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MERCH
PERSON
MAY 4

10000/124/123

MERCHANT MARINE
PERSONNEL
MAY 45 - NOV. 46

PJ-1

SUBJECT.

Sesman of the Port of Savona. 1
United Maritime Authority, Request for Italian Membership. 2
Regulation of the Civilian Status of the Crew of the "ADERNO". 3
Information requested on Nicola COLUMBIA on Board the SS. Vitorino ZANIBONI. 4

1870

NSC/5690

22 November 1946

From: Navy Sub-Commission, Headquarters Allied Commission.
To: Italian Navy Liaison Officer to British Navy Sub-Commission.
Subject: Information requested on Nicola COLUMBA on board
the S.S. "VITTORINO ZANIBONI".

1. I forward to you a letter received asking for information
regarding one Nicola COLUMBA. Would you kindly deal with this.

(Sgd) P.T. SIMPSON JONES

Lieutenant Commander,
Royal Navy Volunteer Reserve,
Staff Officer (Personnel)

23 NOV 1946

1645
22/11

(4)

7863

From: Rina Columba - 239 Via Melo - Bari
To : Allied Command, Cippi Co., - Rome

I am writing on behalf of the family of Nicola Columba who had embarked on the S.S. "VITTORINO ZANIBONI" and has not been heard of for 2 months.

I would therefore appreciate it greatly if you could supply some information to relieve his family of anxiety, and, if possible, the address by which he could be contacted directly.

Yours sincerely,

Rina Columba
239 Via Melo, Bari

JLE/P.
18

19 NOV 1946

1868

INTERWARMS ALLIED COMMISSION
Navy Sub Commission AFO 394.

NSO/5443
21st August, 1946

From : Navy Sub Commission, HQ, Allied Commission.
To : Ministry of Marine, Director of the Merchantile Marine, Rome.
Subject: Regularization of the civilian status of the crew of the
DEAN

The enclosed correspondence received from Trieste is forwarded.

M. W. ZIROLI,
COMMODORE, U. S. NAVY,
FOR HEAD AD ITAL,
CHIEF, NAVY SUB COMMISSION.

From : Navy Sub Commission, HQ., Allied Commission.
To : Ministry of Marine, Director of the Mercantile Marine, Rome.
Subject: Regularization of the civil status of the crew of the
"ARAB"

The enclosed correspondence received from Trieste is forwarded.

R. W. ZIROLI,
COMMODORE, U. S. NAVY,
FOR HEAD AD-ITEL,
CHIEF, NAVY SUB COMMISSION.

1868

5 SEP 1949

(3)

Office of the Commander-in-Chief,
Mediterranean Station,
Allied Force Headquarters.
5th July, 1945

Med. 45/0080/15A

THE SUPREME ALLIED COMMANDER SECRETARIAT

(Copies to: Navy Sub Commission, Allied Commission
Ministry of War Transport Representative,
Mediterranean)

UNITED MARITIME AUTHORITY, REQUEST FOR ITALIAN
MEMBERSHIP IN.

The attached correspondence is forwarded
for the consideration of the Supreme Allied Commander,
Mediterranean, who is requested to take action observing
that the question raised is a political one affecting
many nations and does not come within the province of
the Commander-in-Chief, Mediterranean.

H. A. PACKER.

THE CHIEF OF STAFF TO THE
COMMANDER-IN-CHIEF, MEDITERRANEAN

Enclosures

Extract from MEDSO minutes of 30th/31st May
A.W.T.R. Med's signal timed 1442 of 1st June
Navy Sub Commission's signal timed 1244 of 5th June
Navy Sub Commission's Memo. No. NSC/2596 of 5th June 1863

PJ-1

MEMO (R) MEDBO CHIEF COMMISSIONER A.C.
TRANSPORTATION & C. A.C.

NAVY SUB-COMMISSION
ROME

CONFIDENTIAL

NAVY SUB COMMISSION IS IN RECEIPT OF A FORMAL REQUEST FROM THE MINISTER OF MARINE TO THE EFFECT THAT ITALY BE RECOGNIZED AS AN ASSOCIATE MEMBER, FOR THE MEDITERRANEAN AREA, OF THE "UNITED MARITIME AUTHORITY" REFERENCE PARA. 6 MEDBO MINUTES OF MEETING HELD IN OFFICES OF MINISTRY OF MARINE, ROME, ON 30 AND 31 MAY. ORIGINAL OF REQUEST IS BEING FORWARDED TO YOU.

1865

1812/23 JUN

DLB: 3, 9, 10, 11.

T/P

E/L

FOR 1110/8

3/6

SECRET

UNITED MARITIME AUTHORITY, REQUEST FOR ITALIAN MARCHESHIP IN.
(Navy Sub-Commission's 130/2596 dated 8th June, 1945)

II.

MED.45/0060/15A.

THE CHAIRMAN OF MEDITERRANEAN SHIPPING BOARD.

(Copy to: The Navy Sub-Commission,
Headquarters Allied Commission.)

Forwarded for the favour of your remarks.

MEDITERRANEAN.
16th June, 1945.

Sgt. M. B. LAING
for ADMIRAL

1865

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2597
8 June 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Ministry of Marine, Rome.
Subject: United Maritime Authority.

1. Receipt is acknowledged of Ministry of Marine letter 5733N of 5 June 1945, which requests that Italy be recognized as an Associate Member, for the Mediterranean Area, of the United Maritime Authority. It has been forwarded, this date, to the Allied Naval Commander-in-Chief, Mediterranean for consideration.

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

PJ-1



WWW
3

9 JUN 1945

1863

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 304

HSC/2590
8 June 1945.

RESTRICTED

From: Navy Sub-Commission, Hq. Allied Commission.
To : Commander-in-Chief, Mediterranean.
Subject: United Maritime Authority, Request for
Italian Membership in.

1. Attached herewith for appropriate action is letter No. 5733W of 5 June 1945 from the Minister of Marine, which requests that Italy be accorded the status of an Associate Member, for the Mediterranean Area, of the "United Maritime Authority". The Commander-in-Chief, Mediterranean was informed previously of the Minister of Marine's request for membership in the United Maritime Authority by Navy Sub-Commission despatch 081244B June.

(Sgd) G. L. WARRER

DEAN ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.
FOR CHIEF COMMISSIONER.

Copy to:
COMNAVHAF
PATO, Med.
G-4 NAV & EN. (AM)
G-4 NAV & EN. (RF)
DORC West. Med.
Chief Commissioner
Transportation S/C
Shipping S/C
The Campbell Committee
NAV
NSA
POLAD (B)
POLAD (A).

PJ-1
FILE

1862

9 JUN 1945

WWW
Z.

From: MINISTRY OF MARINE (Merchant Navy Administration)
To : N.S.C. - A.C.H.Q.
Date: 5 June '45
Ref.: 5733 N.

Subject: United Maritime Authority.

With reference to conversations held in Rome with Representatives of MEDBO during meetings at which Commander-in-Chief Mediterranean Station, Admiral Sir J. CUNNINGHAM, was present in connection with using the Italian Merchant Navy within the framework of the United Nations Navies, I have the honour to request that Italy be recognized as an Associate Member, for the Mediterranean area, of the "UNITED MARITIME AUTHORITY".

(Sgd) THE MINISTER

DC/P.

*Original sent to
CinC MED with NSC/2596.*

1862

SECRET.MEDITERRANEAN SHIPPING BOARD.MINUTES OF AN EXTRAORDINARY MEETING HELD IN THE OFFICES OF
THE ITALIAN MINISTRY OF MARINE, ROME, ON 30TH AND 31ST MAY, 1945.

During the course of the Meeting there attended:

Mr. J. Gibson Graham

Chairman.

Members:

Admiral Sir John D. Cunningham, R.N.
Comodore C.R.E.W. Forgyman, R.N.
Colonel J.T. Darrister, U.S. Army
Colonel C. Ackerley
Captain J.C. Martin, U.S. Army
Mr. R. Nicol

Present:

(British
& U.S.)

Rear Admiral G.L. Warren, R.N.
Rear Admiral Elbery W. Stone, U.S.N.
Comodore H.W. Zivoli, U.S.N.
Commander G.B. Stuart, R.N.V.R.
Lieut. V.W. Wotherpoon, U.S.N.R.
Colonel M.J. Sieff
Lt. Col. J.A. Bellour
Mr. I.D. Campbell
Mr. Morritt H. Taylor
Mr. A.G. Antolini
Mr. J.H. Henderson
Mr. G.A. Dell
Mr. W. Williams
Mr. R. Hughes
Mr. Harris
Mr. R.L. Hartough

(Italian)

S.E. Admiral de Courson, R.I.N.
S.E. Signor Bassano
S.E. Signor Montanaro
Admiral Drivonosi, R.I.N.
Admiral Accorreda, R.I.N.
Lt. General Matteini, R.I.N.
Constructor Captain Dordoli, R.I.N.
Captain Capponi, R.I.N.
Lt. Commander A. Sanges, R.I.N.
Lieut. Marchi, R.I.N.
Commander Mattoli (Hosts)
Signor Fortini
Signor Miroletti
Dottore E. Savella
Signor Canali
Signor Corrado
Signor Costa
Signor Meli
Signor Piegio
Signor Ravano

C.-in-C. Med.
P.S.T.O. Med.
C-4 Mov & Tr. (An.).
C-4 Mov & Tr. (Br.).
D.D.C.H.S., W. Med.
Reg. Dir., V.S.A. W. Med.
F.O.T.A.L.I., Rome.
Chief Commissioner, A.C.
Navy Sub-Commission, A.C.
S.O.O. to P.S.T.O. Med.
Navy Sub-Commission, A.C.
Trans. Sub-Commission, A.C.
Trans. Sub-Commission, A.C.
D.M.W.T.R. Med.
Chief, Trans. Sub-Commission, A.C.
Act. Vice Pres., Econ. Sub-Comm., A.C.
D.M.W.T.R.
D.M.W.T.R.
D.M.W.T.R.
D.O.H.C. Representative.
R.W.T.
W.S.A.

Minister of Marine.
Under Sec. of State, Min. of Marine.
Under Sec. of State, Merchant Marine.
Secretary General, Min. of Marine.
Deputy Chief of Naval Staff.
Director General, Merchant Marine.
Directorate Gen., Merchant Marine.
Naval Mission to C.-in-C. Med.
Naval Mission to C.-in-C. Med.
Liaison, A.C.
Liaison, R.W.T.
Ministry of Marine.
C.N.L.A.I., Milan.
Director, CO. CE. NA.

(British
& U.S.)

Rear Admiral Elley W. Stone, U.S.N.
Commodore H.W. Zivoli, U.S.N.
Commander G.L. Sturt, R.N.V.R.
Lieut. V.W. Wetherup, U.S.N.R.
Colonel M.J. Sieff
Lt. Col. J.A. Talbour
Mr. I.D. Campbell
Mr. Merritt H. Taylor
Mr. A.G. Antolini
Mr. J.H. Henriksen
Mr. G.A. Dell
Mr. W. Williams
Mr. R. Hughes
Mr. Harris
Mr. R.L. Harbaugh

(Italian)

S.E. Admiral de Courten, R.I.N.
S.E. Signor Pasqua
S.E. Signor Montalbano
Admiral Drivichosi, R.I.N.
Admiral Accornero, R.I.N.
Lt. General Matteini, R.I.N.
Constructor Captain Romoli, R.I.N.
Captain Capponi, R.I.N.
Lt. Commander A. Capponi, R.I.N.
Lieut. Marchi, R.I.N.
Commander Martelli (Retl.)
Signor Fortini
Signor Minoletti
Dottore E. Sarnelli

Signor Canoli
Signor Corrado
Signor Costa
Signor Pagna
Signor D'Amico
Signor Fiorentino
Signor Juris
Signor G. Leuro
Signor Longobardi
Signor Mararo
Signor Mazzella

Miss M.M. Michie

Miss R.L. Hicks

Chief Commissioner, A.C.
Navy Sub-Commission, A.C.
S.C.O. to P.S.T.O. Mel.
Navy Sub-Commission, A.C.
Trans. Sub-Commission, A.C.
Trans. Sub-Commission, A.C.
D.M.W.T.A. Mel.
Chief, Trans. Sub-Commission, A.C.
Act. Vice Pres., Econ. Sub-Comm., A.C.
D.M.W.T.A.
D.M.W.T.A.
D.M.W.T.A.
D.O.H.C. Representative,
R.N.T.
W.S.A.

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

Representatives of Italian
Shipowners from all parts
of Italy.

Secretary, ~~1816~~

Secretary to Mr. Campbell.

(2)

- 2 -

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

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

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

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

With reference to the statement, that to some extent CO-GE.M.A. had lacked the co-operation of such shipowners as were available, contained in the 3rd paragraph of the Chairman's speech, (vide Appendix "G") Signor Mazzella, who represented the shipowners of Southern Italy, said that those owners had in many ways not been allowed to give their full co-operation to the Allies, as they had desired, and referred to the period before the entry of Italy into the War when Italian

the Chairman reported that the Commander-in-Chief, Mediterranean had agreed the principle of the Italian Ministry of Marine resuming control of the Italian Schooner Fleet, subject to surveillance by the Shipping Authorities, as also of these vessels allocated by the Shipping Authorities to the Ministry of Marine to maintain the coastwise shipping service as required by the Allied Commission, and that the Meeting would adjourn until the afternoon when that and other questions concerning Italian Merchant shipping would be closely examined and considered on an executive level.

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2. COMITATO ITALIANO GESTIONE NAVI. On the resumption of the Meeting and after the Chairman's speech (attached as Appendix "G"), General Matteini gave a detailed statement on CO.GE.NA. at which it was noted that those representatives from the North might be informed of its duties and the manner in which the administration of both schooners and Italian vessels over 300 tons dead weight had been performed. He hoped that the additional knowledge and assistance of those Northern shipowners might now assist in eliminating certain difficulties which had previously existed, and he welcomed their offers of co-operation.

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3. RE-ORGANISATION OF COMITATO ITALIANO GESTIONE NAVI. The Mediterranean Shipping Board and Allied Commission now considered, the Chairman reported, /

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

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

4. SCHOONER CONTROL. With the world wide shortage of shipping the Chairman explained that control as to the employment of all vessels was essential if the most economic use of available facilities were to be made, and that in the case of Italy, an average of 100,000 tons of shipping was required.

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

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

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

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- 4 -

Mr. Campbell explained the position in detail.

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

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

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

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

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

Commission for the fulfillment of the programme, but that the actual tonnage to meet such programme was allocated by Mediterranean Shipping Board and he therefore considered that until such time as the Supreme Allied Commander's "disense and unrest" programme were prefabricated, the shipping authorities should be allowed to put it into effect in whatever manner they deemed advisable.

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

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APPENDIX "A".

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

Your Excellencies, Gentlemen,

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

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

R O M E.

30th May, 1945.

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R O M E.

30th May, 1945.

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APPENDIX "B".

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

Your Excellencies, Gentlemen,

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

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

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

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

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

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

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

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I/.....

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

Thank you,

ROHM

30th May, 1945.

APPENDIX "C".DICHIARAZIONE DEL MINISTRO DELLA MARINA ALLA RIUNIONE
DELL'ARMAMENTO ITALIANO.

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

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

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

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

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

Potete essere certi che anche in futuro, come finora, armamento e gente di mare italiani saranno sempre pronti a dare tutto la loro opera per

ed a tutte le altre autorità che partecipano a questa riunione.

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

ROMA

30th May, 1945.

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APPENDIX "D".

RESPONSE TO THE SPEECH OF ADMIRAL SIR JOHN D. CUNNINGHAM,
 COMMANDER-IN-CHIEF, MEDITERRANEAN, by ADMIRAL DE COURTEN,
 MINISTER OF MARINE.

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

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

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

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

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

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

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1853
R O M E.

30th May, 1945.

APPENDIX "E".SPEECH BY THE CHIEF COMMISSIONER, ALLIED COMMISSIONREAR ADMIRAL EMERY W. STONE.

Your Excellencies, Gentlemen,

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

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

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

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

I am happy to meet you all,

R O M E.

30th May, 1945.

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R O M E.

30th May, 1945.

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CONCLUDING SPEECH BY MR. J. CARSON CHAMLIN,
CHAIRMAN OF THE MEDITERRANEAN SHIPPING BOARD.

Your Excellencies, Gentlemen,

I feel that we are all grateful to the Commander in Chief, Mediterranean, to the Minister of Marine and Admiral Stone for the spirit which has been shown in the speeches which have been made at this Meeting.

The Commander in Chief, Mediterranean, has directed us to examine certain details on an executive level, but for your information I have to announce that the principles of the Italian Ministry of Marine resuming control of the Italian Schooner Fleet under the supervision of the Allied Shipping Authorities, and also of those vessels allocated by the Shipping Authorities to the Ministry of Marine to maintain the coastwise shipping service as required by the Allied Commission, the Commander in Chief has accepted, and it has been agreed that we put it into effect. This will require considerable care and thought in working out the details and will need to be co-ordinated with the Allied Commission. For this purpose we will meet again, by the kindness of Admiral de Courten in this room, at 3 p.m. this afternoon.

ROMA.

30 January 1945.

APPENDIX "C".

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

Gentlemen,

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

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

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

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

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1852

R.O.M.E.

20th May, 1945.

From: Shipping Sub-Commission, Allied Commission.

Date: 12th June, 1945.

To: Navy Sub-Commission, HQ., Allied Commission.

Subject: Seamen of the Port of SAVONA. Your ref: NSC 2587.

The contents of your letter of the 7th June have been passed to the Italian Ministry of Marine for information and any action necessary.

and Campbell.
FOR CHAIRMAN *Director*
SHIPPING SUB-COMMISSION.

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HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

MSC/2587
7 June 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Shipping Sub-Commission, Allied Commission.
Subject: Seamen of the Port of SAVONA.
Enclosure: (A) NOIC, Savona letter No. 640/54 of
1 June 1945 and enclosed Memorial from
Committee of National Liberation, Savona,
dated 1 June 1945.

1. Enclosure (A) is forwarded herewith with
the request that the contents of the Memorial of the
Committee of National Liberation be brought to the
attention of the appropriate Shipping Authorities. No
reply to the Memorial has been made by the Navy Sub-
Commission.

H. W. ZIMM,
COMMODORE, U. S. NAVY,
FOR

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.



8 JUN 1945

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FROM: NAVAL OFFICER IN CHARGE, SAVONA.

DATE: 1st June, 1945. No. 640/54.

TO: NAVY SUB COMMISSION, HQ. ALLIED COMMISSION, ROME.

SUBJECT: SEAMEN OF THE PORT OF SAVONA.

The enclosed memorandum and list of seamen available for work were handed in to Navy House today.

2. They are forwarded to you for necessary action.

Chas. H. L. L. L.

COMMANDER, ROYAL NAVY.
NAVAL OFFICER IN CHARGE.

1843

COPY

FEDERAZIONE NAZIONALE
LAVORATORI DEL MARE
SAVONA

LIST OF THE SEAMANS READY TO BE ENGAGED IN
SAVONA HARBOUR

Captain	5
Chief Eng. & Motor	4
Deck Officers	5
Deck cadet	10
Engineer Officers	4
Cadet Engineer	4
Boats wine	18
Sailor's	26
Cabin boy (Donkey)	10
Boss fireman	24
Fireman	30
Greaser	16
Coal man	6
Cook	14
Steward	1
Waiter	4
Motor man	9
Wireless operator	1

copy

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COPY

FEDERAZIONE NAZIONALE
LAVORATORI DEL MARE
SAVONA

Savona, 11 1 Giugno 1945

MEMORIAL

The seamens of Savona composed of Officers, petty officers and ratings present to the Allied Marine Command the following:-

- (a) That after sept. 8th a large number of them have been deprived of the chance of going to sea because of the almost complete destruction of the Italian Merchant Marine.
- (b) That the continuous searching for specialized workers to send to Germany and to north-east Italy obliged them to avoid any form of work.
- (c) That situation lasting for such a long period obliged them to use up all their monetary resources saved during the former sea-going period.

They ask in name of Justice - for which the Allied Troops have fought the following:

To give them the opportunity of engage on board of ships at the service of the Allied Merchant Marine British or American flag because all Italian ship are ben incorporated in the pool of Marine.

Hoping that these requests may be taken into consideration by your command, we are your truly.

/s/ Carmelo Speranza
representant of Seamens
association of Savona.

copy

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