

He was the only difficult Officer to deal with.

[Sgt] I. M. PALMER.

Naval Sub-Commission,
Salerno, 27th March 1944.

Commodore.

5476

SECRET

COPY

To: Commodore I. M. Palmer,
Naval Sub-Commission.

From: Mr. Ian D. Campbell,
Shipping Sub-Commission.

Date: 24th March, 1944.

I have just returned from a short visit to Algiers where the whole question of Italian shipping formed part of the discussions which took place.

It has now been definitely established that all Italian ships over 300 G.R.T. (in other words those ships requisitioned by the Royal Italian Government) will be chartered by the Allied Commander in Chief on a charter setting out the terms, will not bear any rates of hire but merely noted "Rate of Freight to be agreed."

It is this question which prompts me to review the constitution of CO.GE.NA as it now stands, also the Under Secretaryship held by Admiral Barone. It has become more and more apparent to both Nicol and myself that the position held by Admiral Barone is purely political and that he directs CO.GE.NA from the political viewpoint rather than the practical.

As it is the intention of the Combined Shipping Adjustment Board to make the maximum use of Italian tonnage it is essential that some machinery is set up to attend to the normal husbandry of these ships. You will recall in the very early days we endeavoured to constitute a body of shipowners to attend to this work but they were found, on our part not to be sufficiently experienced, and on the part of Admiral Barone to be of the wrong political colour. CO.GE.NA has eventually been evolved, and while under the Chairmanship of Admiral Casaroli, the members of the Committee named by Barone are all directors of Italian subsidised lines are represented on the Committee, and there being no member of the "free" ship-owning community which in fact constitutes the larger proportion of the Italian merchant fleet, I do not think it stretches the point too far when I say that the present committee members are not free agents but rather employees who doubtless receive substantial salaries but fail to give the impression of being fully in the war effort.

In view of the organization which has already been created we recognize that the Italian Government must be well represented on the Committee, and it must be accepted that the Chairman should be a senior Naval Officer, more especially since here in Southern Italy there is at the present time no shipowner of the calibre competent to fulfil such a position. As a successor to Admiral Barone, who we think should be removed to rectify the present position, we feel that Admiral Casaroli should be appointed. In submitting that Casaroli should succeed Barone I must say that in our dealings with the Italian Government

5473

I have just returned from a short visit to Algiers where the whole question of Italian shipping formed part of the discussions which took place.

It has now been definitely established that all Italian ships over 300 G.R.T. (in other words those ships requisitioned by the Royal Italian Government) will be chartered by the Allied Commander in Chief on a charter form which has been agreed by both London and Washington. This charter, while setting out the terms, will not bear any rates of hire but merely noted "Rate of freight to be agreed."

It is this question which prompts me to review the constitution of CO.GE.MA as it now stands, also the Under Secretaryship held by Admiral Barone. It has become more and more apparent to both Nicol and myself that the position held by Admiral Barone is purely political and that he directs CO.GE.MA from the political viewpoint rather than the practical.

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5475

In view of the organization which has already been created we recognise that the Italian Government must be well represented on the Committee, and it must be accepted that the Chairman should be a senior Naval Officer, more especially since here in Southern Italy there is at the present time no shipowner of the calibre competent to fulfil such a position. As a successor to Admiral Barone, who we think should be removed to rectify the present position, we feel that Admiral Casardi should be appointed. In submitting that Casardi should succeed Barone I must say that in our dealings with the Italian Authorities to date he has been found reasonable, ready to admit his lack of technical knowledge of merchant shipping, but willing to be guided by and accept the views of those who do have knowledge of the industry - an attitude which Admiral Barone has never taken.

Recently we have sensed lack of co-operation amongst the Committee members themselves, insofar that they say that the Committee as such cannot take any action but must refer everything back through the Under Secretary, and while the members are perhaps not all that can be desired, I feel sure that if the men at the top was more reasonable a lot of our troubles would disappear.

Having

SECRET

SECRET

Having had no previous experience of the correct method by which one removes a senior State official from office I do not know whether I should discuss the proposed change at A.G.C. HQ. However, in view of the directive which was issued on the 24th December, 1943, by A.F.H.Q., M.G.S., which states that... "During such time as matters affecting Italian Merchant Shipping are handled by the Italian Minister of Marine, all such matters will be dealt with through the Flag Officer Taranto, Adriatic and Liaison Italy direct, or via the Naval Sub-Commission"...

I think I have made the correct approach in writing to you.

/s/ Ian D. Campbell

CHAIRMAN
SHIPPING SUB-COMMISSION.

5474

5474

/s/ Ian D. Campbell

CHAIRMAN
SHIPPING SUB-COMMISSION.

SECRET

Traduzione

deila lettera del Ministero Marina - Gabinetto No. 262/U.T. del
27 Luglio 1944 diretta al FOLLI Taranto e per conoscenza al
S.B.N.C. e Marimercant

SUBJECT : Tanks "ARCOIA" and "TAIGETE".

To action Regd
7/30

Replying the letter of this office No. 166/U.T., dated July 2nd, 1944, with which I forwarded a list of seamen to be sent to Dakar for embarkment on the tanks "ARCOIA" and "TAIGETE", the F.O.I.I. informed us that the latter tank should come back to Italy.

We informed accordingly the "Direzione Generale" of Merch. Marine, disposing that no personnel should be sent for the tank "TAIGETE".

In contrast with what we have disposed, the MEDCO of Naples has now informed that the sending of personnel for the tank "TAIGETE" is an urgent matter, while it is not necessary to send all the crew on the tank "ARCOIA" on account ^{that} this tank is going to be used as a fuel-oil depot.

We beg the FOLLI to kindly give us explanations on the matter.

5473

SUBJECT : Tanks "ARCOLO" and "TAIGETTE".

To action Regd
7/30

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5473

620

Quintanilla
11/11/44



1936-11-14

Ministero della Marina

GABINETTO

INDIRIZZO TELEGRAFICO MARINA - ROMA

U.T. 262

Allegato

Roma 27.7.1944

F.O.L.I. - TARANTO
e, per conoscenza:

F.O.L.I.

tramite: Ufficio Collegamento

MARINERCA

(Rif. tlg. 014361 del 23/7/44)

ARGOMENTO: Cisterne ARCOLA e TAIGETE.

URGENTISSIMO

In risposta al foglio di questo Ufficio n. 166/UT. del 2 luglio c.a. col quale si trasmetteva l'elenco dei marittimi da inviare a Dakar per prendere imbarco sulle Cisterne ARCOLA e TAIGETE, codesto F.O.L.I. comunicava che quest'ultima sarebbe rientrata in Italia.

Questo Ufficio informava di quanto sopra la dipendente Direzione generale per la Marina Mercantile, disponendo che fosse soppressuto all'invio del personale destinato ad imbarcare su tale Cisterna. 5472

Viene ora comunicato che il MEDBO di Napoli ha informato invece che è urgente inviare il personale per il TAIGETE e che non è necessario inviare tutto l'equipaggio per la Cisterna ARCOLA dovendo essere questa adibita a deposito nafta.

Si prega codesto F.O.L.I. di voler dare in merito chiarimenti.

UFFICIO COLLEGAMENTO
CON LE MARINE DELLA GRAN BRETAGNA E DELL'IRLANDA
STATI UNITI

IL CAPO DI GABINETTO
C. di V. F. BASILINI

Prot. 262 U.T.

Allegati

F.O.I.I. - TARANTO
e, per conoscenza:

F.O.I.I.

tramite: Ufficio Collegamento

MARINERCA

(Rif. tlg. 014361 del 23/7/44)

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UFFICIO COLLEGAMENTO

CON LE MARINE DELLA GRAN BRETAGNA E DELL'IRLANDA

STATI UNITI

No.193 di prot. - Roma, 28 Luglio 1944

IL CAPO DI GABINETTO
C. di V. F. BASILINI

