

15571

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

10000/124/70

Acc

1558

10000/124/70

FISHING
MAY 45-AUG. 46

IRN-5

<u>SUBJECT</u>	<u>NUMBER</u>
<u>Fishing Regularitions- Venezia Giulia,</u>	<u>1</u>
<u>Ocean Fishing.</u>	<u>2</u>
<u>Resumption of Ocean Fishing.</u>	<u>3</u>
<u>Recomencement of Ocean Fishing.</u>	<u>4</u>
<u>Fishing rights in the Adriatic.</u>	<u>5</u>
<u>Fishing in Jugoslav Waters.</u>	<u>6</u>
<u>Motor Fishing Vessel Galileo Galilei.</u>	<u>7</u>
<u>"WINGATE" ex "CA' MOGLI".</u>	<u>8</u>
<u>Fishing Boat Purchased by the Ministry of Marine.</u>	<u>9</u>

Fishing Boat Purchased by the Ministry of Marine.

8 891

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

FIRST ENDORSEMENT to:
Agriculture Sub-Commission,
A.C. ltr. AGR/500.2 of
20 July 1945.

NSC/3016
23 July 1945.

FILE

From: Navy Sub-Commission, Hq. Allied Commission.
To: Ministry of Marine, Rome.
Subject: Fishing boats purchased by the Ministry of Marine.
1. Forwarded.

H. ST. J. BUTLER,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

B



NW/W

1RA-5

9

23 JUL 1945 890

Tel:478208 HEADQUARTERS ALLIED COMMISSION BCFM/cc
APO 394
Agriculture Sub-Commission

AGR/ 500.2

20 July 1945

SUBJECT: Fishing boats purchased by the Ministry of
Marine

TO : The Ministry of Marine

VIA : Navy Sub-Commission

1. Reference the attached list of fishing vessels.
2. The craft listed in reference list were purchased prior to Italy's entrance in the war by the Ministry of Marine for a special use.
3. The boats are still in the hands of the Italian Royal Navy and they are inactive. They are tied up in the Taranto area.
4. Our fisheries division while making a survey of the Chioggia area, and the boats in question are all from that fishing center, was requested to see what could be done to put the vessels back to their normal occupation of commercial fishing. The Ministry of Marine can well appreciate what a contribution these craft would make to the alimentation of the country if they were made available for fishing. The attached list shows the name of the boat, its registry number, tonnage, owner, year of construction, condition and the price paid by the Ministry. As the craft were specially built for fishing, and since

- 2 -

they are now idle and serve no useful purpose in their present status, this Sub-Commission strongly suggests and recommends that the Ministry return the vessels to their former owners.

4. It is believed that in addition to repurchasing their craft, the proprietors can equip them immediately with fishing tackle and send them to sea to produce more food.

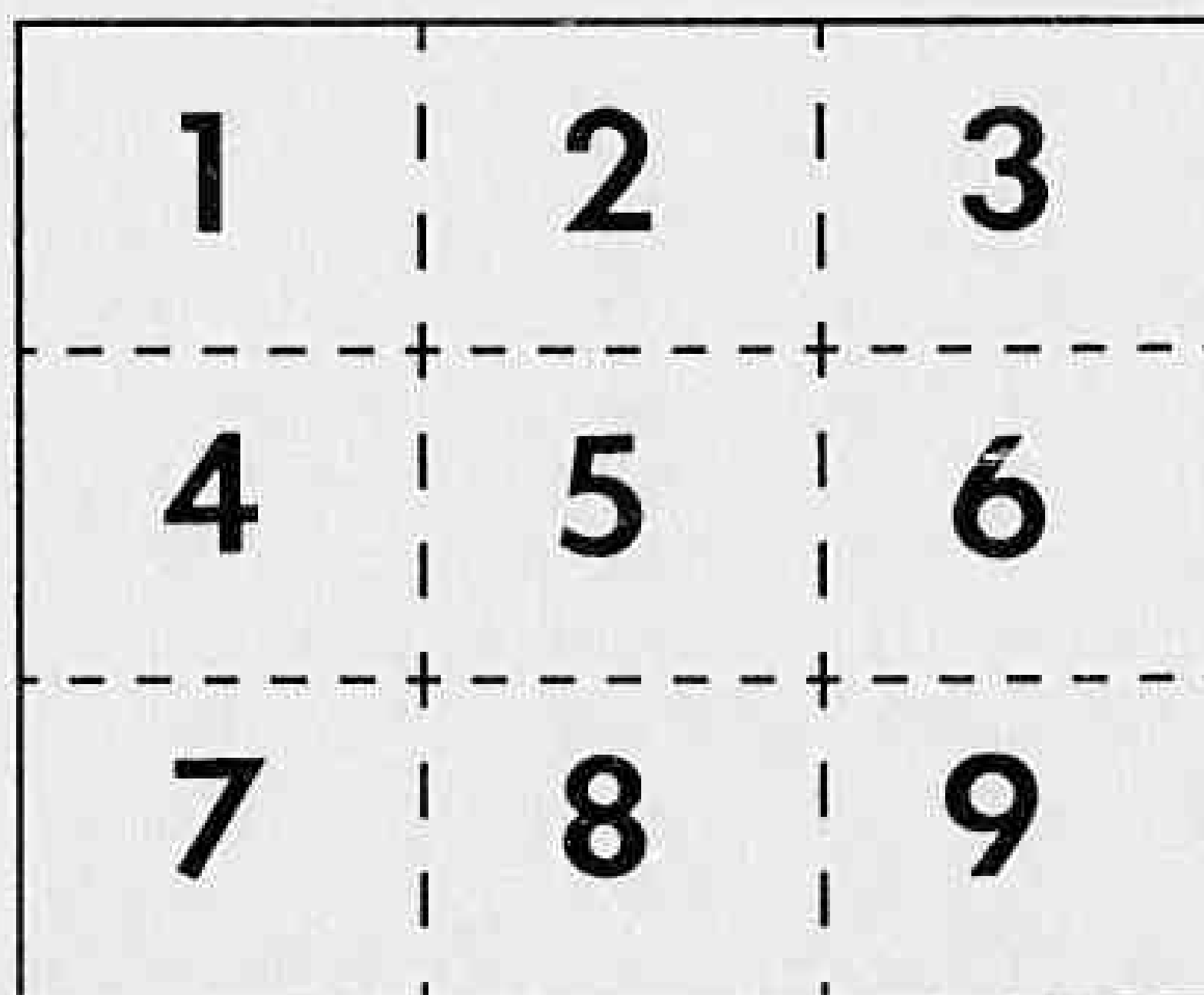
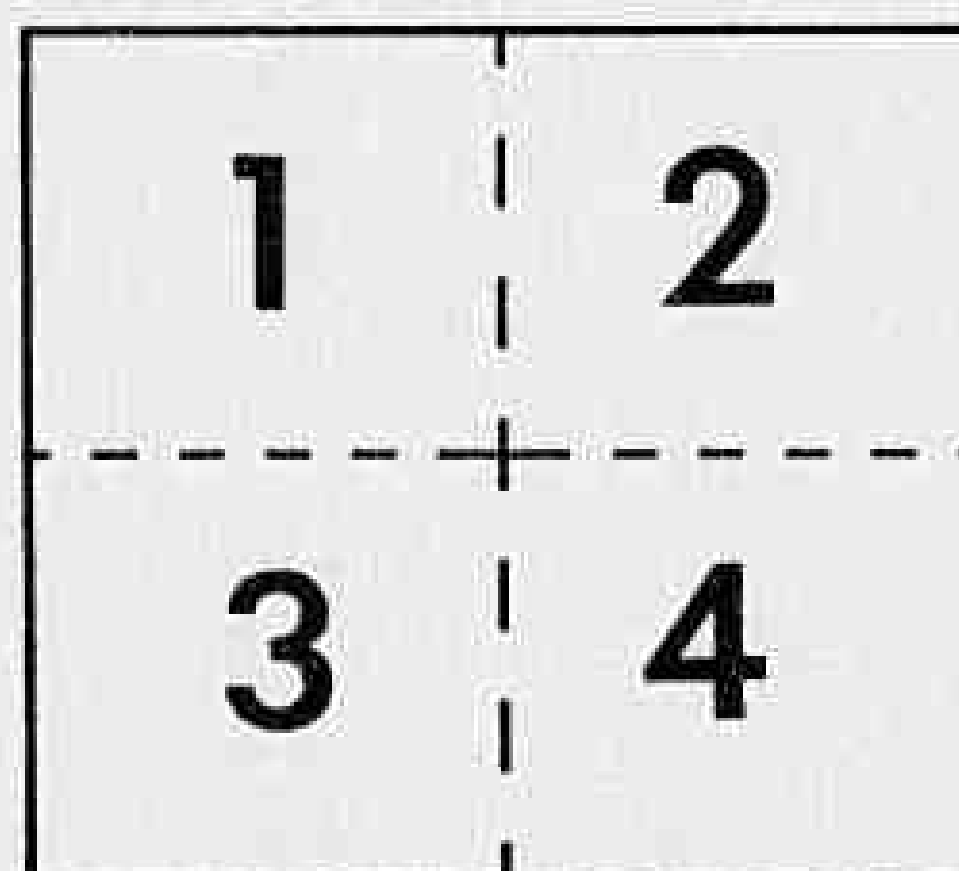
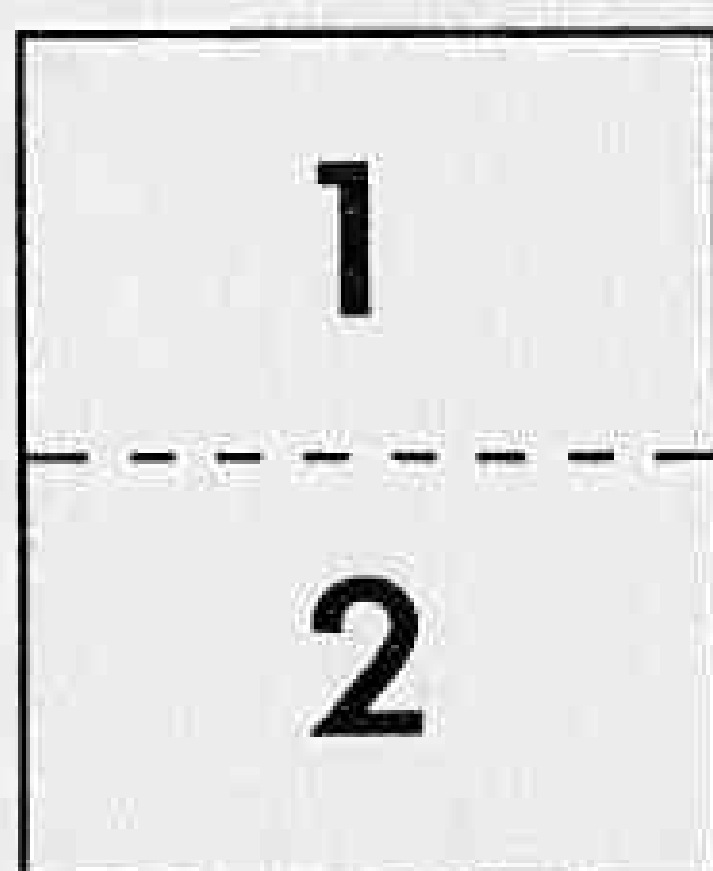
J. M. Merritt
JAMES M. MERRITT
Director

Distribution:

Economic Section
Regional Commissioner Venezia Region
(Att: Regional Agricultural Officer)

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

SEE DIAGRAMS BELOW.



- E L E N C O -ELLE BARCHE DA PESCA (BRACCOZZI) ACQUISTATE DAL MINISTERO DELLA MARINA

NOME	N. DEL REG. GALL.	S T A Z Z A Lorda Netta		PROPRIETARIO	ANNO DI COSTRUZ.	CON
1) QUATTRO FRATELLI V.	716	17.49	7.96	Rossetti Fortunato	1920	Me
2) QUATTRO FRATELLI G.	289	14.82	4.58	Alfieri Attilio di Felice	1920	Me
3) RISCATO	267	9.44	--	Gamba Cristiano	1920	Me
4) ANDREA DORIA	296	19.50	6.20	Bertotto Angelo	1920	Me
5) BRILLO	1213	16.10	7.25	Ranzato Mario	1925	Bu
6) RISCATO 29	292	14.02	6.28	Donaggio Salvino	1920	Me
7) LUIGI S.	1555	15.20	5.82	Sambo Giuseppe	1932	Bu
8) BRUNO S.	1653	7.36	--	Spanio Bruno e Gino	1923	Bu
9) GAETANO	640	14.46	5.71	Pagan Matilde	1910	Me
10) VINCENZO	1596	16.62	8.18	Marchesan Carlo	1927	Me
11) GIORNALE D'ITALIA	343	8.12	--	Lombardo Filippo	1921	Bu
12) ELSA B.	1664	19.-	8.32	Nordio Norma	1924	Bu
13) BUON PADRE	1649	16.30	8.52	Ballerin Giovanni	1928	Me
14) NUOVA PIETRINA	197	16.15	6.09	Padovani Ida di Franco	1919	Bu
15) AMOR NOSTRO	675	16.69	6.87	F.lli Bullo Luigi e Mario	1911	Bu
16) MARIO V.	1370	14.02	6.76	Schiavon Ottone	1922	Bu
17) BERNARDO P.		7.35	--	Ravagnan Giosue'	1911	Me
18) GRAZIANI C.	1824	21.41	15.69	Zennaro Luigi	1937	C

- E L E N C O -

BARCHINE DA PESCA (BRACCOZZI) ACQUISTATE DAL MINISTERO DELLA MARINA

N. GALL.	S T A Z Z A		PROPRIETARIO	ANNO DI COSTRUZ.	CONDIZIONI	PREZZO DI STIMA
	Lorda	Netta				
	17.49	7.96	Rossetti Fortunato	1920	Mediocri	21.000.-
	14.82	4.58	Alfieri Attilio di Felice	1920	Mediocri	21.000.-
	9.44	--	Gamba Cristiano	1920	Mediocri	21.000.-
	19.50	6.20	Bertotto Angelo	1920	Mediocri	21.000.-
	16.10	7.25	Ranzato Mario	1925	Buono	22.000.-
	14.02	6.28	Donaggio Salvino	1920	Mediocri	21.000.-
	15.20	5.82	Sambo Giuseppe	1932	Buone	24.000.-
	7.36	--	Spanio Bruno e Gino	1923	Buone	22.000.-
	14.46	5.71	Pagan Matilde	1910	Mediocri	18.000.-
	16.62	8.18	Marchesan Carlo	1927	Mediocri	21.000.-
	8.12	--	Lombardo Filippo	1921	Buone	20.000.-
	19.-	8.32	Nordio Norma	1924	Buone	22.000.-
	16.30	8.52	Ballarin Giovanni	1928	Mediocri	23.000.-
	16.15	6.09	Padovani Ida di Franco	1919	Buone	21.000.-
	16.69	6.87	F.lli Bullo Luigi e Mario	1911	Buone	19.000.-
	14.02	6.76	Schievon Ottone	1922	Buone	21.000.-
	7.35	--	Ravagnan Giosue'	1911	Mediocri	20.000.-
	21.41	15.69	Zennaro Luigi	1937	Ottime	46.000.-

17) BERNARDO P.		1.22			
18) GRAZIANI C.	1824	21.41	15.69	Zennaro Luigi	1937
19) ROMEO V.	642	15.03	6.38	Varagnolo Giovanni	1910
20) GIULIO	1	9.07	--	Lombardo Filippo	1925
21) ROMA	339	--	7.82	Gianni Enrico	1921
22) ROSINA	597	12.75	10.25	Perini Giuseppe	1903
23) IOLANDA R.	1675	18.00	8.30	Gianni Enrico	1925
24) IDA	1671	18.24	7.87	Oselladore Romeo	1923
25) EUGENIO	707	16.06	6.62	Cavallarini Dina	1914
26) ANTONIO B.	664	16.10	6.32	Crosara Vincenzo	1910
27) ANTONIO B. 2°	1533	--	--	Zennaro Eugenio	1931
28) ARMANDO F.	1655	19.67	8.25	Scarpa Ernesta	1924
29) ESTER P.	306	8.20	--	Perini Esterina	1921
30) DUILIO S.	847	15.69	6.59	Sambo Amalia, Giovannino e Domencio	1909
31) STORIONE	1369	7.93	--	Rossetti Luigi	1919
32) ELENA	1148	7.00	--	Salvagno Andrea	1922
33) ROMANO Z.	1008	16.33	6.83	Zennaro Ada	1933
34) DOMENICO 1°	234	12.79	--	Zennaro Mario	1920
35) BENVENUTO V.	1865	18.95	8.85	Voltolina Riccardo	1921

1824	21.41	15.69	Zennaro Luigi	1937	Ottima	46.000.-
642	15.03	6.38	Varagnolo Giovanni	1910	Mediocri	18.000.-
	9.07	--	Lombardo Filippo	1925	Buone	21.000.-
339	--	7.82	Gianni Enrico	1921	Buone	22.000.-
597	12.75	10.25	Perini Giuseppe	1903	Mediocri	16.000.-
1675	18.00	8.30	Gianni Enrico	1925	Buone	21.000.-
1671	18.24	7.87	Oselladore Romeo	1923	Mediocri	20.000.-
707	16.06	6.62	Cavallarin Dina	1914	Mediocri	20.000.-
664	16.10	6.32	Crosara Vincenzo	1910	Mediocri	18.000.-
1533	--	--	Zennaro Eugenio	1931	Buona	26.000.-
1655	19.67	8.25	Scarpe Ernesta	1924	Mediocri	24.000.-
306	8.20	--	Ferini Esterina	1921	Mediocri	21.000.-
847	15.69	6.59	Sambo Amalia, Giovannino e Domencio	1909	Mediocri	18.000.-
1369	7.93	--	Rossetti Luigi	1919	Mediocri	19.000.-
1148	7.00	--	Salvagno Andrea	1922	Buone	20.000.-
1008	16.33	6.83	Zennaro Ada	1933	Buone	26.000.-
234	12.79	--	Zennaro Mario	1920	Mediocri	20.000.-
1865	18.95	8.85	Voltolina Riccardo	1921	Mediocri	21.000.-

Office of the Flag Officer,
Italy and Liaison,
ROMA.

16th August, 1945.

No. F.O.I.L. 1023/3.

THE DIRECTOR,

AMERICAN SUB-COMMISSION, ALLIED COMMISSION.

(Copy to :- The Navy Sub-Commission,
Allied Commission,
The Regional Commissioner,
Liguria Region.)

"MIRIAM" EX "CANIGLI".

With reference to your letter No. AM/505.9, of the 19th July, 1945, which has been referred to the Flag Officer Italy and Liaison, the Motor Fishing Vessel "MIRIAM" was salvaged by the Royal Navy in March 1944 in Naples harbour, and after extensive repairs was put into service in the dockyard where she is very useful owing to her convenient size. When raised the vessel bore no marks of identification and no claim to her possession was raised.

2. In October, 1944 a correspondence with the Italian Navy commenced which eventually established that the vessel was almost certainly the former "CANIGLI", on requisition to the Italian Navy.

3. In view of the present useful employment of the "MIRIAM" by the Naval Officer-in-Charge, Naples Area, it is regretted that she cannot be released for return to the fishing industry as requested.

With reference to your letter No. MR/505.9, of the 19th July, 1945, which has been referred to the Flag Officer Italy and Liaison, the Motor Fishing Vessel "VILLAGES" was salvaged by the Royal Navy in March 1944 in Naples harbour, and after extensive repairs was put into service in the dockyard where she is very useful owing to her convenient size. When raised the vessel bore no marks of identification and no claim to her possession was raised.

2. In October, 1944 a correspondence with the Italian Navy commenced which eventually established that the vessel was almost certainly the former "CANALI", on requisition to the Italian Navy.

3. In view of the present useful employment of the "VILLAGES" by the Naval Officer-in-Charge, Naples Area, it is regretted that she cannot be released for return to the fishing industry as requested.

(signed) C. APPLETON

886
FOR REAR ADMIRAL.
(absent on duty.)

(8)

Tel:478208 HEADQUARTERS ALLIED COMMISSION ECFM/cc
APO 394
Agriculture Sub-Commission

AGR/ 505.9

19 July 1945

SUBJECT: Fishing Vessel Wingate (ex Camogli)

TO : NOIC, Naples

VIA : FONAM, Naples
(Att. Lt. Crosse)

1. It has been reported to this Sub-Commission by Liguria Region, AMG, that the motor fishing vessel "Wingate" is still under requisition by the NOIC, Naples.

2. This craft was formerly known as the "Camogli" and it had been requisitioned by the Italian Navy back in 1940. It was sunk by air action in the port of Naples. In March of 1944 it was recovered and repaired but on 25/9/44 it was requisitioned by the NOIC, Naples. The name of the craft was changed to "Wingate".

3. This Sub-Commission would appreciate any information regarding the present status of the vessel and whether it can be derequisitioned and returned to its normal occupation, fishing.

J. M. Merritt
JAMES M. MERRITT
Director

Distribution:

Navy Sub-Commission
Regional Commissioner, Liguria Region
Att: Major Crawford

1 RA 885

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3639
24 September 1945

FIRST ENDORSEMENT On
Ministry of Marine ltr
SM.20611 of 21 Sept. 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To: Agriculture Sub-Commission, Hq. Allied Commission.
Subject: M/P Galilei Galileo.
1. Forwarded.

H. ST. L. BUTLER,
CAPTAIN, U. S. NAVY,
FORREAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

24 SEP 1945

IRN-5 B

(7)

884

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

FIRST ENDORSEMENT to:
Agriculture Sub-Commission,
Hq., AC. ltr. AGR/505.9 of
8 August 1945.

NSC/3207
10 August 1945.

FILE

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine, Rome.
Subject: Motor Fishing Vessel "Galileo Galilei".
1. Forwarded.

H. ST. J. BUTLER,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
Agriculture S/C, AC.



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www

10 AUG 1945

Tel:478208 HEADQUARTERS ALLIED COMMISSION BCFM/oo
APO 394
Agriculture Sub-Commission

AGR/ 505.9

8 August 1945

SUBJECT: Motor Fishing Vessel " Galileo Galilei "

TO : Ministry of Marine

Via : Navy Sub-Commission

1. Reference the attached request for the derequisition of subject vessel.

2. The Ministry of Agriculture and this Sub-Commission concur in recommending the derequisition of the above mentioned motor fishing boat. The boat's harvest, according to the declaration herewith attached, would go to the firm of Mirabella which in under contract to furnish fresh fish to various religious institutions of Sicily to help them provide food for orphans. The Catholic priest who called on this Sub-Commission, Sacerdote Leocata Salvatore, assured that the efforts instituted toward the derequisition of the vessel are not to hasten the return of the boat to the owner but rather to take care of the dire needs of the religious institutions, which for the most part, themselves live on scant contributions and which, at the same time, must take care of orphan children and the like.


JAMES M. MERRITT
Director

Copy to:
Ministry of Agriculture

TRANSLATION

Rome, 7 August 1945

To: the Allied Commission

I the undersigned, as partner in the Mirabella Firm, hereby declare that the fish caught with the motor boat "Galileo Galilei" owned by Papetti Pietro of S.Benedetto del Tronto, requisitioned by the Ministry of Marine in 1940 and at present in service at Brindisi will be used in supplying fresh fish to some of the Religious Institutes in Eastern Sicily by contract with the ship-owner stipulated at S.Benedetto del Tronto 14 July 1945.

Signed

Sac.Leocata Salvatore

Ministry of Agriculture & Forests
Central Fisheries Office

Confirming the above and requesting the derequisition of the said motor fishing vessel

Signed

Ispettore Generale Capo
Brunelli

NSC/5278
13 July 1946

MEMORANDUM FOR THE EXECUTIVE COMMISSIONER:

Subject: Fishing in Yugoslav Waters.

Enclosure: (A) Ministry of Marine Ltr. 2357/ST of
5th July 1946.

1. Confirming conversation with Captain Knisely and
Commander BAHLWANN, enclosure (A) is forwarded for information
and any action deemed necessary, since your office has already
acted upon subject.

H. W. ZIROLL,
COMMODORE, U. S. NAVY,
FOR
COMMODORE, USN,
CHIEF, NAVY SUB COMMISSION, A.C.
ACTING.

15 JUL 1946

1 RN-15-880

FISHING

(6)

From: MINISTRY OF MARINE (Cabinet)
To : A.C. - CA. Section per : N.S.C.
and for Info. : Ministry of Agriculture
Date: 5th July 1946
Ref.: 2357/UT

Subject: Fishing in Yugoslav waters

Reference is made to letter 14/12A/CA of 20th May last.

1. It does not appear from our investigations that during period 22nd - 27th January last any Italian fishing craft had fished in Yugoslav waters, which extend for 6 miles for fishing purposes as well as others, according to the information of the Ministry of Marine (Law controlling Sea fishing dated 30th March 1922).

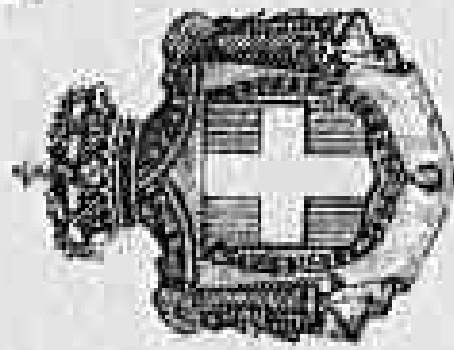
2. Regarding the convention of Brioni of 14th September 1921, we maintain that it was not cancelled by the war between the 2 Principal Signatories, but that it is merely in abeyance.

3. It is requested that the above be brought to the notice of the Yugoslav Representative on the Consultative Council for Italy.

THE MINISTER

JLP/GGE/P.

9



Ministero della Marina

GABINETTO

Ufficio Trattati

INDIRIZZO TELEGRAFICO: MARINA - ROMA

Dist. No. 2354/4 Allegati

Mod. 39

Roma

15 LUG 1949

COMMISSIONE ALLEATA

CA. Section

tramite NSC

e, per conoscenza:

MINISTERO DELL'AGRICOLTURA

ARGOMENTO: Pesca nelle acque jugoslave.

Si fa riferimento al foglio 14/12A/CA del 20 maggio us.

- 1) - Da indagini effettuate non risulta che pescherecci italiani nel periodo 22-27 Gennaio u.s. abbiano pescato in acque jugoslave la cui estensione, a quanto risulta a questo Ministero, è di miglia sei anche agli effetti della pesca (legge sulla pesca marittima del 30 marzo 1922).

- 2) - Per quanto riguarda la convenzione di Brioni del 14 settembre 1921 si ritiene che essa non sia decaduta per lo stato di guerra intervenuto fra le due Alte Parti contraenti, ma che sia semplicemente sospesa.

Si fa riferimento al foglio 14/12A/CA del 20 maggio us.

- 1) - Da indagini effettuate non risulta che pescherecci italiani nel periodo 22-27 Gennaio u.s. abbiano pescato in acque jugoslave la cui estensione, a quanto risulta a questo Ministero, è di migliaia sei anche agli effetti della pesca (legge sulla pesca marittima del 30 marzo 1922).
- 2) - Per quanto riguarda la convenzione di Brioni del 14 settembre 1921 si ritiene che essa non sia decaduta per lo stato di guerra intervenuto fra le due Alte Parti contraenti, ma che sia semplicemente sospesa.
- 3) - Si prega di voler comunicare quanto sopra al Rappresentante jugoslavo nel Consiglio Consultivo per l'Italia.

IL MINISTRO



878

COPYCOPY

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

G-5: 910.31-0

17 August 1946.

SUBJECT: Fishing Rights in the Adriatic.

TO : Chief Commissioner,
Allied Commission,
APO 794.

Reference your 5611/15/EC, 12 August 1946.

This Headquarters cannot concur with the opinion enclosed with your above quoted letter.

According to OPIENHEIM "International Law" Vol II page 246 Non Political Treaties not intended to set up a permanent condition of things are not ipso facto annulled but the parties may annul them or suspend them at their discretion.

The latest precedent on the subject is the plan adopted on the Treaties of Peace after the War of 1914-18. Then all Treaties to which two belligerent were the only parties were regarded as annulled and the Victorious Power was given an option to revive them on certain conditions.

These Italo-Yugoslav Fishing Treaties would seem to fall into this category. They are clearly treaties not intended to set up a permanent condition of things and equally it appears that the Yugoslavs regard them at an end. This appears to be within their rights and is in keeping with the theory that the parties may annul or suspend such treaties. To allow the loser to retain such a right would be illogical, clearly such a right is a prerogative of the victor.

It is therefore the view of this Headquarters that the Yugoslav opinion in this case is the more likely to prevail and it is thereof recommended that any expression of views on your part is avoided and that your activities are confined strictly to "post-officing" between the Italian Government and the Yugoslav Delegation.

BY COMMAND OF LIEUTENANT GENERAL LEE:

/s/ Col....
for

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

EC DISTRIBUTION: 20/8/46
Info:- SCAO XIII Corps
British Embassy
U.S. Embassy
Navy S/C
Polad A
Polad B
Econ Sec
Legal S/C

877

IRN-5
FISHING

HEADQUARTERS ALLIED COMMISSION

A P O 794

Office of the Executive Commissioner

Ref. : 5641/16/EO

13 August 1946.

My Dear Dr. Smolaka,

With reference to your letter No. Br. 353/46, dated 25 March 46, on the subject of Italian boats fishing in Yugoslav waters.

I forward for your information a copy of the Italian Ministry of Marine's reply:

"It does not appear from our investigations that during period 22nd - 27th January last any Italian fishing craft had fished in Yugoslav waters, which extend for 6 miles for fishing purposes as well as others, according to the information of the Ministry of Marine (Law controlling Sea fishing dated 30th March 1922)".

"Regarding the convention of Brioni of 14th September 1921, we maintain that it was not cancelled by the war between the 2 Principal Signatories, but that it is merely in abeyance".

Yours very truly

M. S. LUSH

Brigadier,
Executive Commissioner.
for the
Chief Commissioner.

Copy to: Navy S/C
Polad A
Polad B
Econ Sec
Legal S/C

IRN-11(4)

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copycopy

Ref. : 5609/279/EC

13 August 1946.

My dear Mr. Prime Minister,

With reference to your letter No. 3/547 dated 20 May 46 on the subject of seizure by the Yugoslav Authorities of Italian fishing vessels:

Dr. Smodlaka, the Acting Representative of Yugoslavia to the A.C.I., has advised this Commission that these vessels were seized by the Yugoslav Authorities as they were in territorial waters, and they will be disposed of in accordance with Yugoslav Law.

The crews will be released as soon as the regular procedure has been completed.

Yours very truly,

/s/ M. S. LUSH

Brigadier,
Executive Commissioner.
for the
Chief Commissioner

Dr. Alcide De Gasperi,
President of the Council of Ministers,
Italian Government,
Rome.

Copies to: G-5, AFHQ
Polad A
Polad B
Navy S/C

875

copycopy

JUGOSLAVENSKA DELEGACIJA
U SAVETODAVNOM VEĆU ZA ITALIJU

Br. 1122/46

3 August 1946.

Dear Admiral Stone,

With reference to your letters 5609/260/EC of 10 July 1946, and 5609/206/EC of 12 June 1946, concerning the seizure of Italian fishing vessels, I have the honour to inform you on behalf of the Yugoslav Government that according to the informations received from the local authorities, the ships have been seized in our territorial waters. It will be disposed with them in accordance with the dispositions of the Yugoslav law. The crews will be released as soon as the regular procedure will be terminated.

Yours very truly,

/s/ Dr. SLOVEN SMOLJAKA
Acting Representative of Yugoslavia
Advisory Council for Italy

Rear Admiral
KELLY W. STONE
Chief Commissioner
Allied Commission

EC DIST - 13/8/46

ACTION - EC
INFO - POLAD 'A'
- POLAD 'B'
- NAVY S/C

5609/278/EC dated
9 Aug 46 refers

Ref: 5609/280/30

13 August 1946

SUBJECT: Seizure by Yugoslav Authorities
of Italian fishing boats.

TO : G-5 Section
AFHQ.

With reference to my letters Nos. 5609/278/31 dated 9 August on the above quoted subject and 5611/15/30 dated 12 August on the subject of Fishing Rights in the Adriatic, the information contained in Dr. Smolaka's letter No Br. 1122/46 dated 3 August has now been passed to the Italian Government.

FOR THE CHIEF COMMISSIONER:

A. W. Kinsley

Brigadier
Executive Commissioner

Navy Sub-Commission —
Polad "A"
Polad "B"

Ref. : 5611/15/SC

12 August 1946.

SUBJECT: Fishing Rights in the Adriatic.

TO : C-5 Section,
AFHQ.

1. Reference your letter C-5:940.34 dated 19 July 46.
2. The Yugoslav Government, through Dr. Smedlaka, requested, by letter dated 25 March that the Allied Commission inform the Italian Government that the BRIGNI fishing agreement of 1924 was no longer valid. It further stated that Italian fishing boats were continuing to fish in Yugoslav territorial waters.
3. This information was conveyed to the Italian Government, who replied to the effect that, in their opinion, the agreement is still operative and requested that the matter be referred to the Yugoslav Representative to the A.C.I.
4. The Legal opinion of this Commission's Legal Branch, supports the Italian view, in stating that although the agreement may have lapsed during the war, it is, nevertheless, still effective (See Appendix A).
5. This matter is closely related to the seizure of Italian fishing vessels in the Adriatic to which my letter 5609/278/20 of 9 August 46 refers and the question remains as to procedure, always provided that you agree with the view of the Italian Government endorsed by my Legal S/C.
6. In view of the fact that the Yugoslav Government considers the BRIGNI Fishing Agreement cancelled, I do not consider any useful result will be obtained by merely presenting the contrary opinions to Dr. Smedlaka unless we were prepared to say that SACRED agreed with the Italian view and was prepared to afford his (naval) protection to Italian fishing vessels in the exercise of their rights in Adriatic waters, and that the Allied Governments would hold the Yugoslav Government responsible for any damage to Italian interests inflicted by the Yugoslav Government on Italian vessels or personnel in this connection. However this would obviously be impolitic at the present time and I will therefore carry out the request of the Italian Government (Vide Para 3) and we must leave the matter at that point.

./.

- 2 -

7. It is interesting to note in this connection that Dr. Smolaka has just entered a protest through the Allied Commission to the Italian Government for alleged search of a Yugoslav vessel plying between MARSEILLES and JUGOSLAVIA when within 4 miles of the Italian coast, and of another vessel lying off the Italian coast in the course of loading salt destined for Yugoslavia.

For the Chief Commissioner:

M. S. LUSH

Brigadier,
Executive Commissioner.

Copy to: SCAC XIII Corps
British Embassy
U.S. Embassy
Navy S/C
Polad A
Polad B
Econ Sec
Legal S/C
File 5609/EC

871

QUESTIONS

SUBJECT: Fishing rights.

Questions to be determined: A) B) C)

Extent of territorial waters
Validity of pre-war treaties
Fishing rights in waters between
4. to 6 miles from the coast.

After a careful consideration we have arrived at the following opinion:

As to point A): No international provision exists which determines the extent of territorial waters.

The State cannot fix of its own accord the extent of territorial waters which will have binding effect as regards third parties, and therefore the Sugiyev law, which fixes the limit of territorial waters at six miles, cannot affect third parties.

It must be noted that as regards fishing rights the extent of territorial waters is always the most limited one.

Even in the case of territorial waters being fixed at three miles, the question as from what point the area should be measured will still remain to be determined.

International law also contemplates the so called "adjacent zone" next territorial waters, wherein the right of fishing reserve is excluded.

As to point B):

It is an unassailable principle of international law that war annuls all treaties existing between belligerents, but this principle is subject to many exceptions. We are interested in that exception relative to treaties which are meant to regulate in a definite manner a "de facto" situation for the future. The exercise of rights deriving from treaties is merely suspended, but such rights are not cancelled because of war. This point of view is sustained by the unanimity of opinion of the best authorities and by historical precedents.

In a similar question which arose about the year 1915 between the United States and Great Britain both parties admitted that all agreements "in the nature of perpetual obligation" constitute an exception to the rule whereby treaties cease to be valid on account of war.

This case related to the establishment of fishing rights in territorial waters. Such case should the exception referred to above apply to waters that are not adjacent to the coast.

3. It must be noted that as regards fishing rights the extent of territorial waters is always the most limited one.
4. Even in the case of territorial waters being fired at (under attack), the question as to what point the area should be measured will still remain to be determined.
5. International law also contemplates the so called "adjacent zone" next to territorial waters, wherein the right of fishing reserve is excluded.

As to point B)---

It is an unassailable principle of international law that war derogates all treaties existing between belligerents, but this principle is subject to many exceptions. We are interested in that exception relating to treaties which are meant to regulate in a definite manner a "fact" situation for the future. The exercise of rights deriving from treaties is merely suspended, but such rights are not cancelled because of war. This point of view is sustained by the unanimous opinion of the best authorities and by historical precedents.

In a similar question which arose about the year 1915 between the United States and Great Britain both parties admitted that all agreements "in the nature of perpetual obligation" constitute an exception to the rule whereby treaties cease to be valid on account of war.

This case related to the establishment of fishing rights in territorial waters; much more so should the exception referred to above apply to waters which can hardly be considered as territorial. From the above it appears that all treaties concerning fishing rights between Yugoslavia and Italy are still valid. Apart from this fishing rights of Italian fishermen, also in territories 870 would derive from a customary rule of international law. Such rule was adopted in the Convention of Brioni which therefore made no innovation in the relations already existing between the parties.

This Sub-Commission is of opinion that irrespective of the extent of territorial waters Italian fishermen have fishing rights even in "territorial waters" (viz. near the coast) both because the Conventions Brioni and Nettuno on the customary rule are still in force.

Ref: 5609/278/83

9 August 1946

SUBJECT: Seizure by Yugoslav Authorities
of Italian fishing boats.

TO : G-5 Section,
AFHQ.

1. With reference to recent correspondence on the above quoted subject, I enclose for your information a copy of letter No. Br. 1122/46 dated 3 August 46 from Dr. Smolarka to the Allied Commission.

2. This information has not been passed to the Italian Government as the question of fishing rights in the Adriatic is the subject of a further letter to your Headquarters.

For the Chief Commissioner:

A. W. Knisely,

Brigadier,
Executive Commissioner.

Encl. 1 Copy Br. 1122/46

Copy to : Navy S/C
Polad A
Polad B

1 RN-11 (4)

YUGOSLAV DELEGATION

Br. 1122/46

3 August 1946

Dear Admiral Stone,

With reference to your letters 5609/260/46 of 10 July 46, and 5609/206/46 of 12 June 1946, concerning the seizure of Italian fishing vessels, I have the honor to inform you on behalf of the Yugoslav Government that according to the informations received from the local authorities, the ships have been seized in our territorial waters. It will be disposed with them in accordance with the dispositions of the Yugoslav law. The crews will be released as soon as the regular procedure will be terminated.

Yours very truly,

Dr. SEVEN J. SKOVLAKA,
Acting Representative of Yugoslavia
Advisory Council for Italy.

Rear Admiral MILAN W. STONE
Chief Commissioner
Allied Commission

Ref. : 5609/277/EG

7 August 1946.

SUBJECT: Seizure by Yugoslav Authorities of
Italian fishing boats.

TO : The Ministry of Foreign Affairs
Rome.

1. With reference to your Memorandum No. 6/2614/1035 dated
3 July 46 on the above quoted Subject.

2. As the seizures by the Yugoslavs of the two vessels
"SOCOPESCA" 04 and 05 took place in TRIESTE in May 1945 before AME
was established there, it is regretted that it is not possible for
the Allied Authorities to present this case.

3. If you wish to raise this matter direct with the Yugoslav
Government, this Commission would be happy to transmit your Note.

For the Chief Commissioner:

A. W. Knisely.

Brigadier,
Executive Commissioner.

COPY TO: AFHQ - for G-5
Polad A
Polad B
Navy S/C

1RN-1164

COPYCOPY

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 542

G-5: 948.50

1 August 1946.

SUBJECT: Seizure of Italian Fishing vessels.

TO : Chief Commissioner,
Allied Commission, APO 794.
(Attn: Economic Commissioner).

1. Reference your 5609/EC dated 24 July 46.
2. As the seizures by the Yugoslav of the two vessels "SCOUPELIA" 04 and 05 took place in TRIESTE in May 1945 before AEC was established there, it is not considered that this is a matter which should be taken up by this Headquarters.
3. It is suggested that if the Italian Government desires to raise this matter after this lapse of time that they should do so on a diplomatic level, transmitting their Note through you in the usual way.

BY ORDER OF LIEUTENANT GENERAL MORGAN,

for /s/.....
A. L. HAMILTON
Colonel, G.S.C.
Assistant Chief of Staff, G-5

EC DIST - 2 August

Copy to: Polad A
Polad B
Navy 3/C

1 RN-11 (4)
866

HEADQUARTERS ALLIED COMMISSION

A P O 794

Office of the Executive Commissioner

Ref. : 5609/EC

24 July 1946

SUBJECT: Seizure of Italian fishing vessels.

TO : G-5 Section U.S. Embassy
AFHQ. Rome.
British Embassy
Rome.

With reference to recent correspondence on the above-quoted subject.

The Italian Ministry of Foreign Affairs has now advised this Commission that the Yugoslav Authorities have seized the fishing motor-boats "SOCOPECA C.4" and "SOCOPECA C.5" of gross displacement 32 tons, which were launched at the "Istria" (DARBOISTRIA) shipyard in the early days of November 1944.

The above ships after their launching, were transferred by the Germans to Trieste and should have been equipped as corvette-boats, but, at the time of liberation they were found to be without engines.

The owner Bruno Bonetti & C. of Trieste, made a regular request for the a/m boats to the "Pomorsha Olalska Komanda Trst" Via Cadorna 11, Trieste, who, on May 24th, 1945, put the boats in question at the owner's disposal.

During the night of May 24th/25th 1945, a tug-boat, flying the Yugoslav navy's flag, removed the aforesaid ships and towed them to an unknown destination. Since that time no further information about them has been received.

It is requested that this matter be taken up with the Yugoslav Authorities with a view to having these boats returned.

For the Chief Commissioner:

M. C. A. R.

Brigadier,
A/ Executive Commissioner.

Copy to: Navy S/C
Polad "A"
Polad "B"

865

IRN-1114

Office of the Flag Officer,
Italy and Liaison,
RMC.

31st December, 1945.

No: F.O.I.L. 662/1.

THE MINISTRY OF FOOD, INMI.
(Copy to: The Navy Sub-Commission,
H.Q. Allied Commission).

REQUIREMENT OF OCEAN FISHING.

With reference to your letter No. AM/11/117 dated 15th October, 1945, the Commander-in-Chief, Mediterranean Station has reported that there are no objections from a British point of view to fishing off the coast of Morocco by Italian vessels.

2. Any approach over this matter to authorities other than British should be made through diplomatic channels.

REDAIS H. BLACKBURN

for REAR-ADMIRAL.

(4)

864

Office of the Commander-in-Chief,
Mediterranean Station,
MALTA.

13th November, 1945.

Med.45/345/4/5

THE FLAG OFFICER, IGHMALTAR AND MEDITERRANEAN
APPROACHES.

(COPY to:-

The Navy Sub-Commission, Rome.)

OCEAN FISHING.

Your remarks are requested on
the Flag Officer, Italy and Liaison's letter
No. P. 2.682/1 of 23rd October, 1945.

(SG.) H. A. PACKER

For ADMIRAL

1595
863

Office of the Flag Officer,
Italy and Lisbon,
RMS.

26th October, 1945.

No.F.9.L.L. 662/1.

THE COMMODORE-IN-CHIEF, MEDITERRANEAN STATION.

(Copy to:- The Flag Officer, Gibraltar and
Mediterranean Approaches.
The Navy Sub-Commission, Hq. Allied
Commission).

COAST FISHING.

The attached letter No. ANP/11/117 of the
15th October, 1945, from the Italian Ministry of Food
is forwarded for consideration.

2. Information is requested as to whether
fishing by Italian vessels can be permitted off the
Moroccan coast.

(signed) S.N. BLACKBURN

For F.O. ADMIRAL.
(absent on duty).

Enclosure:-

Italian Ministry of Food's letter No. ANP/11/117
dated 15th October, 1945.

882

INTER OFFICE MEMO

HH/1p

Tel : 478807

Ref. 7B-5/34, Food

25 October 1945

SUBJECT : oceanic fishing

TO : Naval Sub-Commission

1. Reference Ministry of Food letter ANR/11/117 of 16 October 1945 to you, copy to this Sub-Commission.

2. In view of the vital necessity of ensuring this winter the maximum availability of other foodstuffs to the Italian population, in order to compensate for the reduction in certain essential foodstuffs, e.g. cereals and milk, this sub-Commission hopes that you will be able to accede to the request made by the Ministry of Food and the SAIPA Company.

3. Your dealing with this as a matter of urgency would be very much appreciated.



V.R.A. COWPER
Major

Acting Director, Food Sub-Commission

Copy to : Ministry of Food, Rome

F 861

From: MINISTRY OF FOOD
 To : A.C. - Navy Sub Commission - Flag Officer Italy and
 Liaison - Rome
and for info. Agriculture Sub Commission - Rome
 Food Sub Commission - Rome
 Ministry of Agriculture and
 Forests (Central Fishing
 Division) - Rome

Date: 15th October 1945
 Ref.: ANR/11/117

Subject: Recommendation of ocean fishing.

1. This Ministry, in its memo. No. 979 of 8th ult. requested the assistance of the Agriculture and Food-Sub-Commission in obtaining authority to recommence ocean fishing along the coast of Mauretania, using the trawler "ARINGA" belonging to the SAIPA Co.
2. The Agriculture Sub Commission, in its letter No. 510.4 of 28th ult., suggested to this Ministry that it would be desirable for the owners of the vessel should contact the N.S.C. directly.
3. It is of extreme importance to this Ministry, in view of the serious difficulties of food supply which are expected in the coming winter, that the flow of fish to the consumer markets should be increased to the maximum and, consequently, it is strongly requested that you may examine the possibility of granting the request of the SAIPA company.
4. The opportunity is taken to inform you that the above company, with the object of rendering consideration of this request easier, has indicated that it no longer requests for coaling to take place at Gibraltar, limiting calls for bunkering and refuge from bad weather to Las Palmas (Canary Is.)
5. Information is awaited of decisions made in respect of the above.

DATE: _____
 FROM: NAVY SUB-COMMISSION, HQ. AC.
 TO : FLAG OFFICER ITALY & LIAISON.

FORWARDED FOR APPROPRIATE ACTION

TH MINISTER

for Chief, Navy S/C.

GOS/P.



E 860

Tel: 478208 HEADQUARTERS ALLIED COMMISSION FG/cc
AFC 394
Agriculture Sub-Commission

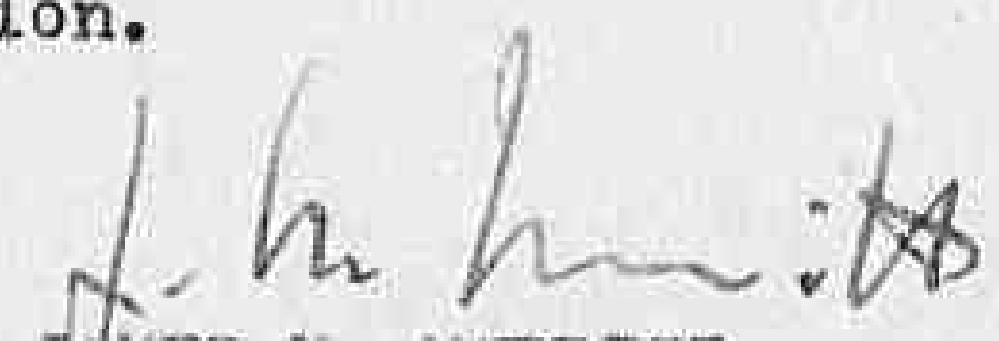
AGR/ 510.4

28 September 1945

SUBJECT: Resumption of ocean fishing.

TO : Ministry of Alimentation

1. Reference your letter A/XIV/979 dated 8 September 1945.
2. This Sub-Commission agrees with you on the resumption of the ocean fishing.
3. Concerning the problem of the navigation it is suggested that the owners of the trawlers contact directly the Navy Sub-Commission.


JAMES M. MERRITT
Director

— Copy to: Navy Sub-Commission
with the following enclosures:
Letter of the Ministry of
Agriculture dated 8 September 45
with attached letter of SAIPA
1 copy of a map

③

1111-3

C O P Y

Ministero dell'Agricoltura
& delle Foreste

Roma, 8 Settembre 1945

Prot.N. A/XIV/979

Oggetto: Ripristino della pesca oceanica.

Alla : Commissione Alleata - Sotto-Commissione
dell'Agricoltura.

1. Si fa riferimento alla riunione tenutasi presso questo Ministero il giorno 27 dello scorso mese.

2. La pesca oceanica, se autorizzata, potrebbe essere ripristinata entro pochissimi giorni, utilizzando i piropescherecci "Aringa" della Società "Saipa", attualmente adibito alla pesca nelle acque di Lampedusa ed il piropeschereccio "Sirio" della Ditta "Sapri" già derequisito ed in corso di allestimento per la ripresa dell'esercizio della pesca.

3. Come rilevasi da una nota pervenuta a questo Ministero, qui allegata in copia, la Saipa chiede l'autorizzazione a riprendere immediatamente la pesca oceanica.

Per quanto concerne la Sapri questo Ministero si riserva di interpellare la predetta Ditta e di comunicare tempestivamente l'esito delle trattative.

4. La Soc.Saipa ha comunicato, per via breve, che la pesca oceanica si svolge lungo le coste del Marocco Spagnolo e, proseguendo verso il sud, fino a Capo Bianco.

Inoltre le navi che operano in quelle località, nel viaggio di andata, sostano a Gibilterra per il carbonamento e durante la pesca, alle Isole Canarie se colte da cattivo tempo.

5. Si resta in attesa delle determinazioni di codesta Commissione Alleata.

Il Ministro

f.to Molè

C O P Y

SAIPA - Società Anonima Industria
Pesca Atlantica

Roma, 31 Agosto 1945

Al: Ministero dell'Alimentazione - Ufficio Pesca - Roma

Argomento: Pesca oceanica lungo le coste del Marocco.

Venuti a conoscenza che codesto Ministero sta studiando la possibilità di far intraprendere ad alcuni natanti nazionali la pesca lungo le coste del Marocco, si permette di segnalare il P/p sociale "Aringa", particolarmente adatto a tale pesca oceanica.

Il sunnominato peschereccio ha già svolto nel passato, e precisamente dal 1937 al 1940, numerose campagne di tale pesca con grande profitto per il rifornimento ittico del paese e dei propri stabilimenti. Il P/Peschereccio "Aringa" potrebbe intraprendere subito la campagna, infatti è stato presentemente, nonostante la lunga requisizione da parte della R. Marina di tutta l'attrezzatura necessaria e cioè dei gallows (potenze) e dei fairleads (rulli) del verricello, salpareti ecc. Inoltre esiste nei propri magazzini, fortunatamente salvati dalla requisizione tedesca, tutto l'armamento per le reti (divergenti, reti, cavi di acciaio, sfere galleggianti ecc.)

Si fa presente inoltre che il P/peschereccio è stato costruito appositamente per la pesca atlantica. E' munito di una perfetta stiva isotermica per la conservazione del prodotto. Ciò è molto importante perchè il pescato rimane a bordo per oltre 20 giorni, data la distanza dal luogo della discarica. La stiva ha una capienza di oltre 200 mc. e quindi può portare un carico di pesce di circa 110/120,000 kg. La capacità dei carbonili offre una lunga autonomia di navigazione e pertanto al P/peschereccio è possibile di pescare sui banchi oltre 12 giorni sufficienti a compiere l'intero carico. La velocità della nave (10 miglia in media) permette di effettuare il viaggio

- 2 -

di andata e ritorno compreso 1 12 giorni di pesca in meno di trenta giorni.

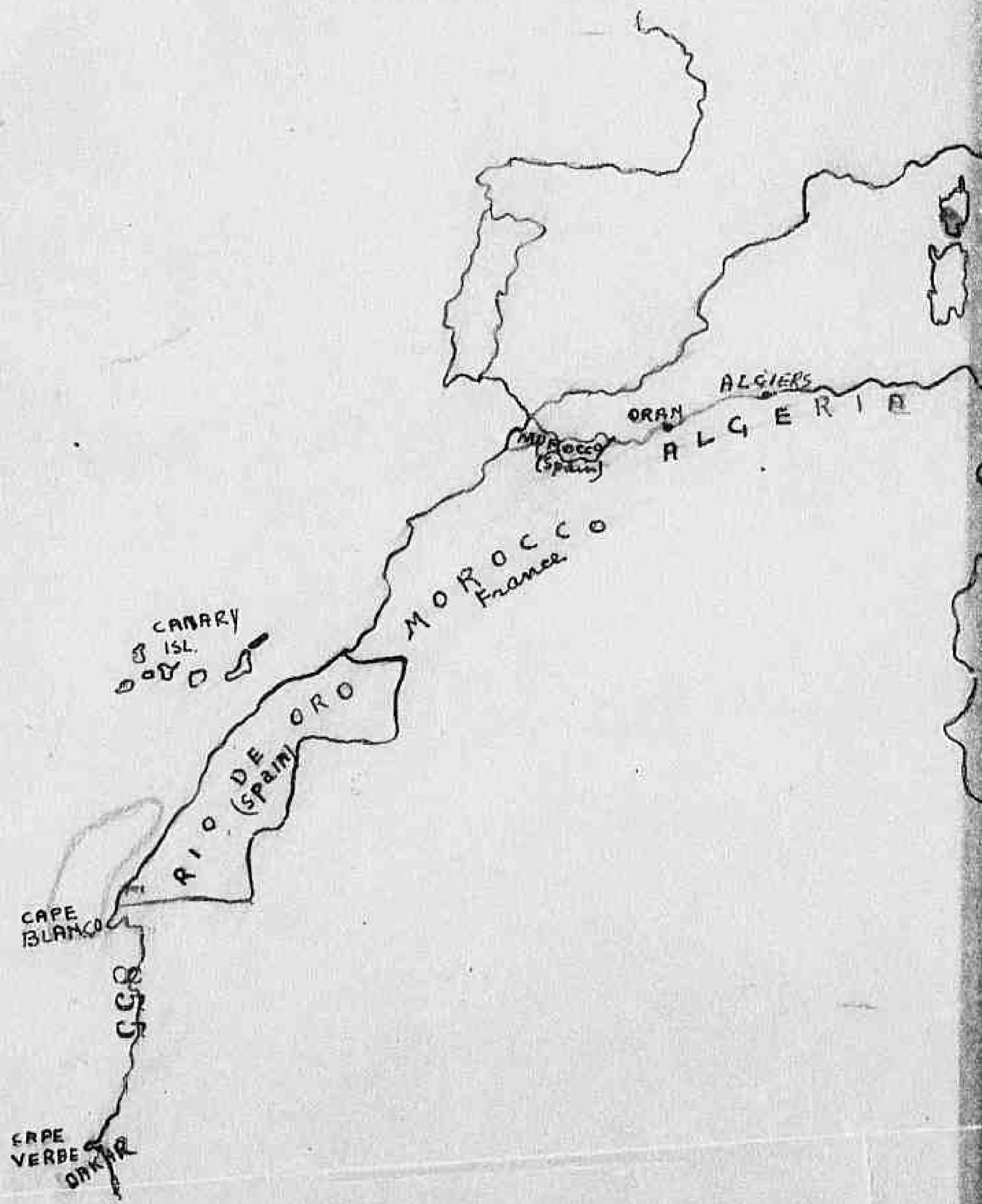
Si elenca i dati del P/peschereccio "Ariaga":

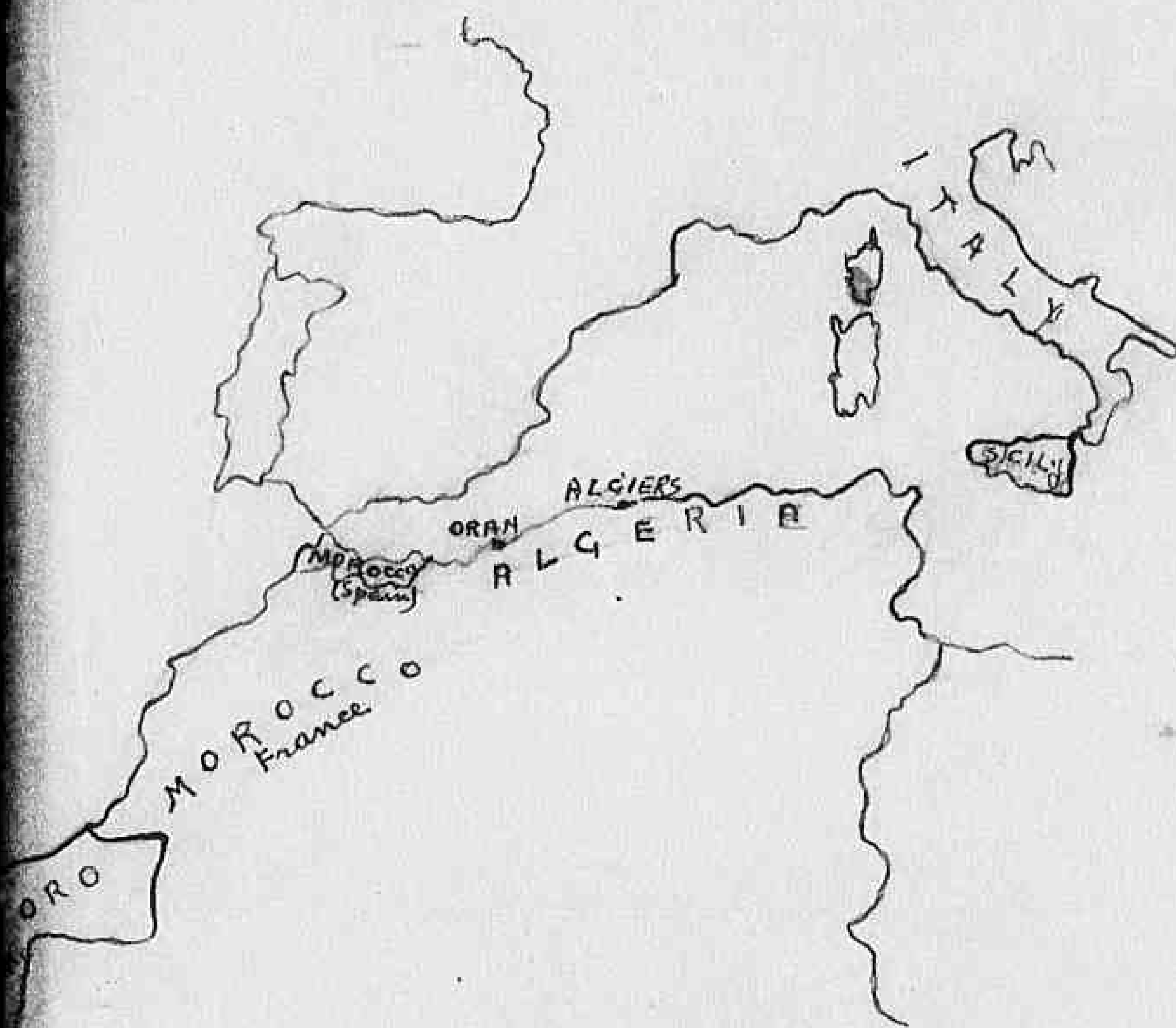
Anno di costruzione	1924
Dimensioni di costruzione	42.33x 7.39x4.15
Scafo	in acciaio
Stazza lorda	Tonn. 287.62
" netta	" 106.58
Portata	" 270 ca
Capacità della stiva	mc. 200
Velocità media	miglia 10
Potenza macchina	HP 550
Tipo della macchina a vapore	- triplice espansione - 3 cil.
Luogo di costruzione scafo	Amburgo
" " " macchina	Oberhausen

Possiede un impianto R.T. ed un ecometro ultrasonoro tipo Marconi.

Nell'attesa che la presente venga favorevolmente accolta, con perfetta osservanza.

p. SOC. AN. INDUSTRIA PESCA ATLANTICA
f.to Illegg.





HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/4139
30 November 1945

FIRST ENDORSEMENT On
Food & Agriculture S/C
ltr AGR/510.4 of 27
November 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To: Food and Agriculture Sub-Commission, Hq. Allied Commission.
Subject: Ocean Fishing.
Reference: (a) SACMED Secret Dispatch 262142 November 1945,
(copy to Economic Section, AC).

1. Returned.

2. The Navy Sub-Commission, AC has no knowledge of any vessels now in the Mediterranean Theater suitable for fishing which can be transferred to the Italian Government as surplus tonnage now that hostilities have ended. The Supreme Allied Commander, Mediterranean Theater in reference (a) established a liberal policy for the re-activation of the Italian ship repair and shipbuilding industry. The Italian Government is being informed by the Allied Commission as to the policy. It is recommended that Italian authorities be informed as to the policy and encouraged to undertake the repair and building of fishing schooners.

H. ST. J. BUTLER,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

1 DEC 1945

854

Ext. 248

HEADQUARTERS ALLIED COMMISSION
APO 394
FOOD & AGRICULTURE SUB-COMMISSION

JAR/is

AGR/510.4

27 November 1945

SUBJECT: Ocean Fishing.

TO : Navy Sub-Commission

1. The attached memorandum is a translation of a report of the Italian Committee which has investigated the practicability of re-establishing the ocean fishing industry.
2. The Committee's chief problem is to obtain fishing vessels of 400-500 tons; some of these should be capable of being fitted with refrigerating machinery. Although the memorandum asks for a large number of vessels, it is considered that the scheme could be started with about ten.
3. At the request of the Chairman of the Committee, copies of this memorandum were forwarded to the American and British Embassies with a view to ascertaining whether the Allies can supply suitable vessels, which have become surplus to war requirements.
4. Subsequently, the American Embassy has requested that your Sub-Commission be asked to give its views regarding the supply of fishing vessels for the rehabilitation of Italian fishing, before the matter is forwarded to the proper Authorities in Washington.
5. Would you please supply this Sub-Commission with your comments for transmission to the American Embassy.

JAMES M. MERRITT
DirectorEnclosure
Translation of Memorandum as aboveDistribution
Economic SectionC
O
P
Y

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3175
8 August 1945.

FILE

From: Navy Sub-Commission, Hq. Allied Commission.
To : Agriculture Sub-Commission, Hq. Allied Commission.
Subject: Ocean Fishing.
Enclosure: (A) Copy of Navy Sub-Commission ltr. NSC/3176
of 8 August 1945.

1. In answer to Agriculture Sub-Commission letter AGR/510.4 of 20 July 1945, enclosure (A) is forwarded herewith for information.

2. With reference to paragraph (6) of the above referenced letter, it is considered that the owners of the AMBA ALAGA should be instructed to negotiate for the return of their vessel through Italian diplomatic channels.

H. W. ZIROLI,
COMMODORE, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

1RN-5



B
WWW

9 AUG 1945 852

HEADQUARTERS, ALLIED COMMISSION
Allied Commission APO 394

NSC/3176
8 August 1945.

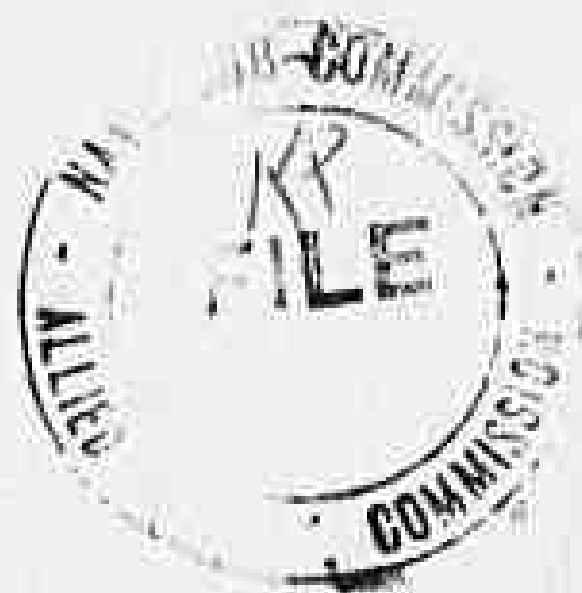
From: Navy Sub-Commission, Hq. Allied Commission.
To : Flag Officer Italy and Liaison.

Subject: Italian Ocean Fishing Vessels - Salvage of.

FILE

1. The Agriculture Sub-Commission, AC, has requested the Navy Sub-Commission to inform the appropriate Allied Salvage Authorities of the Agriculture Sub-Commission's desires that the following three sunken Italian fishing vessels be given the earliest possible priority for salvaging:

- (a) GENEPESCA I - Registered at the harbour-office at Leghorn with registration number 249; of 1630 gross tons, built in 1940. The vessel has been operating for the Allies from the beginning of May; however, while returning from Casablanca struck a mine and was badly damaged at the bow and sunk at Vada near the port of Leghorn. The vessel is in 23 meters of water and can be recovered.
- (b) GENEPESCA II - Registered at the harbour-office at the port of Leghorn with registration number 253; of 1630 gross tons and built in 1940. The vessel is sunk in the port of Bari.
- (c) AMBA ADADAM - Registered at the harbour-office at the port of Leghorn with registration number 204; of 430 gross tons. On or about the 8th of September 1943 this vessel was in the port of Marina di Carrara and following orders the crew sunk the vessel. It is now in 7 meters of water listing about 90 degrees on its port side.



2. All the above three vessels are the property of the Italian commercial fishing company GENEPESCA, which it is understood has made preliminary arrangements with private Italian salvage organizations for the inspection of the vessels.

3. The Agriculture Sub-Commission desires the early recovery of the above mentioned vessels as it is considered that their operation will materially alleviate the present food shortage in Italy. The Economic Section, AC, has endorsed favorably the Agriculture Sub-Commission's plan for rehabilitating ocean fishing, of which the recovery of the three vessels is an important part.

9 AUG 1945

B
WWW

NSC/3176
8 August 1945.

Subject: Italian Ocean Fishing Vessels - Salvage of.

4. The GENEPESCA Company has agreed to pay all expenses connected with the salving of the vessels and their repair provided assurances are given by the Ministry of Marine and Allied Naval Authorities that after their recovery the vessels may be used exclusively for ocean fishing.

5. It is requested that the Flag Officer Italy and Liaison take the necessary action with the Italian salvage authorities to provide for the early recovery of the three vessels and inform the Navy Sub-Commission of the anticipated dates on which they may be raised.

H. W. ZIROU,
COMMODORE, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
Economic Section, AC.
Agriculture S/C, AC.

HEADQUARTERS ALLIED COMMISSION

APO 394

ECONOMIC SECTION

Tel: 460

TH/mh

Ref: 10.01/ES

31 July 1945

SUBJECT : Ocean Fishing

TO : Navy Sub-Commission, Hq. Allied Commission

1. Reference your NSC/5052 of 25 July 1945.
2. The Economic Section views favorably the plan and recommendations for rehabilitating ocean fishing as proposed by Agriculture Sub-Commission.



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

cc:
Agriculture S/C

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3052
25 July 1945 FILE

From: Navy Sub-Commission, Hq. Allied Commission.
To: Economic Section, Hq. Allied Commission.
Subject: Ocean Fishing.

1. As an aid in determining the appropriate action to be taken on the matters raised in Agriculture Sub-Commission letter AGR/510.4 of 20 July 1945 (copy to Economic Section), it would be appreciated if the Navy Sub-Commission could be informed of the views of the Economic Section concerning the plan and recommendations of the Agriculture Sub-Commission.

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

Copy to:
Agriculture S/C, AC.

BO-11-8
1 RN-5



30 JUL 1945

Tel: 478208 HEADQUARTERS ALLIED COMMISSION BCTM/cc
APO 394
Agriculture Sub-Commission

AGR/ 510.4 /

20 July 1945

SUBJECT: Ocean Fishing

TO : Navy Sub-Commission

1. Reference:

a) Our letter AGR/ 511.4 of 28 June 1945 with memorandum on " A Plan of Economic Rehabilitation"; copy attached.

b) Letter from the " Compagnia Generale Italiana della Grande Pesca ", July 3, 1945; copy attached.

2. Reference (a) bears the favorable view of the Economic Section.

3. The program of rehabilitating ocean fishing in the interest of the alimentation of Italy can be effectively started with the ocean going trawlers mentioned in reference (b).

4. The three sunken trawlers in Italian waters are the " Genepesca I " " Genepesca II " and the " Amba Aradam ". They can be recovered and fitted for ocean fishing immediately.

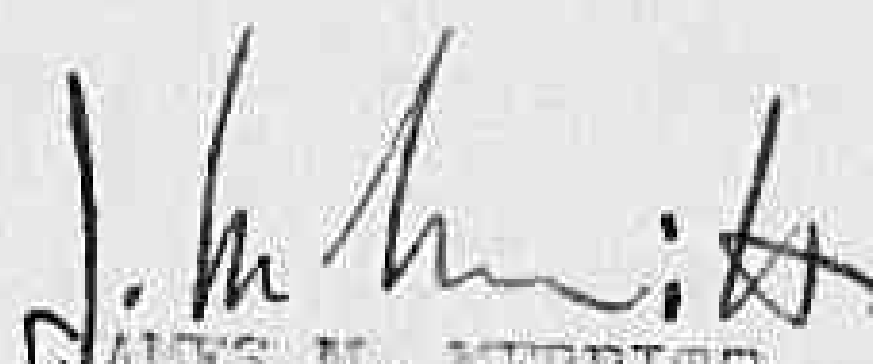
5. This Sub-Commission makes the following immediate recommendations:

a) That the recovery of the three vessels be given priority;

- 2 -

- b) That once recovered and repaired at the expense of the owners they be derequisitioned by the Italian Royal Navy for the exclusive use of ocean fishing

6. Finally this Sub-Commission would appreciate information on the policy with respect to returning to Italy such boats as the "Amba Alagi" (Reference b) which is at present in French possession but not in use. The owners say they stand ready to negotiate with the French authorities for the return of the vessel.


JAMES M. MERRITT
Director

Distribution:

Economic Section
Ministry of Agriculture
Ufficio Centrale della Pesca

"G E N E P E S C A"
Compagnia Generale Italiana Della Grande Pesca.

Rome, 3 July 1945

TO : ALLIED COMMISSION
Agriculture Sub-Commission
Fisheries Division
R O M E

This Company had before the war 9 boats for ocean fishing all equipped with refrigeration and other modern equipment and in 1940 it would have had a production of 200,000 quintals.

All the vessels of the Company were requisitioned by the State for account of the war.

As a result of the war all the vessels of the Company were sunk either by war action or by the crews, but these vessels today can be recovered.

If the Allied Commission will help the Company in recovering said boats (and facilitate repairs at ship yards) and aid in the completion of a new boat on the ways of a ship yard at Trieste, the Genepesca could immediately resume its activity of Atlantic fishing and assure the nation at a very critical moment a supply of fish not less than 100-120 thousand quintals a year at prices much lower than actually the market prices.

The Genepesca beside the recovery of its boats is ready to reactivate its refrigerating plant at Leghorn which has been badly damaged by the war. It should be aided by the competent Authority only in the act of securing the necessary materials. The refrigerating plant at Leghorn within the space of a few months would have a capacity of storing about 100 thousand quintals of fish a year.

A) Boats which could be recovered:

✓
MOTONAVE "GENEPESCA I" - Enrolled at the harbour-office at Leghorn with registration number 249 to 1630 gross tons, built in 1940.

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-2-

The vessel has been operating for the Allies from the beginning of May, however, while returning from Casablanca has struck a mine and was badly damaged at the bow and sunk at Vada near the Port of Leghorn.

The vessel is in 28 meters of water and can be recovered. ✓

Preliminary arrangements have been made with a salvage company.

Because it sunk in open sea, it is imperative to recover the vessel as soon as possible so as to complete the salvage work before the autumn because the meteorological condition would compromise the salvage operation.

MOTONAVE "GENEPESCA II" + Registered at the harbour office of the Port of Leghorn with registration number 253; of 1630 gross tons and built in 1940.

The vessel is sunk in the Port of Bari, and the Allied Government had started to recover the vessel but suspended operations.

The "Genepesca" is arranging with the salvage Companies to proceed with the salvage operations during this summer season which is particularly favourable for the operation.

MOTONAVE "AMBA ADADAM" + Registered at the harbour-office at the Port of Leghorn with registration number 204, of 430 gross tons.

On or about the 8th of September 1943 this vessel was in the Port of Marina di Carrara and following orders the crew sunk the vessel.

It is now in 7 meters of water listing about 90 degrees on its port side. +

The salvage Company interviewed say that they can recover the vessel within 60 days.

-3-

- B) Vessels which are in the possession of foreign nations, and it is believed, they could be returned to the owner.

MOTONAVE "AMBA ALAGI" - Registered at the harbour-office at the Port of Livorno with registration number 208, of 430 gross tons.

This boat was beached in the Strait Kerkenak during the retreat of the Italian troops from Africa. It was recovered by French Authorities and the Company believes that the vessel is not being used at its present Port Goletta (Tunis). From information received it is believed, that the French Government has no use for this vessel because of its characteristics.

The "Genepesca" is ready to negotiate in order to have back its boat with any authority the Allied Commission would indicate.

Several parts of the motors of the AMBA ALAGI are missing but the "Genepesca" has the spare parts at its stores and could fit the vessel within a few days.

C) Boats under advanced construction:

GENEPESCA V - This moto-vessel is in an advanced state of construction at the Cantieri Riuniti dell'Adriatico di Trieste. (Ship yard) The last notice that the Company had from the ship yard was that the vessel was 74% complete.

If the Allied Commission would give the orders, the vessel could be put to sea within a space of a few months.

✓ The Company has in its stores all the equipment required for ocean fishing, to permit all its boats to resume operation. We have here pointed out to the Allied Commission the status of all our vessels which could resume operation within a brief period and give their valient contribution to the Allimentation of the Nation 844

-4-

and especially to the class of people which to-day suffers for the lack of routine food and by reason of high prices that to-day exist on the market, while it is known that frozen fish can be put on sale at prices much lower than the price actually on market.

It is known to the Allied Commission that there is a great number of merchant ships which have been sunk.

Evidently the Salvage Authorities must establish a priority and the priority would be to recover those vessels needed most.

The "Genepesca" calls the attention to the Allied Commission to the fact, that, when the Company can once have again the use of its vessels, it could give a valient contribution of the allimentation to the nation with approximately 100-120 thousand quintals a year without any use of foreign exchange because the harvest would only need the supply of fuel.

Thusly the Allied Commission is requested:

- 1°) To point out to the Ministry of Marine, Salvage Section the necessity of recovering "GENEPESCA I", "GENEPESCA II" and "AMBA ARADAN".
- 2°) To point out to the General Direction of the Merchant Marine, Ministry of Marine, the necessity of completing the construction of "GENEPESCA V" (which is 74% complete at the last report.)
- 3°) To call the attention of the competent authority for the return to this Company, for the sake of the allimentation of the nation, the vessel "AMBA ALAGI" which is now at Goletta (Tunisi) and flying the French flag. The return of the vessel to be based on a cash settlement basis.

Finerly as soon as the repairs and the reactivation of the refrigeration plant at Leghorn are complete, this Company would place at the disposition at the Ministry of Allimentation all its refrigeration units, capable of storing 100 thousand quintals of both fresh and salted fish.

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Grateful of your interest, we extend our thanks and regards
Copagnia Generale Italiana della Grande Pesca

Tel:478208 HEADQUARTERS ALLIED COMMISSION BCFM/cc
APO 394
Agriculture Sub-Commission

AGR/ 511.4

28 June 1945

SUBJECT: Ocean Fishing

TO : Economic Section
Att: Brig.Gen.E.B.McKinley

1. Attached herewith is a memorandum entitled, "A Plan of Economic Rehabilitation", prepared by Lt. Comdr. B.C.F. Mulieri, USCGR, in charge of the Fisheries Office of this Sub-Commission. It is a treatise on the resumption of Ocean fishing on the part of Italian fishermen and its effects on the economic statilization of the country.
2. The plan outlined in the Memorandum is far reaching in scope and the Economic Section's reactions are desired.
3. If it is viewed favorably, it is proposed to call a series of meeting. First with representatives of the Italian Navy and Allied Navies; secondly with a selected group of Italian fishing interests, presumably those engaged in ocean fishing before the war, and thirdly with other Sub-Commission concerned such as Commerce, Industry, Finance and Labor to work out a plan of action.

JAMES M. MERRITT
Director

A PLAN OF ECONOMIC REHABILITATION

PREFACE

The plan of Economic Rehabilitation presented in this Memorandum is based on the initiative of private enterprise. Its success or failure would be a yardstick to measure to what extent the people of a defeated war-torn nation are willing to help themselves.

The plan would not by any manner of means bring about the economic rehabilitation of Italy for it applies primarily to one of its industries - fishing - but it would be a start and a pattern for other industries.

It is strongly believed that it would receive the support of both Italian capital and labor.

Its scope would be five-fold. It would:

- a) provide more food
- b) reduce unemployment
- c) strengthen confidence and morale
- d) help other industries
- e) influence a change in the diet of the nation

The memorandum is presented for the approval of all or any part of the plan that may help to make the task easier for the Allies and Italy.

The author

A PLAN OF ECONOMIC REHABILITATION

To take care of the serious alimentation problem in Europe during the next twelve to eighteen months, the United States will probably have to ship there from nine to twelve million tons of foodstuff. A part of this will go to Italy.

Ships carrying this enormous feedbag from the United States to the shores of Europe will not be able to make more than five round trips a year. And that means a lot of bottoms.

There is the need, then, of a program which would lessen in appreciative amounts, the tonnage of foodstuff.

How can it be done?

It is proposed here that it can be done by decreasing the tonnage destined for Italy.

At Europe's back door there is an estimable amount of food for Italy, or, for that matter, any other sister nation.

This food is neither produced nor processed or cultivated by human hand. It just exists by nature. Every ton of this food that Italy could harvest would be a ton less to be shipped from the States.

That food is fish, and the ocean banks which have not been exploited for the past five or six years, should be

- 2 -

veritable gold mines of food.

Ocean fish can be frozen aboard ship, transported to Italy and distributed to the consumer, fresh. This would not be an experiment. It was a going business before the war. It could be resumed within the next three to six months and during the first twelve months six ocean-going trawlers, of about 2,000 tons (gross) each, would bring to Italy a minimum of 10,000 tons of fresh and salted fish. The greater the fleet, of course, the greater the tonnage of fish food.

It is to be noted that Italy, always deficient in food, even in normal times, imported more fish than beef, poultry and eggs. The figures stacked up something like this: imported fresh fish 6,500 tons; imported salted fish (mainly salted cod fish) 75,000 tons a year, as against 35,000 tons of beef and 3,500 tons of poultry and 8,500 tons of eggs.

The Italian likes fish and consumed in normal times, as the figures indicate, an enormous amount of salted cod, popularly known as Baccalà. The Italian likes and consumes large quantities of tuna. The greatest percentage of the "Tonnaretti" (tuna harvest specialists) in North African waters, and even in Spain and Portugal were Italians. Even so, Italy never got enough fish, or not nearly as much as it could have consumed. Its seas, the Tyrrhenian, Adriatic, and the Ionian produce quality fish but not quantity.

Fish could be the most economical item of food. It is merely taken out of the ocean and taken where it can be eaten. It's one of nature's hand-outs, but this wealth, with the possible exception of the Japanese, is not ex-

- 3 -

exploited as it should be by the other people of the world.

With adequate means, trawlers equipped with refrigeration, and some of these already exist in Italy, it is strongly believed that the fish could be taken out of the ocean and brought to Italy so that it could be sold to the consumer at fifteen lire a kilogram. Present prices are well over 100 lire a kg. It is sufficient to point out that before the war wholesale dealers of inland Italy bought ocean-harvested fish at a lira and half a kilogram and resold it to the consumer at five lire. It's true, however, that the consumer had to be educated in using ocean-harvested fish as the preference was always for the local fresh fish. But by means of advertising the attempt to introduce ocean fish was very successful.

The public would not need to be re-educated considering the great scarcity of meat and fats, a scarcity which is likely to continue for some years to come.

The per capita consumption of fish in Italy has always been lower than that of England and France. It is said that the per capita consumption in London is 90 kilograms, a year, in Paris, 75 kgs.

If the per capita consumption in Italy could be raised to only 25 kgs a year, on the basis of only 40,000,000 inhabitants, the national annual consumption would rise to one billion kilograms, or one million tons, sufficient to give the forty million people a little over two kilograms of fish a month.

To transport one million tons a year of Atlantic Ocean fish to Italy it would be necessary to provide one hun -

- 4 -

dred thousand cubic meters of shipping space a year. However, the fish trawlers could make at least ten round trips a year on account of the shorter distances. One hundred thousand cubic meters of space on merchant freighters would transport only five hundred thousand tons of food stuff from the United States to Italy because those ships could not make more than five round trips a year. There is an added consideration and it is the fact that the merchantmen plying the route from States to Italy would consume a much greater quantity of POL or coal, as the case may be.

It is logical to assume, therefore, that every time a ton of space would be made available for the transportation of Atlantic Ocean fish, two tons of food-stuff space would be saved on merchant vessels on the American-Italian run.

Aside from the economy in shipping space that would result, there is still a greater economy, and it's this: that the food-stuff destined for Italy from the United States could be reduced by the tons of fish harvested in the Atlantic. This saving would come handy at a time like this when even the United States is about to approach a food crisis.

The availability of fish trawlers would give work to thousands of unemployed fishermen, seamen, officers, merchants, clerks, etc. etc. The morale factor would be important as it would facilitate private initiative and private enterprise. The Italians would, as result, be in a position to help themselves in re-habilitating their economic system.

The availability to Italians of refrigerated fish traw-

- 5 -

lars would also mean a resumption of International trade between Italian and American private interests in the commercial and industrial fields. The refrigeration industry in Italy and in America would suddenly be put in contact with one another, as would the automobile industry. To handle properly the harvesting and distribution of one million tons of Atlantic fish there would be much need of refrigeration and transportation. Financial circles would be put in close liaison in arranging loans and investments. As result of all this, there would undoubtedly be greater faith and value in the lira.

On the basis of current inflationary prices, the cost of one ton of shipping space would be 100,000 lire; for one hundred thousand tons of shipping space it would be ten billion lire. If the billion kilograms of fish sold at fifteen lire a kilogram the total the total sale would aggregate to 15 billion lire; leaving a reserve of five billion a year.

Both the cost and the profits are figured out in terms of the lira for the sake of illustration. Actually, some of the expenses would occur outside of Italy, and the medium would have to be in foreign exchange. In this group of "costs" would be the interest on capital invested or loaned by American industrialists or financiers, purchases of POL, cost of repairs abroad, foreign customs payments, etc.

To gain foreign exchange the same fishing trawlers might unload some of their cargoes of fish in Gibraltar, Algiers, Morocco, etc.

The harvesting of fish in the Atlantic can be resumed by easy stages. First of all, the Italian Navy, in accord with the Allied Navies, should derequisition all the large size fishing trawlers equipped with refrigeration and should recover immediately the same type of ships sunk in

- 5 -

Italian waters. The Allied Commission and the Italian government should facilitate the completion of all such craft on the ways of Italian shipyard.

Three suitable craft can be recovered at Bari, Marina di Carrara, and at Livorno. Two other are 75% completed at shipyards at Trieste. There is an Italian trawler at Tunis which is not apparently being used by the French and, still another one in Greece, the fate of which is not known. All of these are ships of about 2000 gross tons, built, and especially equipped, for ocean fishing. Machinery, motors and equipment also exist in Trieste for two other trawlers which have been on order since the beginning of the war.

If six of these mentioned could be made available within the next three to six months, they would be capable of harvesting 10,000 tons a year. That would mark the start.

Within a period of three months sufficient repairs could be effected to the refrigerated plant at Livorno to permit the proper storage for 5,000 tons of Atlantic fish. All materials and machinery needed to put the plant in its feet are available in Italy. Priority in securing the materials is the only help that the owners of the plant would need.

The six ships would furnish only 10,000 of the 100,000 tons of shipping space required to give the Italians 25 kgs of fish a year. (This is exclusive of the approximately 200,000 tons that are harvested annually in Italian seas.)

It is proposed here that the remaining shipping space be furnished by American shipbuilders using new constructions or converted war craft.

- 7 -

It is proposed, too, that Italian industrialists and financiers be free to enter into negotiations with their opposite members in the United States for the provision of trucks and refrigeration.

It is pointed out that at least fifteen large Italian cities have fish stores properly equipped to handle Atlantic fish. However this type of store should be in greater number and more diffused by cities and towns.

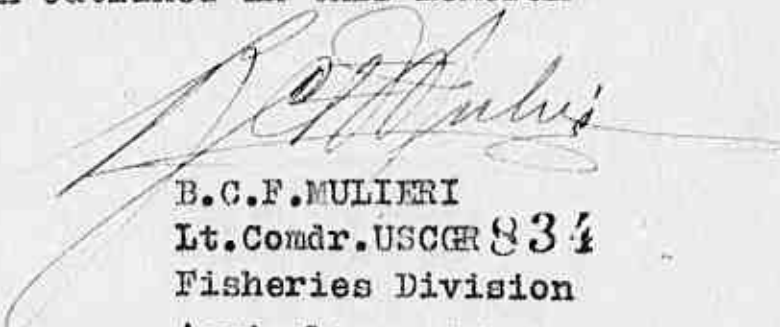
Financing of equipment could be accomplished by working out a plan which would amortize the loans within a 25 years period for the ships furnished; ten years for the refrigeration equipment, and five years for the motor transport vehicles.

Italian capital invested would have to be equal if not greater than the American investment. All labor, cost and all land installation except refrigeration equipment would be at the expense of Italian capital, as would be the cost of operations from the harvest to the retail sales.

The American capital would be guaranteed by the retention of title in ships until the last payment, and by first mortgages on all land installation.

It is proposed to ration the distribution of fish as long as such items as bread, meats, fats, sugar etc. remain on the ration cards. In addition to controlling the price, the rationing would tend to change the diet of the nation in making an added item of food available that is not of the pane e pasta category.

With willingness on the part of the Allied Commission and the Italian government the plan outlined in this memorandum can be made to work.


B.C.F. MULIERI
Lt. Comdr. USCGR 834
Fisheries Division
Agriculture Sub-Comm.

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3377
27 August 1945.

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

Subject: Fishing Regulations - Venezia Giulia.

Reference: (a) Agriculture Sub-Commission ltr. AGR/505.5
dated 20 August 1945.
(b) Navy Sub-Commission ltr. NSC/2396 dated 11 May '45.
(c) Navy Sub-Commission signal 211106B August -
Copy by hand to Agriculture Sub-Commission.

1. With regard to the above subject and references, Commander-in-Chief, Mediterranean in signal 231149B August offers no objection to day and night fishing in Venezia Giulia Area, subject to restrictions in Commander-in-Chief, Mediterranean signal 091755 May, a copy of which can be found in reference (b) and subject to appendix (G) paragraph (3) of Morgan/Jovanovic Agreement of 28 June.

2. Via a copy of this letter the Executive Commissioner, Allied Commission, is requested to inform the Agriculture Sub-Commission and the Navy Sub-Commission regarding appendix (G) paragraph (3) of the Morgan/Jovanovic Agreement of 28 June.

H. ST. J. BUTLER,
CAPTAIN, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
Executive Commissioner, AC.

833

28 AUG 1945

NSC ROME (R) NOIC VENICE NOIC TRIESTE

C IN C MED
231149B

RESTRICTED

YOUR 211106. SUBJECT TO RESTRICTIONS GIVEN IN MY 091755 MAY THERE
IS NOW NO OBJECTION TO DAY AND NIGHT FISHING IN THIS AREA.
APPENDIX G PARA 3 OF THE MORGAN/JOVANOVIĆ AGREEMENT OF 28th JUNE
NOT HELD BY NOIC VENICE REFERS.

231149B AUG ...

REF. INSTRUCTIONS GOVERNING THIS AREA REQUESTED.

DIST. 0-5, 13-17, 24, 25. LOG NSC 4. 1 H/M TO AGR S/C.

T/P P/L TOR 1531 LAG 23/8

832

D 7886/21420 7/44 R 535,015 (HAS LAR 40,245)

S. 1320d.
(Established May 1950)
(Revised June 1944)

U/C
TO. CHC MED (R) NOIC VERSIE, NOIC TRIESTE. FROM. NAVY S/C.

Senior Civil Affairs Officer Venezia Giulia through Agriculture Sub Commission, is urgently requests day and night fishing be authorized in waters adjacent that area. C EIC MED dispatch 091755R May authorizes fishing in this vicinity but does not include area North of latitude 44 degs. North which lies East of longitude 13 degs. East. Instructions governing fishing in this area requested.

.... 211106B....

Copy by hand to : AGRICULTURE S/C.
T/P P/L TCD 111 P.R. 21/8.
Dist. O-5, 13, 6, 16, 17, 24, 25, 103, R.S.C. (2) H/M to AGR. S/C.

831

Tel: 478208 HEADQUARTERS ALLIED COMMISSION BCFM/cc
APO 394
Agriculture Sub-Commission

AGR/ 505.5

20 August 1945

SUBJECT: Fishing Regulations - Venezia Giulia -
TO : Navy Sub-Commission

1. Reference your letter 11 May 1945 NSC 2396.
2. Due to the importance fishing bears on alimentation and employment, the SCAO of Venezia Giulia has requested the immediate rehabilitation of the fishing industry in the area.
3. Commander in Chief Mediterranean has not as yet defined regulations for the area north of 44° degrees and east of 13° E.
4. It is urgently requested that day and night fishing be permitted as soon as possible in the AMG area of Venezia Giulia.

J. M. Merritt
JAMES M. MERRITT
Director

HEADQUARTERS, ALLIED COMMISSION
Navy Sub Commission APO 394.

File
NSC/2425.
17th May, 1945.

From : Navy Sub Commission, Hq., Allied Commission.
To : The Executive Commissioner, Allied Commission.

Subject : Fishing Regulations.

The attached copy of Navy Sub Commission Letter No.2396 of the 11th May, 1945, is forwarded for your information.

2. It will be observed that the Sub Commissions concerned have already been informed, and an additional copy, as requested was handed to Staff Sergeant Major PICKEN for your information on the 15th May, 1945.



(Sgd) G. L. WARREN

REAR ADMIRAL,
CHIEF, NAVY SUB COMMISSION.

19 MAY 1945

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

R-E-S-T-R-I-C-T-E-D

HSC/2396
11 May 1945.

FILE

From: Navy Sub-Commission, Hq., Allied Commission.
To : Agriculture Sub-Commission, Allied Commission.
Subject: Fishing Regulations.

1. Commander-in-Chief, Mediterranean, dispatch 091755B May, relative to fishing regulations, is quoted below for your information and any action deemed appropriate:

"TO: MED. STATION 573 B FROM: C IN C MED.

RESTRICTED.

DAY AND NIGHT FISHING IS NOW PERMITTED:-

- (A) IN NORTHERN SUB AREA;
- (B) IN TARANTO AND ADRIATIC SUB AREA SOUTH OF LATITUDE 44 DEGS N. AND ALSO IN WATERS NORTH OF 44 DEGS N. WHICH LIE WEST OF 13 DEGS E.; AND
- (C) IN MALTA AND TUNISIAN SUB AREA;

SUBJECT TO FOLLOWING RESTRICTIONS:-

- 1. BOATS AND VESSELS FISHING ARE TO BE WARNED THAT THEY DO SO AT THEIR OWN PERIL.
- 2. FISHING INSIDE SWEEP CHANNELS, MINEFIELDS, PRACTICE AREAS BOMBING RANGES AND FIRING DANGER AREAS IS PROHIBITED.
- 3. FISHING WITHIN 100 METRES OF A SHIP AT ANCHOR IS PROHIBITED.
- 4. ITALIAN BOATS AND VESSELS ARE NOT TO FISH IN FRENCH TERRITORIAL WATERS AND VICE VERSA.
- 5. WEATHER PERMITTING BOATS AND VESSELS ARE INVARIABLY TO RETURN TO THE SAME PORT FROM WHICH THEY SAILED.
- 6. BOATS AND VESSELS ARE TO EXHIBIT THE APPROPRIATE LIGHTS BY NIGHT AND DISTINGUISHING MARKS BY DAY.

CANCEL MED. STATION 562 B.

091755B MAY."

(Sgd) G. L. WARREN

REAR ADMIRAL 828
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
Chief Commissioner,
Economic Section,
Transportation S/C,
Shipping S/C,
Labor S/C.

14 MAY 1945

0021

HEADQUARTERS ALLIED COMMISSION
Navy Sub Commission APO 394~~RESTRICTED~~ITEM/2396.
11th May, 1945.

From: Navy Sub Commission, Hq. Allied Commission.
To: Agriculture Sub Commission, Allied Commission.
Subject: Fishing Regulations.

1. Commander-in-Chief, Mediterranean, dispatch 091735B May, relative to fishing regulations, is quoted below for your information and any action deemed appropriate:

"TO: MED STATION 573 B

FROM: C IN C MED.

RESTRICTED.

DAY AND NIGHT FISHING IS NOW PERMITTED :-

- (A) IN IONIAN SUB AREA;
- (B) IN TARTAN AND ADRIATIC SUB AREA SOUTH OF LATITUDE 44 DEGS N. AND ALSO IN WATERS NORTH OF 44 DEGS N. WHICH LIE WEST OF 13 DEGS E.; AND
- (C) IN BAIRA AND PUNJIAN SUB AREA;

SUBJECT TO FOLLOWING RESTRICTIONS:-

- 1. BOATS AND VESSELS FISHING ARE TO BE WARNED THAT THEY DO SO AT THEIR OWN PERIL.
- 2. FISHING INSIDE MINE CHAINS, MINEFIELDS, PRACTICE AREAS DURING RAFTS AND FILING DANGER AREAS IS PROHIBITED.
- 3. FISHING WITHIN 100 METRES OF A SHIP AT ANCHOR IS PROHIBITED.
- 4. ITALIAN BOATS AND VESSELS ARE NOT TO FISH IN FRENCH TERRITORIAL WATERS AND VICE VERSA.
- 5. WARSHIP PRESENTING BOATS AND VESSELS ARE ITINERARILY TO RETURN TO THE SAME PORT FROM WHICH THEY SAILED.
- 6. BOATS AND VESSELS ARE TO REMEMBER THE APPROPRIATE LIGHTS BY NIGHT AND DISTINGUISHING MARKS BY DAY.

CANCEL. MED. STATION 562 B.

091735B MAY"

(Sgt.) G. L. WARREN
REAR ADMIRAL,

CHIEF, NAVY SUB COMMISSION.

827

Copy to :
Chief Commissioner,
Economic Section,
Transportation S/C,
Shipping S/C,
Labour S/C.