

Classified E.O. 12065 Section 3-402/NSC No. 785020

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Declassified E.O. 12065 Section 3-402/NSC Rec. 185020

10000/124/192 CAMPBELL COMMITTEE NSC-10
FEB. 45 - MAY 45

MEDITERRANEAN SHIPPING BOARD

CAMPBELL COMMITTEE.

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

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

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

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

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

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

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

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

IAN D. CAMPBELL.

CHAIRMAN

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

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

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

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IAN D. CAMPBELL.
CHAIRMAN
MEDITO CAMPBELL COMMITTEE, ROME.

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15th May, 1945.

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CAMPBELL COMMITTEE
ROME
MAY 1945

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CAMPBELL COMMITTEE
ROME
MAY 1945

CONFIDENTIAL.

MEDITERRANEAN SHIPPING BOARD

CAMPBELL COMMITTEE

REPORT.

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"A" Chairman of the Mediterranean Shipping Board's Directive - 24th February 1945. Ref. Page 1.

"B" List of Members and Officers attending.

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i. Responsible Authority
ii. Classification of Ports
iii. Control of craft, equipment, gear etc.

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APPENDICES.

"A" Chairman of the Mediterranean Shipping Board's Directive - 24th February 1945. Ref. Page 1.

"B" List of Members and Officers attending.

"C" Appointment of Italian Members.

"D" Italian Ministry of Marine Organisation. Ref. Page 2.

"E" Captain of the Port Organisation. Ref. Page 2.

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ROME, May 1945.

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MEDITERRANEAN SHIPPING BOARD

CAMPBELL COMMITTEE

REPORT.

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

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

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

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

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

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

6. Nothing in these recommendations is to be construed as modifying the

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

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SECTION I. PORT ORGANISATION.

i. Responsible Authority.

1. The initial step which the Committee had to take was to satisfy themselves as to the proper Italian Government authority with which satisfactory discussions and consultations could take place.

2. The Committee examined the organisation by which the Italian Government administered maritime affairs and ports prior to Italy's entry into the war. The ministerial responsibility was then vested in the Ministry of Communications, the executive Division being the Direzione Generale della Marina Mercantile. The Director General of the Merchant Marine was responsible to the Minister of Communications through an Undersecretary of Merchant Marine.

3. At the time of the armistice with Italy in 1943 the responsible Minister was the Minister of Marine, the Undersecretary of Merchant Marine being included in that Ministry.

4. The Committee are informed that it is the intention of the Italian Government that the Direction General of the Merchant Marine, as well as the Undersecretaryship of the Merchant Marine, shall remain within the Ministry of Marine for the duration of the armistice.

5. An examination of the organisation which is already in being (see chart Appendix "D"), as well as the functions of the divisions and sections of the Direction General, has shewn that there already exists within the Italian Government full working machinery to administer and control those ports which may be released from Allied Military supervision.

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

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

8. In order that there is the minimum dislocation of services it is considered by the Committee that official notification from AFHQ to the

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

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

ii. Classification of ports. 1271

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

Category A. A port handed back to Italian control in its entirety.

B. Ports classified as civilian, but with an Allied Naval or Military commitment.

C. Allied Naval or Military ports containing a civilian operated area.

D (See amendments)

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ii. Classification of ports (Cont:)

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

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

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

iii. Control of Craft, equipment, gear etc.

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

2. In the discussions of the Committee, the Italian members have advised that there is no organisational difficulty in assigning the control and maintenance of any Allied equipment which may be allocated to the Captain of the Port. The Captain of the Port would supervise through the formations under his control the use and allocation of tugs, barges, lighers and craft of other descriptions. For this purpose the Compagnia Portuale could be the agency employed to carry out the ordinary day to day working, until such time as

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

4. It is therefore recommended that all craft, equipment, gear etc. supplied either from Allied or Italian Government sources should be the direct responsibility of the Captain of the Port, who should be held accountable through the Ministry of Marine. (all amendments for 2 sentences) all amendments

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

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

SECTION II.

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

1. The Committee consider that the matter of communications is of paramount importance if an efficient control of ports by the Italian Government is to be achieved,

2. Examination shows that apart from Allied facilities, which are deemed not to be available for the purposes of the Committee's enquiry, four exclusively Italian and independent channels exist and can be developed.

(a) Italian Ports and Telegraph Department (Civil)
(b) Italian State Railways system.
(c) Italian Army network.
(d) Italian Ministry of Marine network.

3. In view of the stringent security control required in information regarding shipping, also the fact that the Ministry of Marine would be the executive Governmental authority dealing with ports and shipping, the network offered by that Authority appears to the Committee to be the correct channel.

4. The investigations of the Committee show:-

(a) The Ministry of Marine network covers all ports which are under examination for control by the Italian Government. (See Appendix"F")

(b) Commander in Chief,Mediterranean, has no objection to the use of this network provided all signals are passed in Italian cypher. A cypher suitable for this purpose is already in being and, the Committee understand, has been approved by C-in-C. Med.

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

(d) On the recommendation of the Committee the Director General of the

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

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

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

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COMMUNICATIONS (Cont:)

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

The Committee therefore recommends :-

i. All information reports, orders etc. referring to ports, ships, port working or ship working required to be passed by telecommunication between Returned Ports and Headquarters, either Allied or Italian, and vice versa, should be passed through the telecommunications network of the Italian Ministry of Marine.

ii. All messages passed through this network shall be encyphered in an approved Italian cypher, such approval to be obtained from the Commander in Chief, Mediterranean.

iii. All signals other than tabulated signals (i.e. SITREP form signals) should be originated and delivered in the Italian language.

iv. Signals originating from sources other than Allied or Italian Government offices should be approved by the Capitano di Porto where established, or other Italian Governmental office to be designated by the Ministry of Marine.

v. Ministry of Marine should only permit use of their telecommunication network by other Allied Authorities after they are satisfied that all matters in connection with shipping are adequately and efficiently dealt with.

vi. Italian wireless communications should only be employed with the concurrence of the Commander in Chief, Mediterranean, and only when other facilities are not available.

vii. The use of Allied signal channels where the subject matter either requires action on the part of the Italian Authorities, or is passed to them for information, should be avoided if such information can be conveyed by means of the Ministry of Marine network.

SECTION III

CARGO DUES.

1. In order to obtain the quickest despatch of ocean going vessels and coasters, it was clear to the Committee that handling methods would require to be employed which, while achieving the desired result, would be unwarranted from an economic view point. For this reason, and by reason of the fact that

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SECTION III

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1. In order to obtain the quickest despatch of ocean going vessels and coasters, it was clear to the Committee that handling methods would require to be employed which, while achieving the desired result, would be unwarranted from an economic view point. For this reason, and by reason of the fact that harbour craft were being allocated from Allied sources to several of the ports, the Committee are agreed that a revenue should be collected to offset these services. As the receiving or despatching agency is not free to choose the method by which cargo is delivered or despatched, the suggestion that dues should be collected on all civilian cargo passing through all Italian ports, irrespective of whether the cargo involved uses the services for which the dues are collected, has met with the approval of the Committee. The proceeds from these civilian cargo dues would be offset against the cost of the undertakings service performed, e.g. lighterage, craft towage, craneage etc.

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2. The question has been discussed by the Italian Committee members with the appropriate Italian Government departments, and has met with favourable comment.

3. The Committee therefore recommend that sanction is granted to the Italian Government to levy dues on all civilian cargo passing through all Italian ports, the income from which should cover the cost of supply, maintenance and running costs of all tugs, craft, equipment etc. supplied by the Allies or by the Italian Government to the Italian Port Authorities.

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SECTION III

CARGO DUES (Cont:)

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

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

SECTION IV

SALVAGE.

1. The Committee have examined the question of salvage insofar as it affects clearance of ports and recovery of sunken or damaged harbour craft, tugs and lighters, for use in Returned Ports.

2. It has been ascertained that subject to the overriding authority of the salvage requirements of the Commander in Chief, Mediterranean, the Italian Ministry of Marine is responsible for the salvage, in any non-operational port or area, of all Italian vessels other than those required for the use of the Allied Services.

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

4. As no priorities are established or supervision exercised other than that for R.I.N. craft, and that exercised by the Fleet Salvage Officer in the case of craft required for the Allied Forces, the Committee recommend that an authority be set up for the purpose of alloting priorities and deciding how requirements of craft for port working and clearance can be met from salvaged civilian craft. For this purpose the Authority should include representatives from the Commander in Chief, Mediterranean, Director of Harbour Craft, Transportation Sub-Commission, A.C., and the Italian Ministry of Marine (Divisione Ricuperi). The Authority should confine its activities only to those ports which will revert to Italian control and in those areas which are declared non-operational by the Allies.

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

SECTION V.

MANNING OF TUGS and LIGHTERS, and CONTROL OF STEVEDORES.

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

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SECTION V. (Cont:)

2. The engagement of all classes of seamen, both seagoing and harbour, comes within the province of the Captain of the Port (see Appendix "E" under sub-headings "Preparation of vessels for Sea and Clearances" and "Seamen"). The Committee are satisfied that the existing machinery is capable of producing the required numbers to ensure that tugs, lighters etc. are sufficiently and efficiently manned.

3. Within the jurisdiction of the Captain of the Port, through the Port Work Section of his organisation, the Port Labour Office is in fact the controlling authority of the Compagnia Portuale. This latter body comprises the organisation which provides such labour as stevedoring, dock labourers and casual labour within the port.

4. The Committee consider that the powers delegated to the Captain of the Port, if correctly applied, should result in the minimum delay to vessels and the efficient running of the port, but it is emphasised that in those cases where priority for ships working civilian cargoes is required the Inspector of Port Operations (Ispettore Funzionamento Porti) should apply to the Transportation Sub-Commission, Allied Commission.

SECTION VI.

PORT POLICING AND SECURITY.

1. The matter of adequate Security and Police agencies in Returned Port areas has been carefully examined by the Committee. Under present legislation since the disbanding of the Fascist "Milizia Portuale", the authority for such duties rests with the Minister of the Interior. Owing to shortage of suitable personnel, and circumstances over which the Minister of Marine has no control, the Committee have reluctantly but unanimously agreed that the present organisation must be reconstructed if any measure of control in this connection is to be achieved. It is to be noted that the Minister of Marine, acting for the common good, has already exceeded his legal powers in assigning in some cases Italian Naval personnel to ports for police duties, in an endeavour to better the present position.

2. After full consideration the Committee are agreed that the appointment should be made of an officer to the staff of the Captain of the Port as Security and Police Officer, responsible to the Captain of the Port for all aspects of guarding, policing, patrolling etc., all areas within his jurisdiction.

3. The Italian members of the Committee are in the fullest agreement with this procedure and have advised the Committee that the Minister of the Interior should assign an Officer of the Carabiniere to each port for such work. The Minister of the Interior should further consider the possibility of constituting [illegible] for port work.

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SECTION VI.

PORT POLICING AND SECURITY.

1. The matter of adequate Security and Police agencies in Returned Port areas has been carefully examined by the Committee. Under present legislation since the disbanding of the Fascist "Milizia Portuale", the authority for such duties rests with the Minister of the Interior. Owing to shortage of suitable personnel, and circumstances over which the Minister of Marine has no control, the Committee have reluctantly but unanimously agreed that the present organisation must be reconstructed if any measure of control in this connection is to be achieved. It is to be noted that the Minister of Marine, acting for the common good, has already exceeded his legal powers in assigning in some cases Italian Naval personnel to ports for police duties, in an endeavour to better the present position.

2. After full consideration the Committee are agreed that the appointment should be made of an officer to the staff of the Captain of the Port as Security and Police Officer, responsible to the Captain of the Port for all aspects of guarding, policing, patrolling etc., all areas within his jurisdiction.

3. The Italian members of the Committee are in the fullest agreement with this procedure and have advised the Committee that the Minister of the Interior should assign an Officer of the Carabiniere to each port for such work. The Minister of the Interior should further consider the possibility of constituting a special police force for port work.

4. The Committee consider that this question is of the highest importance, and recommend that every encouragement and assistance is provided by the Allies to the Italian Government in the formation and equipment of these Port Police, in order to reduce the incidents of pilferage and other crime in port areas which today have reached an alarming height.

5. The appointment of the Carabiniere Officer to the staff of the Captains of the Port should take place immediately, and certainly before official control of the Returned Ports is assumed by the Italian Authorities.

6. In the case of ports coming within Category A. (See Section I, sub-section ii, para: 1) the full responsibility for Port +Policing will be that of the Captain of the Port. In Category B. ports the Captain of the Port will carry the same responsibility, but the Allied Authority should retain full Security and Police duties in connection with cargo moving on their account.

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SECTION VI.

PORT POLICING AND SECURITY.

6. Captains of the Port in Category C. should hold responsibility for Cont: policing that area which has been allocated for civilian use. It is not, however, recommended that there should be any general relaxation of the control exercised by the Port Commandant.

7. The Committee consider that official notification should be given to the Italian Government as regards the powers which may be exercised by Italian Police Officers in port areas in dealing with offenders or suspects who are of Allied nationalities.

SECTION VII

RESUMPTION OF COMMERCIAL PRACTICE.

1. The re-establishment of normal commercial agencies such as forwarding agents, ship freight and customs brokers, transport agents etc. is considered by the Committee as being highly desirable. Without the war time military organisation for receiving and despatching cargo the governmental machine which will replace such organisation could not fulfil the same functions appertaining to the movement of cargoes.

2. The Committee consider that as Allied control is withdrawn from any area or ports the widest publicity should be given to the fact that commercial agencies are free to resume their normal business within the ruling limitations of trade.

3. The relaxation of the present security ban on information regarding Italian coastwise ship movements, and the publishing of arrival and sailing dates in the press would greatly assist in the free movement of cargo to and from the ports. This and the resumption of commercial practice in Returned Ports will tend to a greater overall efficiency in cargo handling and ship turnround, by reason of the profit motive involved and the financial responsibility resting on the various parties concerned.

SECTION VIII

PORT SANITARY ORGANISATION.

1. The resumption of activities of Italian Port Sanitary Authorities in

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SECTION VIII

PORT SANITARY ORGANISATION.

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

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

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

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

I have the honour to be, Sir,

Your obedient Servant,

Signed,

(IAN D. CAMPBELL)

CHAIRMAN

MEDITERRANEAN SHIPPING BOARD,

CAMPBELL COMMITTEE, ROME.

For the Italian Members:

Signed,

(CARLO MATTEINI)

DIRECTOR GENERAL OF THE MERCHANT MARINE,

ROYAL(ITALIAN) MINISTRY OF MARINE.

Reproduced by the I.L.O. Section 3-4021/NMC No. 785020

Signed,

(IAN D. CAMPBELL)

CHAIRMAN

MEDITERRANEAN SHIPPING BOARD,

CAMPBELL COMMITTEE, ROME.

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Signed,

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DIRECTOR GENERAL OF THE MERCHANT MARINE,

ROYAL(ITALIAN) MINISTRY OF MARINE.

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APPENDIX."A."

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

MEDITERRANEAN SHIPPING BOARD

SHIPPING AND RECEPTION OF SHIPS IN PORTS.

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

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

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

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

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

Berthing of vessels on arrival.
The manning and control of tugs and harbour craft.
The transmission of orders to ships on completion of discharge.
The method for control of stevedores in the interest of turnround of shipping.
The payment of tugs, lighters, etc. and the possibilities of instituting dues on Civilian cargoes to reimburse dock authorities for costs in an equitable manner.
The payment of stevedores and the possibility of making a charge on the civil cargoes for this purpose which would be payable by the receiver.
The appointment of one responsible Italian authority in each port who would be responsible to the Shipping Authority for the turnround of vessels in his port.
The means of communication between ports and the Shipping Authority.
The provision of clerical staff to give daily reports on ships outturns and expected dates of completion.

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The payment of stevedores and the possibility of making a charge on the civil cargoes for this purpose which would be payable by the receiver.
The appointment of one responsible Italian authority in each port who would be responsible to the Shipping Authority for the turnround of vessels in his port.
The means of communication between ports and the Shipping Authority.
The provision of clerical staff to give daily reports on ships outturns and expected dates of completion.

(Sgd.) J. GIBSON GRAHAM.

24th February, 1945.

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APPENDIX "B."

MEDITERRANEAN SHIPPING BOARD

CAMPBELL COMMITTEE.

MEMBERS :

CHAIRMAN - Mr. Ian D. Campbell.

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

ADVISER ;

Captain C. Pecori Girardi	Chief of Officiale Operazione.

ATTENDED :

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

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Mr. R. Hughes	Deputy Director of Harbour Craft.
Mr. S. A. Regan	War Shipping Administration, Area Representative.
Mr. R. M. Bazzanella	Chief, Ports & Warehouse Div., Transportation Sub-Commission, A.C.
Lt. Gen. C. Matteini	Director General, Italian Merchant Marine.
Captain F. Ruta	General Staff, Royal Italian Navy.
Dr. Gambioli	Chief of Divisons, Italian Merchant Marine.

ADVISER :

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Mr. E. R. Perkins	Representative, War Shipping Administration.
Mr. C. C. Crooks	Ports & Warehouse Division, Transportation Sub-Commission, Allied Commission.
Mr. J. B. Hurley	Ports & Warehouse Division, Transportation Sub-Commission, Allied Commission.
Mr. V. E. Vecchy	Assistant to Director, War Shipping Administration (Mediterranean).
Lt. Col. G. Gazzo	Royal Italian Navy, Salvage.
Lt. Cdr. Vaccarisi	Chief of Communications, Royal Italian Navy.
Lt. A. Merena R.I.N.	Liaison with Allied Commiddion.

SECRETARY :

Miss R. L. Hicks	Ministry of War Transport.

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APPENDIX..."C"....

MINISTERO DELLA MARINA
Direzione Generale della Marina Mercantile

ROME li 4 marzo 1945.

Indirezzo telegrafico: MARIMERCANT
Divisione: SEGRETERIA.

Al MR. IAN CAMPBELL

MEDITERRANEAN SHIPPING BOARD.

Protocollo No.1092 S.G.

Argomento: COMPONENTI DI COMMISSIONE.

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

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

S.E.il Ministro ha altresi designato il Capitano di Vascello Corso PECORI-GIRALDI - Capo Ufficio Operazioni dello Stato Maggiore della R. Marine.

quale esperto a disposizione della suddetta Commissione per le questioni militari operative connesse al funzionamento dei porti.

p. IL MINISTRO
IL TENENTE GENERALE
DIRETTORE GENERALE MARINE MERCANTILE

(CARLO MATTEINI)

(Signed)

TRANSLATION.

Rome 4th March, 1945.

MINISTRY OF MARINE
Directorate General of the Merchant Marine.

To: MR. IAN CAMPBELL

MEDITERRANEAN SHIPPING BOARD.

Telegraphic Address: MARIMERCANT.

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

Subject: MEMBERS OF A COMMISSION.

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

[illegible] of the Merchant Marine.

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IL TENENTE GENERALE
DIRETTORE GENERALE MARINE MERCANTILE

(CARLO MATTEINI)

(Signed)

TRANSLATION.

Rome 4th March, 1945.

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

To: MR. IAN CAMPBELL
MEDITERRANEAN SHIPPING BOARD.

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

Subject: MEMBERS OF A COMMISSION.

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

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

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

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

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(CARLO MATTEINI)

(Signed)

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Application C.D. 82083 Section 3-402/8000 No. 725020

MAPS FILMED ON

35MM ROLL

MEDITERRANEAN SHIPPING BOARD

CAMPBELL COMMITTEE.

No. 13.

Minutes of Meeting held in Rome on 4th October, 1945.

Present:	Mr. Ian D. Campbell	Chairman
	Lieut. De Maestri U.S.N.R.	Navy Sub-Commission
	Colonel P.D.G. Buchanan	Transportation S/Commission
	Major M.P. Laraman	" " (Shipping)
	Mr. L. Hart	W.S.A.
	Mr. A.C.Hogarth	D.M.W.T.R.
	Mr. J.A. Maconochie	D.M.W.T.R.
	Mr. A.G. Bell	D.M.W.T.R.
	Mr. R. B. Scriven	Coal Section, A.C.
	Mr. C. Crooks	Ports & Warehouses Div.A.C.
	Lt. Gen. C. [illegible]	Italian Merchant Marine.
	Dr. Gambioli.	Chief of Div: Ministry of Marine
	Col. Lauricello	It. Inspector of Port Operations
	Cdr. E. Mattoli	M.W.T. Liaison
	Lt. A. Marena	Liaison, A.C.

98. Postal facilities. Referring to Minute 9[illegible] of the last meeting Colonel Buchanan said that the Italian authorities were held up for machinery for making mail contracts with shipping companies, and he had raised the question at MEDBO as to whether M.W.T. and W.S.A. would make a standard form of contract to cover all shipping companies. MEDBO considered that this was outwith their jurisdiction and said that the Ministry of Marine should make their own contracts with individual shipping companies. General Matteini noted.

99. Discharging costs of coal. The Chairman introduced Mr. R.B.Scriven of Coal Section, A.C., who asked for guidance on arriving at landed costs for coal cargoes. He said that stevedoring and discharging costs varied at the different ports and it was difficult to lay down any definite rate. The Chairman pointed out that the Italian Government was responsible for the discharging costs, it being part of port service for facilities, and as the Italian Government had drawn up a tariff which will apply nationally it was suggested that this be used in arriving at landed costs for coal. This Mr. Scriven agreed, but asked whether it was intended to revert to commercial practice in the near future, which the Chairman pointed out was a matter for commercial negotiation.

100. National Tariff. Arising out of the above the Chairman asked whether the tariff referred to had been finally approved and accepted. Gen. Matteini said that it had been circulated to all [illegible]

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Mr. C. Crooks	Ports & Warehouses Div.A.C.
Lt. Gen. C. [illegible]	Italian Merchant Marine.
Dr. Gambioli.	Chief of Div: Ministry of Marine
Col. Lauricello	It. Inspector of Port Operations
Cdr. E. Mattoli	M.W.T. Liaison
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100. National Tariff. Arising out of the above the Chairman asked whether the tariff referred to had been finally approved and accepted. Gen. Matteini said that it had been circulated to all Captains of the Ports with the request that the Ministry of Marine be advised of any difficulties, which would immediately be discussed with the Representatives of the interested Parties. As there had been only one objection from Genoa, and this had been settled, it could be considered that the tariff has been accepted.

101. Classification of Ports. Gen. Matteini said that he had received a report from the Captain of the Port at Palermo to the effect that he had been informed by the American Port Officer that the port was to pass from Category "D" to "A", and asked for some clarification. The Chairman pointed out that COMNAVNAW had asked that owing to the considerable American interest in Palermo the port should revert to Category "C", which had been agreed. Lieut. De Maestri, Navy Sub-Commission, considered that U.S. Navy interests were too large to allow for reversion to Category "A" (port under entirely Italian control) and it was agreed that Palermo should be considered Category "C" as arranged.

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102. Messina Agents. Mr. Hart, W.S.A., drew the attention of the meeting to a letter W.S.A. had received from their agents in Messina complaining that it had been laid down that ships must carry regular Custom House manifests in accordance with Italian law. Gen. Matteini said that nothing officialy had been issued on this point, and thought that as the port had just reverted to category "A" the Captain of the Port might be over-zealous in bringing in pre-war formalities. He agreed to take the matter up.

103. Campbell Committee. The Chairman drew the attention of the Committee to the probability of the closing down of the Mediterranean Shipping Board, and the obvious requirement of some form of administrative liaison between the Allied Shipping Authorities and the Italian Government. He reported that the matter had been discussed at MEDBO, and in commenting Mr. Maconochie said that he considered the title of the present Committee should be altered to the MEDBO Rome Sub-Committee, and that when the Mediterranean Shipping Board was wound up it should be known as the Rome Shipping Committee, thus affording some continuity until the announcement of the peace terms.

The Committee considered that the interim period between the dissolution of MEDBO and the announcement of the peace terms was the only period on which they could make any recommendations to the Boards.

Taking from experience in N.W.Europe, Mr. Maconochie further pointed out that a similar action had been taken which resulted in the National Government assuming the chairmanship of a Shipping Committee, which he could envisage in Italy continuing under the chairmanship of a nominee of the Italian Merchant Marine.

In discussing the membership of the proposed Committee it was considered that it should continue with the representation as nominated; however, it was for consideration by the Mediterranean Shipping Board if representatives from U.N.R.R.A. and I.C.E. should be invited to attend.

The Chairman stated that he considered it would be more practicable to alternate the chairmanship of the proposed interim Committee between W.S.A. and M.W.T., to which the Committee agreed.

In view of deployment and the termination of the functions of the various Allied Bodies, the question of secretariat of the proposed Committee was left to the decision of the Mediterranean Shipping Board.

On behalf of W.S.A., Mr. Hart said he was in agreement with the suggestions put forward, and that he considered it essential that some body remained in Rome to co-ordinate and control the shipping interests involved. General Matteini also stated that he was in complete agreement with the proposals.

The Chairman advised that the Mediterranean Shipping Board had decided that the Port Working Committees, as at present constituted, from the Allied viewpoint should terminate forthwith, and suggested that any matters of importance affecting the Allies should be raised at the Rome Committee through the Ministry of Marine.

In closing this last meeting of the Campbell Committee the Chairman thanked the Members for their assistance so willingly given at all times, as a result of which he felt that some achievement had been made in getting the

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In closing this last meeting of the Campbell Committee the Chairman thanked the Members for their assistance so willingly given at all times, as a result of which he felt that some achievement had been made in getting the Italian ports back to normal control.

Colonel Buchanan on behalf of the Allied Commission extended appreciation and thanks to the Chairman and Members for services rendered to the Commission, and General Matteini presented his personal gratitude to the Chairman for the invaluable help he had given both to the Italian Ministry of Marine and himself.

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NSC-12

MEDITERRANEAN SHIPPING BOARD

CAMPBELL COMMITTEE.

No.12.

Minutes of Meeting held in Rome 3rd September, 1945.

Present:	Mr. Ian D. Campbell	Chairman
	Captain H.St.J.Butler,USN.	Navy Sub-Commission.
	Colonel H.G.Pottle	D.D.T.N.
	Colonel P.D.G.Buchanan	Transportation S/Com.
	Lt.Col. C. Russell	G.4. Br.
	Major M.P.Laraman	Transportation S/Com(Shipping)
	Major G.R.T.Schultz	TN(Br.)
	Lt. C.B.Bullen,R.N.R.	Sea Transport
	Mr. S. A. Regan	W.S.A.
	Mr. R.M.Bazzanella	Ports & Warehouses Div.,A.C.
	Mr.H.J.Richardson.	Rep. D.O.H.C.
	Mr. A.J.Hanvey	M.W.T.
	Lt. Gen. C. Matteini	Dir: Gen: Italian Merchant Marine.
	Dr. Gambioli	Chief of Div: Ministry Marine
	Col. Lauricello	It.Inspector of Port Operation
	Cdr. E. Mattoli	M.W.T. Liaison
	Lt. A. Marena	Liaison, A.C.

The Chairman, in addressing the Meeting, stated that its main purpose was to discuss the transfer of ports to Italian control, and referred to MEDBO Minute No. 2343 of 28th August, copy of which was circulated to those present.

89. Classification of Ports. The Chairman pointed out that the main point for consideration was that the principle having been accepted that the ports discussed in the minute quoted above should revert to civilian control, the Campbell Committee had been instructed to consider the dates on which the transfers should take place, and assure that the Italian Ministry of Marine was in a position to erect the necessary organisation for running the ports.

Lt. Col. Russell stated that in view of the continued military commitments in some ports G.4. British must retain a certain amount of military control in those ports: especially was this the case at Bari which was the main port for supplies to British Armies in Greece and Austria. This port it was proposed should revert to Category C, which would mean that at least 50% of its capacity would be handed back to the Italians to meet civil requirements. This proposal had been confirmed by the Chief Administrative Officer until the military position clarified itself, and in view of future military commitments AFHQ were not prepared to forego complete control of the port of Bari.
Lt. Col. Russell pointed out that if the port were regarded as Category C, labour would be controlled by the civilian authorities and Army would bid in the normal way for labour through the Controls Boards [illegible]

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Mr.H.J.Richardson.	Rep. D.C.H.C.
Mr. A.J.Harvey	M.W.T.
Lt. Gen. C. Matteini	Dir: Gen: Italian Merchant Marine.
Dr. Gambioli	Chief of Div: Ministry Marine
Col. Lauricello	It.Inspector of Port Operation
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The Chairman, in addressing the Meeting, stated that its main purpose was to discuss the transfer of ports to Italian control, and referred to MEDBO Minute No. 2343 of 28th August, copy of which was circulated to those present.

89. Classification of Ports. The Chairman pointed out that the main point for consideration was that the principle having been accepted that the ports discussed in the minute quoted above should revert to civilian control, the Campbell Committee had been instructed to consider the dates on which the transfers should take place, and assure that the Italian Ministry of Marine was in a position to erect the necessary organisation for running the ports.

Lt. Col. Russell stated that in view of the continued military commitments in some ports G.4. British must retain a certain amount of military control in those ports: especially was this the case at Bari which was the main port for supplies to British Armies in Greece and Austria. This port it was proposed should revert to Category C, which would mean that at least 50% of its capacity would be handed back to the Italians to meet civil requirements. This proposal had been confirmed by the Chief Administrative Officer until the military position clarified itself, and in view of future military commitments AFHQ were not prepared to forego complete control of the port of Bari.
Lt. Col. Russell pointed out that if the port were regarded as Category C, labour would be controlled by the civilian authorities and Army would bid in the normal way for labour through the Compania Portuale, but he insisted that the Army must retain the right to operate a British Military controlled area. This would, in effect, put Bari in the same class as Naples, with the Italian acting as Sub-Area Commander. It was recommended that the Capitano di Porto be requested to attend the Port Control Committee meetings.

It was agreed that this proposal be adopted, but the Chairman was somewhat exorcised as to whether the Italians were in a position to take over immediately the civilian portion, and Col. Pottle agreed that from experience TN(Br.) had found that an efficient organisation had not yet been set in all ports. Gen. Matteini confirmed that he was not prepared to take complete control of all ports yet, but advised that Col. Lauricello is preparing such an organisation. With this in view Col.Lauricello is travelling to Bari immediately to organise civilian control of that port, while similar visits would be made to Brindisi and Taranto at the same time, in order that these ports can be transferred at the earliest possible date.

In the case of ports reverting to Category A but which were likely to carry a small military commitment, e.g. Genoa, Gen. Matteini confirmed that any such commitment would be given priority. Col. Pottle said that this had proved to be the case in Civitavecchia, where Mr. Regan stated that although there had been a little delay to shipping the Italian organisation was working well.

Declassified E.O. 12065 Section 3-402/NARS No. 785020

Gen. Matteini suggested that there might now be some clarification of categories, and proposed that instead of keeping to those originally arranged Ports not being used by the Allies should be Category A with full responsibility falling on the Italian Authorities, and the Allies keep those ports in which they have a military interest. This was not approved, but it was suggested that all ports other than C and D might now revert to Category A, in order that every assistance could be given to the Services for personnel to be withdrawn as desired.

Col. Buchanan asked if it was the intention to retain Army personnel in ports which reverted completely to Italian control, also that in the event of a military requirement arising in that port, would personnel be sent in to supervise the work. Col. Pottle replied that he could not be committed to having to move personnel around the country, and in view of the fact that military requirements would be met through normal commercial channels he did not think there was any need for such Army supervision.

Mr. Bazzanella pointed out that there would still be considerable A.C. traffic, and the meeting considered that it might be necessary for an Allied Commission Port Liaison Officer to supervise the handling of these cargoes.

In considering Venice, Lt. Col. Russell pointed out the need of maintaining a supply line for the Occupation Armies in Northern Italy and Austria through the port, and he considered that for a while at least Venice should remain in Category C. After discussion, however, it was agreed that the port would revert to Category A as from 1st. October, it being fully understood that military traffic would receive priority as required. Col. Russell further stated that a Military Liaison Officer would be left at all ports which had a military commitment.

Mr. Regan pointed out that liaison between the Army (in this case American) and Port Officers at Civita vecchia was not satisfactory, and thought that this should be closely watched in future transfers. Col. Russell said that G.4.(Br.) had issued a directive on this point, and agreed to discuss with C.C.T. with a view to a similar directive being issued on the American side.

After full discussion recommendations as attached were unanimously agreed. These recommendations would be passed to MEDBO for final ..... approval and Lt. Col. Russell undertook to produce a document for final notification to G.5. for presentation to the Italian Government through the Allied Commission.

90. Gear and Equipment. Colonel Buchanan raised the question of fire fighting equipment in the ports, which Colonel Pottle said was inadequate and would continue to be so unless A.C. demanded on AFHQ for requirements. This equipment is owned by the Army Fire Service, and could only be allocated through that Service. Lt. Bullen stated that Sea Transport have equipment which could be turned over to the Italian Authorities. General Matteini said he had drawn up a list of all gear and equipment required in the ports, which he promised to forward to the Allied Authorities.

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Declassified E.O. 12065 Section 3-402/NND No. 785020

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Colonel Pottle said it would not be possible to release any of the stocks or reserves of port equipment which TN(Br.) have until they had been declared a global surplus. He would take up the matter of releases immediately with the War Office, and the Chairman suggested that the Campbell Committee Report might be an added lever to achieve the desired result.

Colonel Pottle asked that it be recorded that when the ports have been handed over to civilian control as Category A there would remain certain military equipment such as cranes, gear etc. and craft which would be outwith the requirements of the port, but which would have to be left in the port pending final disposal, maintenance and care of which would remain the responsibility of TN(Br.) In Ancona, for instance, probably only half the craft would be required for port working, but until some decision had been arrived at by the War Office and Washington regarding disposal, (TN(Br.) must maintain control of workshops, slipyards etc. for repair and maintenance of such craft.

It is raised the question from Mr. Bazzanella regarding warehouses in ports changing to Category A - would they remain under A.C. control? This was considered to be a matter for investigation case by case, according to the requirements of A.C., and be dealt with as a local problem.

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

91. Communications. Major Laraman asked the source of information for ships coming into civilian controlled ports with military cargo, and was advised that G.4. would signal the M.L.O. at the port and repeat to A.C., A.C. Officers should therefore contact M.L.O. Mr. Regan said that the present system was not a good one, and invariably led to the Italian Authori[illegible] being unaware of ships' arrival. The Chairman referred to the Italian Intelligence Centre which had been set up in Rome, and asked that signals should be repeated to A.C. and funnelled through to the Intelligence Centre.

General Matteini pointed out that difficulty had been experienced with communications north of the Gothic Line, which had led to almost complete failure of normal channels. He had therefore made proposals requesting that a wireless link be set up - this method having been agreed previously as an emergency measure in certain instances. Captain Butler said he would take this new suggestion up with the Navy Sub-Commission. Cdr. Mattoli said that Cdr. Sharp, S.O.S. to C in C. Med. is aware of the proposal and had agreed to raise the point at MEDBO.

Colonel Buchanan later asked whether some improvement could be made in the rendering of SITREPS from Genoa, and pending the settlement of the above proposition Colonel Pottle arranged that a copy of TM(Br.) signals which were received direct from Genoa would be sent to both A.C. and W.S.A.

92. Transportation. Colonel Pottle asked whether A.C. could assist in providing road transport for the Italian Authorities, which up to now had been supplied by TM(Br.) Gen. Matteini said that a big demand for transport had been included in the list he had compiled of equipment required, and Col. Buchanan said he would look into the matter.

93. Stevedoring wages. Gen. Matteini pointed out that as a result of correspondence between Transportation S/Com. A.C., discussions had taken place regarding stevedores wages and the fixing of a daily rate. An agreement had been reached, but before approaching the Representatives of the Workers the proposal was put to Labour Sub-Commission for approval. This Sub-Commission now stated that this is a domestic question and not one for their settlement. Gen. Matteini said that the Italian Authorities were anxious to get this matter settled, as troubles were likely to arise with the stevedores if no agreement was reached, and wanted to know definitely whether the Allies were concerned or not with what wage was laid down, before finally making a decision with A.C. Mr. Regan considered that M.W.T. and W.S.A. should make their views known.

The Chairman, speaking for M.W.T., said that all that was expected was complete freedom to make stevedoring contracts as and when they pleased commercially. He considered that the daily basic wage which the Italian Govt. agreed with A.C. would affect the total cost of contract, but felt that it was a domestic affair for the Italian Govt. to fix their own minimum wages. Mr. Regan agreed, but said that the resultant effect in shipping programmes would have to be considered. He said W.S.A. had already given their views

Declassified E.O. 12065 Section 3-4(b)/NWDC NO. 785020

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Maj. Larraman presumed it was an A.C. responsibility to make these cash contracts based on the minimum wage of 250 lire per day, but as an explanation the Chairman said that the Italian Govt. were trying to determine a new living wage for the stevedores, and when that was fixed it would lie with the stevedore to work out the cost of handling cargoes thus it was the Master Stevedore in whom W.S.A. and M.W.T. were mainly interested.

Lt. Bullen asked if any forecast could be made as to a possible date when the new rates would become operative. He said that Sea Transport contracts were becoming redundant and if new ones were made out at increased rates this might embarrass the Ministry of Marine.

It was finally agreed, after much discussion, that this Meeting had no power to give the Italian Authorities any form of decision which might bind the Allied Authorities, but interested members would undertake to give guidance. A meeting was therefore arranged for Wednesday morning next at 1030, to which the Director of Labour A.F.H.Q. would be invited, in an endeavour to assist the Italian Authorities in reaching some agreement.

94. Port Health Officers. Col. Buchanan advised that these Officers would be re-established in the principal ports as from 12th September.

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95. Postal Services. Transportation Sub-Commission also advised that Italian Postal services would take over from A.P.O's on 1st. October.

96. Salvage. The Chairman stated that it had been decided by the Mediterranean Salvage Committee that the Sub-Committee recommended in the Campbell Committee Report should not function, but that the representatives would be invited to attend the main Salvage Committee on the 19th September, to be held in Rome. It was noticed, however, that the organisation chiefly interested in the arrangement of priorities for non-operational salvage for Italian requirements, Divisione Ricuperi, had not been included in those invited to attend.

Captain Butler informed the meeting that the Navy Sub-Commission had recommended that the Sub-committee be activated, but that the C in C. Med., in a communication now in circulation had decided that the functions could be performed by the Mediterranean Salvage Committee. Navy Sub-Commission were still of the opinion, however, that as the original Campbell Report had been approved by AFHQ, any recommendations for change should be taken up with AFHQ. This communication was on its way to the Campbell Committee, and when received would be discussed at a further meeting of the Committee.

97. Bunkering of Italian coasters. Major Larsmon reported that as a result of shortage of coal in Genoa bunkering of Italian ships was becoming a serious problem. The Chairman pointed out that it was not the policy of M.W.T. to open up new bunker dumps, and stated that it was up to the operators of the ships to allocate voyages efficiently and see that vessels are bunkered to bring them to the next existing bunker depot.

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

MEDITERRANEAN SHIPPING BOARD

CAMPBELL COMMITTEE.

In accordance with instructions contained in Minute No.127 of the Mediterranean Shipping Board, item No.2343, at a meeting of the CAMPBELL COMMITTEE held on the 3rd September in Rome it was unanimously agreed that the following classifications be recommended to MEDBO.

	Category.	
All ports from the Italian/French Frontier to GENOA, but excluding GENOA	A	(no change)
GENOA	A	(from B)
SPEZIA	A	(no change)
LEGHORN	D	(no change)
VIA REGGIO, CIVITAVECCHIA and Subsidiary ports to NAPLES (excluding Bagnoli)	A	(no change)
NAPLES (including BAGNOLI)	C	(no change)
TORRE ANNUNZIATA	A	(from B)
CASTELLAMARE	A	(from B)
SALERNO REGGIO	A	(no change)
CROTONE	A	(from B)
TARANTO Mercantile port	C reverting to A on 1st.October	(from C)
TARANTO Arsenal	D	(no change)
GALLIPOLI MONOPOLI	A	(no change)
BRINDISI	C reverting to A on 1st October	(from C)
BARI	D reverting to C on 1st October	(from D)
MOLFETTA	A	(no change)

Declassified E.O. 12065 Section 3-402/NSC NO. 785020

VIA REGGIO, CIVITAVECCHIA and Subsidiary ports to NAPLES (excluding Bagnoli)	A (no change)
NAPLES (including BAGNOLI)	C (no change)
TORRE ANNUNZIATA	A (from B)
CASTELLAMARE	A (from B)
SALERNO REGGIO	A (no change)
CROTONE	A (from B)
TARANTO Mercantile port	C reverting to A on 1st.October (from C)
TARANTO Arsenal	D (no change)
GALLIPOLI MONOPOLI	A (no change)
BRINDISI	C reverting to A on 1st October (from C)
BARI	D reverting to C on 1st October (from D)
MOLFETTA BARLETTA	A (no change) A (from B)
MANFREDONIA	A (no change)
CRTONA and all ports up to but excluding ANCONA	C reverting to A on 1st October (from C)
ANCONA	A (no change)
All ports north of ANCONA up to but excluding VENICE	C reverting to A on 1st October (from C)
VENICE	No change.
TRIESTE and ports to the EAST	A (no change)
SARDINIA	A (from B) A (from B) C (from A)
MESSINA AUGUSTA PALERMO	

N.B. All other ITALIAN ports not quoted above to be considered as Category A.

Declassified E.O. 12065 Section 3-402/NARS No. 785020

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3721
5 October 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Public Safety Sub-Commission, Hq. Allied Commission.

Subject: Port Policing and Security.

Enclosure: (A) Copy Section 6 Campbell Committee Report, Port Policing and Security of.

1. A copy of Section VI of the Campbell Committee Report, which was approved by Allied Force Headquarters letter G-5: 800.2 of 26 June 1945, relating to port policing and security of Italian ports, is forwarded herewith as enclosure (A). Paragraph 7 thereof recommends that official notification should be given to the Italian Government as regards the powers which may be exercised by Italian Police Officers in port areas in dealing with offenders or suspects who are of Allied nationalities.

2. It is requested that the Navy Sub-Commission, AC be informed as to the powers of Italian police in these premises in order that the Italian Ministry of Marine may be advised accordingly.

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

Copy to:
Executive Commissioner
Legal Sub-Commission

1231
NSC
11 OCT 1945

Declassified E.O. 12065 Section 3-402/NNMC NO. 785020

MEDITERRANEAN SHIPPING BOARD

CAMPBELL COMMITTEE

SECTION VI.

PORT POLICING AND SECURITY

1. The matter of adequate Security and Police agencies in Returned Port areas has been carefully examined by the Committee. Under present legislation since the disbanding of the Fascist "Milizia Portuale", the authority for such duties rests with the Minister of the Interior. Owing to shortage of suitable personnel, and circumstances over which the Minister of Marine has no control, the Committee have reluctantly but unanimously agreed that the present organisation must be reconstructed if any measure of control in this connection is to be achieved. It is to be noted that the Minister of Marine, acting for the common good, has already exceeded his legal powers in assigning in some cases Italian Naval personnel to ports for police duties, in an endeavour to better the present position.

2. After full consideration the Committee are agreed that the appointment should be made of an officer to the staff of the Captain of the Port as Security and Police Officer, responsible to the Captain of the Port for all aspects of guarding, policing, patrolling etc., all areas within his jurisdiction.

3. The Italian members of the Committee are in the fullest agreement with this procedure and have advised the Committee that the Minister of the Interior should assign an Officer of the Carabiniere to each port for such work. The Minister of the Interior should further consider the possibility of constituting a special police force for port work.

4. The Committee consider that this question is of the highest importance, and recommend that every encouragement and assistance is provided by the Allies to the Italian Government in the formation and equipment of these Port Police, in order to reduce the incidents of pilferage and other crime in port areas which today have reached an alarming height.

5. The appointment of the Carabiniere Officer to the staff of the Captains of the Port should take place immediately, and certainly before official control of the Returned Ports is assumed by the Italian Authorities.

6. In the case of ports coming within Category A. (See Section I, sub-section ii, para: 1) the full responsibility for Port Policing will be that of the Captain of the Port. In Category B. ports the Captain of the Port will carry the same responsibility, but the Allied Authority should retain full Security and Police duties in connection with cargo moving on their account. Captains of the Port in Category C. should hold responsibility for policing that area which has been allocated for civilian use. It is not, however, recommended that there should be any general relaxation of the control exercised by the Port Commandant.

7. The Committee consider that official notification should be given to (125) the Italian Government as regards the powers which may be exercised by Italian Police Officers in port areas in dealing with offenders or suspects who are of Allied nationalities.

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

CONFIDENTIAL

CONFIDENTIAL

NSC/3705
6 October 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Commander United States Naval Forces, Northwest African Waters(ADM).

Subject: Italian Ports - Classification of.

Reference: (a) Navy S/C Conf. ltr NSC/3217 of 10 August 1945.

Enclosure: (A) Ten Copies AFHQ Conf. ltr G-4(MOV & TR)5/120/GDM of 7 September 1945.

1. In connection with reference (a), relating to the classification of Italian ports, ten copies of Allied Force Headquarters confidential letter of 7 September 1945 are forwarded herewith as enclosure (A).

(Sgd) G. L. [illegible]
REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

NSC-10 B
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11 OCT 1945

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

CONFIDENTIAL

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REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

NSC-10 B

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11 OCT 1945

NSC-12
AG

CONFIDENTIAL

Subject : Future Classification of Italian Ports.

ALLIED FORCE HEADQUARTERS

G-4 (MOV & TN)5/120/GDM

7 Sep 45

Tel: FREEDOM 229

Ref G-4 (Mov & Tn) 5/120-GEM of 13 July.

1. As a result of further recommendations by the "Campbell Committee" the classification of ports in ITALY, SICILY and SARDINIA has been reviewed by the Mediterranean Shipping Board which has now approved the following:-

Port or Group of Ports	Classification.
All ports from the Italian/French frontier to GENOA but excl GENOA.	"A"
GENOA	"A"
SPEZIA	"A"
LEGHORN	"D"
Via REGGIO, CIVITAVECCHIA and subsidiary ports to NAPLES (excl BAGNOLI)	"A"
NAPLES (incl BAGNOLI)	"C"
TORRE ANNUNZIATA	"A"
CASTELLAMMARE	"A"
SALERNO	"A"
REGGIO	"A"
CROTONE	"A"
TARANTO - Mercantile Port	"C" reverting to "A" on 1st Oct.
TARANTO - ARSENAL	"D"

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Declassified E.O. 12065 Section 3-402/NNDC No. 785020

reviewed by the Mediterranean Shipping Board which has now approved the following:-

Port or Group of Ports	Classification.
All ports from the Italian/French frontier to GENOA but excl GENOA.	"A"
GENOA	"A"
SPEZIA	"A"
LEGHORN	"D"
Via REGGIO, CIVITAVECCHIA and subsidiary ports to NAPLES (excl BAGNOLI)	"A"
NAPLES (incl BAGNOLI)	"C"
TORRE ANNUNZIATA	"A"
CASTELLAMMARE	"A"
SALERNO	"A"
REGGIO	"A"
CROTONE	"A"
TARANTO - Mercantile Port	"C" reverting to "A" on 1st Oct.
TARANTO - ARSENAL	"D"
GALLIPOLI	"A"
MONOPOLI	"A"
BRINDISI	"C" reverting to "A" on 1st Oct.
BARI	"D" reverting to "C" on 1st Oct.
MOLFETTA	"A"
BARLETTA	"A"
MANFREDONIA	"A"

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/contd. sheet 2 .....

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

CONFIDENTIAL

Port or Group of Ports.	Classification
ORTONA and all ports up to but excluding ANCONA.	"A"
ANCONA	"C" reverting to "A" on 1st Oct.
All Ports North of ANCONA up to but excluding VENICE.	"A"
VENICE	"C" reverting to "A" on 1st Oct.
TRIESTE and Ports to the East	Unchanged
All other Italian Ports not quoted above	"A"
SARDINIA, all ports	"A"
SICILY - MESSINA	"A"
AUGUSTA	"A"
PALERMO	"C"

2. To comply with the wishes of the Italian Ministry of Marine the use of the Category "B" has been discontinued and all ports which are civilian operated, irrespective of whether a military commitment exists, have now been classified as "A". It is however a condition that in all "A" ports, where a military commitment does exist it shall be given the necessary priority to ensure that programmed dates are met. In such cases the military responsibility will be exactly as defined for a Category "B" port in G-4 (Mov & Tn)5/120-GDM of 13 July, para 3(b) but Movements Liaison Officers appointed to such ports must ensure that full details of military commitments are advised to the Civil Authorities as early as possible.

3. Arrangements have been made for representatives of the Italian Ministry of Marine to visit the ports of BARI, BRINDISI and TARANTO to discuss with the local civilian Authorities any problems arising as a result of the re-classification of those ports. In the case of BARI every endeavour should be made for the re-classification to take effect prior to 1st Oct and in this connection Port Commandant, BARI, should agree forthwith, with the Capitano di Porto, the actual area which can be handed over for civilian operation.

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

quoted above	"A"
SARDINIA, all ports	"A"
SICILY - MESSINA	"A"
AUGUSTA	"A"
PALERMO	"C"

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4. Following upon the reduction in military commitments resulting from the classifications enumerated in para first, Port Commandants, in conjunction with Docks Superintendants and O.Cs. Port Operating Groups are requested to forward to this H.Q. (with copy to D.D.Tn (Docks) Tn. Inc. ROME) details of the reductions which can now be made in the Port Movements and Transportation staffs. These proposals are to be forwarded as a matter of urgency.

5. To assist in planning reductions of staffs an estimate of the future British Military commitments at all Italian ports, based on the latest information available to this H.Q., is given in the Schedule attached at Appendix "A".

C.F.RUSSELL, Lt. Col.,
for Brigadier,
D.Q.M.G.(Mov & Tn).

CFR/EW

Distribution :- Attached

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

CONFIDENTIAL

APPENDIX 'A' to 5/120/CD

FUTURE BRITISH MILITARY COMMITMENTS AT ITALIAN PORTS.

1. TRIESTE.

This port has not been classified owing to the peculiar circumstances at present prevailing but in practice it operates as a "C" port.

(a) Imports.

USER	OCT	NOV	DEC
Br. Army			
R.E.	5000	3000	3000
Supplies	8000	8500	6000
Med	-	30	20
Ord	2000	3000	2000
E.P.I.	2000	-	-
	17000	14530	11020
Civil Supplies	60000	40000	45600
Coal	20000	30000	20000
TOTAL	97,000	84,530	76,620

In addition to the above there will be an UNRRA import programme which will not be less than 2000 tons per day. This is not a military commitment and military responsibility will be limited to co-operation with the civilian agencies concerned to ensure, subject to military priorities, an adequate supply of clearance facilities, railway wagons, cargo handling gear, tugs, lighters and floating equipment.

(b) Exports.

From Oct no exports either of vehicles or stores have been planned. It is possible however that the "odd" ship may be required to load vehicles against the R.A.F. redeployment programme.

2. [illegible]

Declassified E.O. 12065 Section 3-402/NNDS No. 785020

Br. Army			
R.E.	5000	3000	3000
Supplies	8000	8500	6000
Med	-	30	20
Ord	2000	3000	2000
E.E.I.	2000	-	-
	17000	14530	11020
Civil Supplies	60000	40000	45600
Coal	20000	30000	20000
TOTAL	97,000	84,530	76,620

In addition to the above there will be an UNRRA import programme which will not be less than 2000 tons per day. This is not a military commitment and military responsibility will be limited to co-operation with the civilian agencies concerned to ensure, subject to military priorities, an adequate supply of clearance facilities, railway wagons, cargo handling gear, tugs, lighters and floating equipment.

(b) Exports.

From Oct no exports either of vehicles or stores have been planned. It is possible however that the "odd" ship may be required to load vehicles against the R.A.F. redeployment programme.

2. VEHICLES.

Present classification "C" reverting to "A" on 1st Oct.

(a) Imports.

USER	OCT	NOV	DEC
Br. Army			
R.E.	4000	3000	3000
Supplies	5000	5000	4000
Med	20	200	150
Ord	1200	1000	800
E.E.I.	1000	-	-
TOTAL	11,220	9200	7950

/Cont'd....(b)

Declassified E.O. 12065 Section 3-402/NSC Nr. 785020

(b) Exports.

No military exports are at present planned but a commitment to export some 5000 tons military timber per month may materialise.

The dumping of ammunition is the subject of a separate paragraph below.

3. ANCONA.

Present classification "C" reverting to "A" on 1st Oct.

Subsequent to 1st Oct the only known commitment is the dumping of ammunition which is the subject of a separate paragraph below.

The loading of P.S.P. on U.S. A/c will continue as a British Military commitment until the port is handed over on 1st Oct. Thereafter it is probable loading will continue under W.S.A. arrangements although details have not yet been agreed.

4. BARI.

Present classification "D" reverting to "C" with a civil defined area on or before 1st Oct.

(a) Imports.

Subsequent to 30th Sep no further imports on British or U.S. Military A/c will be accepted through the port of BARI.

(b) Exports.

BARI will continue to be the base port on the British L of C to TRIESTE and GREECE and the greater proportion of the military maintenance requirements of B.T.A., XIII Corps and Land Forces GREECE, will be shipped from BARI. This commitment is estimated at a maximum of 1500 tons per day and will be shipped in coasters and an occasional Liberty type vessel.

In addition arrangements have been made for the allocation

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

Present classification "C" reverting to "A" on 1st Oct.

Subsequent to 1st Oct the only known commitment is the dumping of ammunition which is the subject of a separate paragraph below.

The loading of P.S.P. on U.S. A/c will continue as a British Military commitment until the port is handed over on 1st Oct. Thereafter it is probable loading will continue under W.S.A. arrangements although details have not yet been agreed.

4. BARI.

Present classification "D" reverting to "C" with a civil defined area on or before 1st Oct.

(a) Imports.

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(b) Exports.

BARI will continue to be the base port on the British L of C to TRIESTE and GREECE and the greater proportion of the military maintenance requirements of B.T.A., XIII Corps and Land Forces GREECE, will be shipped from BARI. This commitment is estimated at a maximum of 1500 tons per day and will be shipped in coastors and an occasional Liberty type vessel.

In addition arrangements have been made for the allocation of two Liberty berths for the loading of P.S.P. on U.S. A/c until the commitment of some 75,000 tons has been cleared. The first vessels nominated against this programme commence loading on 7th Sep and 8th Sep respectively and the two berths are expected to be continuously occupied thereafter. It is estimated this commitment will be cleared at the rate of 1200 tons per day.

In connection with the dumping of ammunition see para 9 below.

5. BRINDISI.

Present classification "C" reverting to "A" on 1st Oct 1945.

There is no planned military commitment which will involve further use of the port of BRINDISI.

/Cont'd .....6.

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

6. T.RANTO.

Mercantile Port. Present classification "C" reverting to "A" on 1st October 1945.

Arsenale. Will remain category "D" until handed over by the Royal Navy.

The main commitment at T.RANTO is a personnel one and involves the movement through the port of some 30,000 personnel monthly until the end of 1945.

There is no planned freight shipping commitment after 30th Sep but it may be necessary to undertake the loading of some 6 M.T. ships, during October, in connection with R...F. re-deployment. Details of this commitment will be advised as soon as they are known. In addition there is a full shipload of Unit G-1098 at present stored in the T.RANTO area which may require to be shipped to INDIA but acceptance by INDIA has now been delayed indefinitely and the commitment may never arise.

7. NAPLES.

NAPLES will continue until further orders to be a U.S. military controlled port with a "C" classification.

(a) Imports.

USER	OCT	NOV	DEC
Br. Army			
R.E.	7000	5000	4000
Supplies	44000	36000	25000
Mod	300	50	50
Ord	3000	2700	2000
P.S.S.	200	200	80
E.F.I.	11300	7500	8400
Tn. Stores	200	100	-
TOTAL	*66000	52000	40000

* Figure includes "backlog" of flour, from previous months - [illegible] additions which may not, in fact, be shipped.

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

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P.S.S.	200	200	80
E.F.I.	11300	7500	8400
Tn. Stores	200	100	-
TOTAL	*66000	52000	40000

* Figure includes "backlog" of flour, from previous months availabilities, which may not, in fact, be shipped.

(b) Exports.

(i) Maintenance shipments to GREECE and TRIESTE to the extent of approx 10,000 tons monthly, mainly Ord, R.E. and Supplies tonnages.

(ii) Shipment of "A" vehicles to MIDEAST for transhipment to INDIA will continue as also will the monthly commitment for movement of R.A.F. repairable vehicles to MIDEAST. It is not expected that more than two ships per month will be involved for those commitments.

(iii) Opportunity shipments to U.K. which are unpredictable.

/Cont'd. .....(c).

Declassified E.O. 12065 Section 3-402/NSC NO. 785020

(c) Future of the Port.

In view of the present trend of political events it is possible that the above commitments may become a British military responsibility and an area of the port handed over to British Military operation. In addition with the tendency to a rapid return to commercial practice it may ultimately be necessary to tally all British military imports from producer countries. These contingencies should be taken into account when planning future staff requirements.

8. GENOA.

Present classification "A".

The only firm military commitment at GENOA is the import of some 2000 live sheep monthly which involves discharge of 2 ships per month.

There is a considerable contingent commitment for the shipment of vehicles and equipment of 6 S.A. Armd Div to SOUTH AFRICA. It is estimated some 45 vessels will be required for this purpose the majority of which will be loaded at GENOA. At present no shipping has been allocated and War Office are unable to give any indication as to when shipping will be available. No detailed plan can therefore be made at this stage but it is the intention to arrange for transfers of Movements and Transportation personnel to GENOA to deal with this requirement when it ultimately arises.

9. DUMPING OF AMMUNITION.

Information has now been received that the following tonnages of ammunition will be required to be dumped as early as possible :-

34,000 tons ex BARI
32,000 tons ex NAPLES
4,000 tons ex ANCONA

In addition there is a contingent commitment for the dumping of some 200,000 to 300,000 tons German ammunition located in Northern ITALY. If instructions are received that this ammunition is to be dumped, VENICE will be the port of loading.

It will be realised that the schooners at present available for dumping are quite inadequate to cope with these tonnages and a request has

Declassified E.O. 11652 Section 3-402/NNDC No. 785020

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It will be realised that the schooners at present available for dumping are quite inadequate to cope with those tonnages and a request has been forwarded to War Office and D of S.T., LONDON to permit the use of coasters. As and when such agreement is obtained a detailed programme will be issued. Meanwhile dumping by schooners is to continue to the maximum extent possible.

10. It is emphasised that the above "estimates of the future" are based on information at present available. Additional commitments will undoubtedly arise when a clearer indication of policy in relation to the disposal of supplies and stores and equipment in this Theatre has been given, but whether or not such commitments will be a military responsibility can only be decided when the future policy is known.

Declassified E.O. 12065 Section 3-402/NARS No. 785020

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Distribution:

C-in-C Med		
PSTO Med		(20)
D.Tn. ROME		(30)
MWTR		(10)
WSA		(10)
Movements,	Rear XIII Corps	(3)
"	Northern ITALY	(2)
"	TRIESTE	(2)
"	VENICE	(2)
"	GENOA	(2)
"	BARI	(2)
"	NAPLES	(2)
"	TARANTO	(2)
"	BRINDISI	(2)
"	ANCONA	(2)
Tn. Sub-Commission, Allied Commission.		(50)
Movements Liaison Officer, HQ 3 District		

19 ml plm

Navy S/C & Fol

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

MPL/elc

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

315/295/Tn 3

18 September 1945

SUBJECT : Future Reclassification of Italian ports.

TO : Distribution (over)

1. Reference attached copy of AFHQ G-4 (Mov & Tn) 5/120/GDM of 7 September '45, which sets out the policy with regard to handing back of the majority of Italian ports to the Italian authorities.

2. The following information concerning classification of ports is repeated for the benefit of all concerned:-

Category "A" : a port handed back to the Italian authorities in its entirety.

Category "C" : an Allied naval or military port containing a civil operated area.

Category "D" : a port under purely Allied naval or military control but with a civilian commitment.

3. It will be noted that, apart from recent changes, the following reclassification is due to take place on 1 October in :-

Taranto	C	to	A
Brindisi	C	to	A
Bari	D	to	C
Ancona	C	to	A
Venice	C	to	A

4. The AC Officers responsible in the ports concerned will report immediately upon the arrangements made by the Italia

12 ?

Declassified E.O. 12065 Section 3-402(b)(2) NND No. 785020

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Taranto	C	to	A
Brindisi	C	to	A
Bari	D	to	C
Ancona	C	to	A
Venice	C	to	A

4. The AC Officers responsible in the ports concerned will report immediately upon the arrangements made by the Italian authorities to take over the control of the ports mentioned and, in the case of Bari, the civil operated area within the port. AC Officer at Bari will report on TARANTO. Reports will be sent to this office by 27 September at the latest.

For the Director :

P.D.G. Buchanan

P.D.G. BUCHANAN
Colonel

Declassified E.O. 12065 Section 3-402/NNDC No. 185020

DISTRIBUTION

External

AMG Liguria Region
" Venezia "
Senior Transportation Officer, Reggio
" " " Bari
" " " Naples
" " " Ancona
" " " Leghorn
" " " Brindisi
Port Liaison Officer, Naples
" " " Bari
" " " Ancona
" " " Leghorn
" " " Piombino
" " " Genoa
" " " Venice
" " " Trieste
" " " Civitavecchia
" " " Savona
AC Liaison Officer, Palermo
" " " Bari
AC Transportation Sub-Commission, Milan (Col. Harris)
High Commissioner, Sicily
" " Sardinia
AFHQ G-4 (Mov & Tn)
AFHQ G-5
U.N.R.R.A.
MTOUSA. C.O.T.
WSA Naples
MWT "
WSA Rome
MWT "

Internal

Navy Sub-Commission & F.O.I.L.
Economic Section
Commerce Sub-Commission
Displaced Persons & Repatriation Sub-Commission

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

" " " Leghorn
" " " Piombino
" " " Genoa
" " " Venice
" " " Trieste
" " " Civitavecchia
" " " Savona
AC Liaison Officer, Palermo
" " " Bari
AC Transportation Sub-Commission, Milan (Col. Harris)
High Commissioner, Sicily
" " Sardinia
AFHQ G-4 (Mov & Tn)
AFHQ G-5
U.N.R.R.A.
MTOUSA. C.O.T.
WSA Naples
MWT "
WSA Rome
MWT "

Internal
Navy Sub-Commission & F.O.I.L.
Economic Section
Commerce Sub-Commission
Displaced Persons & Repatriation Sub-Commission
Food Sub-Commission
Agriculture Sub-Commission
Communications Sub-Commission
Finance Sub-Commission
Industry Sub-Commission
Public Safety Sub-Commission
Commerce Sub-Commission (Coal Division)
Transportation Sub-Commission :
Ports and Warehouse Division
Rail Division (Tn 4)
Movements Division (Rail Branch)

2

Declassified E.O. 12065 Section 3-402/NNSC NO. 785020

Declassified E.O. 12065 Section 3-402/NND NO. 785020

NSC-10

MINISTRY OF MARINE (R) AFHQ MOV BARI DEPDOCKS ROME MOV TARANTO

FROM NAVY SUB COMMISSION ROME
020918A

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

.....020918A

Dist. O-5 13-19 24-27 NSC(4) log. Copy to Chief Commissioner Executive Commissioner C.A.S. Public Safety S/C

T/P P/L TOI 1905 MP 2/10

1213

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

AFHQ INFO MCV BARI DEPDOCKS ROME MCV TARANTO

6275 29 September 45 PRIORITY

RESTRICTED PD

SUBJECT IS POLICE PERSONNEL FOR BARI DOCKS PD

PAREN TO AFHQ INFO MCV BARI DEPDOCKS ROME MCV TARANTO FROM AIOOM CITE ACPSF PAREN

PARA ONE PD REFERENCE YOUR FOX XRAY FOUR FIVE NINE SIX ONE CITE FHGDM DATED TWO SEVEN SEPTEMBER FOUR FIVE PD

PARA TWO PD THE DIRECTOR OF PUBLIC SECURITY CMA MINISTRY OF INTERIOR NOT MINISTRY OF MARINE CMA HAS BEEN APPROACHED AND STATES ADEQUATE ARRANGEMENTS HAVE BEEN MADE FOR DOCK GUARDS IN BARI PD THE PROBLEM OF ACCOMMODATING THE PERSONNEL IS IN HAND BY THE QUESTORE CMA BARI PD PARA THREE PD MINISTRY OF MARINE IS BEING INFORMED OF THE ACTION TAKEN PD

INT DIST : Chief Commissioner
Exec. Commissioner
CAS
Navy
Public Safety Sub-Comm.

365

F.J. WILSON LT.COL.

12-?

G.J. LEONE
CWO USA
Asst Adjutant

Declassified E.O. 12065 Section 3-402/NSDC NO. 785020

FM 45961
Sep 271224A

F/ 9209
Sep 271700A
OP - PRIORITY.

AFHQ SIGNED MACMED CITY FIELD
MOV BARI INFO ALCOM DEPDOCKS ROME MOV TARANTO.

Restricted.

Your FO/7233 of 26 September.
1. Delay in handover of civil area for reasons stated by you is not acceptable and you should so inform Italian Port authorities.
2. Military responsibility for security in civil area will cease with effect from 1st October but there is no objection to provision military police during interim period subject agreement local area commander and provided security in military area not prejudiced.
3. For ALCOM. Request you represent most strongly to Italian Ministry of Marine that police personnel for civil area at BARI must be provided immediately.
4. For MOV TARANTO. Note paras 1 and 2 above.

Dist
INFO - ACTION P SAFETY
INFO CHIEF COMMISSIONER
EX COMMISSIONER 2
CAB
NAVY
FILE 2
FLOAT.

H/M P/L I/T P.R. 28/9.
Dist. O-4,13,24,,10&, N.S.C.4.

1211

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

From: MINISTRY OF MARINE (Maristat)
To : N.S.C. - Rome
Date: 18th September 1945
Ref.: SM/20303

Subject: Savona Harbour - directive for the operation of services.

1. Reply is made to your letter No.3369 of 27th August 1945 by which we were informed that the Commanding Officer of the Port of Savona in a conference held at A.F.H.Q. on 23rd August 1945 stated to the Commander-in-Chief, Mediterranean that he had received no directive concerning the operation of that port.

2. It is confirmed with regard to the classification of ports, and the proposals of the Campbell Committee with regard thereto, that the relative information was passed to the Captain of the Port of Savona at that time, as contained in letter Nos.2135 of 31st July 1945 and 2192 of 7th August 1945.

3. Orders have been given for the Commanding Officer of the Port of Savona to be cautioned to give more care and attention.

4. It is considered that the instructions already issued concerning the plan of action contained in the minutes of the Campbell Committee are sufficient.

for CHIEF OF STAFF

GGE/P.

NSC-15
1240

Mod. 39

Stato Maggiore della R. Marina

Rep. M.D.S. Uff. P.M.

INDIRIZZO TELEGRAFICO: MARISTAT - ROMA

Prot. N.° PM/20303 Allegato

Roma, 18 SET 1945 A

Al NAVY SUB-COMMISSION - SEDE

ARGOMENTO: Porto di Savona - Direttive per il funzionamento dei servizi.-

1- Si risponde al foglio n.3369 del 27 agosto u.s. col quale fu comunicato che il Comandante del porto di Savona in una conferenza tenuta al Q.G. delle Forze Alleate il 23 agosto 1945 espresse al Comandante in Capo del Mediterraneo di non aver ricevuto alcuna direttiva circa il funzionamento di quel porto.

2.- Si assicura che circa la classificazione dei porti e le relative proposte del Comitato Campbell furono fatte a suo tempo le relative comunicazioni alla Capitaneria di porto di Savona, come da ricevute n. 2135 in data 31 luglio 1945 e n. 2192 in data 7 agosto 1945.

3.- Si è disposto affinchè il Comandante del porto di Savona sia richiamato a maggiore attenzione e precisione.

4.- Si ritengono sufficienti le istruzioni già emanate circa il piano d'azione di cui ai verbali del Comitato

Declassified E.O. 12065 Section 3-402/NND No. 785020

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IL CAPO DI STATO MAGGIORE
1239

ISTITUTO POLIGRAFICO DELLO STATO

Declassified E.O. 12065 Section 3-402/NSC NO. 785020

NSC-70

File B

MEDITERRANEAN SHIPPING BOARD

CAMPBELL COMMITTEE.

No.12.

Minutes of Meeting held in Rome 3rd September, 1945.

Present:	Mr. Ian D. Campbell	Chairman
	Captain H.St.J.Butler,USN.	Navy Sub-Commission
	Colonel H.C.Pottle	D.D.T.N.
	Colonel P.D.G.Buchanan	Transportation S/Com.
	Lt.Col. C. Russell	G.4. Br.
	Major M.P.Laraman	Transportation S/Com(Shipping
	Major G.R.T.Schultz	TN(Br.)
	Lt. C.B.Bullen,R.N.R.	Sea Transport
	Mr. S. A. Regan	W.B.A.
	Mr. R.L.Bazzanella	Ports & Warehouses Div.,A.C.
	Mr.H.J.Richardson.	Rep. D.O.H.C.
	Mr. A.J.Harvey	M.W.T.
	Lt. Gen. C. Matteini	Dir: Gen: Italian Merchant Marine.
	Dr. Gambioli	Chief of Div: Ministry Marine
	Col. Lauricello	It.Inspector of Port Operation
	Cdr. E. Mattoli	M.W.T. Liaison
	Lt. A. Marena	Liaison, A.C.

The Chairman, in addressing the Meeting, stated that its main purpose was to discuss the transfer of ports to Italian control, and referred to MEDBO Minute No. 2343 of 28th August, copy of which was circulated to those present.

89. Classification of Ports. The Chairman pointed out that the main point for consideration was that the principle having been accepted that the ports discussed in the minute quoted above should revert to civilian control, the Campbell Committee had been instructed to consider the dates on which the transfers should take place, and assure that the Italian Ministry of Marine was in a position to erect the necessary organisation for running the ports.

Lt. Col. Russell stated that in view of the continued military commitments in some ports G.4. British must retain a certain amount of military control in those ports: especially was this the case at Bari which was the main port for supplies to British Armies in Greece and Austria. This port it was proposed should revert to Category C, which would mean that at least 50% of its capacity would be handed back to the Italians to meet civil requirements. This proposal had been confirmed by the Chief Administrative Officer until the military position clarified itself, and in view of future military commitments AFHQ were not prepared to forego complete control of the port of Bari.
Lt. Col. Russell pointed out that if the port were regarded as Category C, labour would be controlled by the civilian authorities and Army would bid in

Declassified E.O. 12065 Section 3-402/NARS No. 785020

Mr. W.J. Richardson.	Rep. D.O.T.C.
Mr. A.J. Harvey	M.W.T.
Lt. Gen. C. Matteini	Dir: Gen: Italian Merchant Marine.
Dr. Gambioli	Chief of Div: Ministry Marine
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Lt. Col. Russell stated that in view of the continued military commitments in some ports G.4. British must retain a certain amount of military control in those ports: especially was this the case at Bari which was the main port for supplies to British Armies in Greece and Austria. This port it was proposed should revert to Category C, which would mean that at least 50% of its capacity would be handed back to the Italians to meet civil requirements. This proposal had been confirmed by the Chief Administrative Officer until the military position clarified itself, and in view of future military commitments AFHQ were not prepared to forego complete control of the port of Bari. Lt. Col. Russell pointed out that if the port were regarded as Category C, labour would be controlled by the civilian authorities and Army would bid in the normal way for labour through the Compania Portuale, but he insisted that the Army must retain the right to operate a British Military controlled area. This would, in effect, put Bari in the same class as Naples, with the Italian acting as Sub-Area Commander. It was recommended that the Capitano di Porto be requested to attend the Port Control Committee meetings.

It was agreed that this proposal be adopted, but the Chairman was somewhat exercised as to whether the Italians were in a position to take over immediately the civilian portion, and Col. Pottle agreed that from experience TN(Br.) had found that an efficient organisation had not yet been set in all ports. Gen. Matteini confirmed that he was not prepared to take complete control of all ports yet, but advised that Col. Lauricello is preparing such an organisation. With this in view Col. Lauricello is travelling to Bari immediately to organise civilian control of that port, while similar visits would be made to Brindisi and Taranto at the same time, in order that these ports can be transferred at the earliest possible date.

In the case of ports reverting to Category A but which were likely to carry a small military commitment, e.g. Genoa, Gen. Matteini confirmed that any such commitment would be given priority. Col. Pottle said that this had proved to be the case in Civitavecchia, where Mr. Regan stated that although there had been a little delay to shipping the Italian organisation was working well.

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Gen. Matteini suggested that there might now be some clarification of categories, and proposed that instead of keeping to those originally arranged Ports not being used by the Allies should be Category A with full responsibility falling on the Italian Authorities, and the Allies keep those ports in which they have a military interest. This was not approved, but it was suggested that all ports other than C and D might now revert to Category A, in order that every assistance could be given to the Services for personnel to be withdrawn as desired.

Col. Buchanan asked if it was the intention to retain Army personnel in ports which reverted completely to Italian control, also that in the event of a military requirement arising in that port, would personnel be sent in to supervise the work. Col. Pottle replied that he could not be committed to having to move personnel around the country, and in view of the fact that military requirements would be met through normal commercial channels he did not think there was any need for such Army supervision.

Mr. Bazzanella pointed out that there would still be considerable A.C. traffic, and the meeting considered that it might be necessary for an Allied Commission Port Liaison Officer to supervise the handling of these cargoes.

In considering Venice, Lt. Col. Russell pointed out the need of maintaining a supply line for the Occupation Armies in Northern Italy and Austria through the port, and he considered that for a while at least Venice should remain in Category C. After discussion, however, it was agreed that the port would revert to Category A as from 1st. October, it being fully understood that military traffic would receive priority as required. Col. Russell further stated that a Military Liaison Officer would be left at all ports which had a military commitment.

Mr. Regan pointed out that liaison between the Army (in this case American) and Port Officers at Civita vecchia was not satisfactory, and thought that this should be closely watched in future transfers. Col. Russell said that G.4.(Br.) had issued a directive on this point, and agreed to discuss with C.O.T. with a view to a similar directive being issued on the American side.

After full discussion recommendations as attached were unanimously agreed. These recommendations would be passed to MEDBO for final approval and Lt. Col. Russell undertook to produce a document for final notification to G.5. for presentation to the Italian Government through the Allied Commission. .....

90. Gear and Equipment. Colonel Buchanan raised the question of fire-fighting equipment in the ports, which Colonel Pottle said was inadequate and would continue to be so unless A.C. demanded on AFHQ for requirements. This equipment is owned by the Army Fire Service, and could only be allocated through that Service. Lt. Fullen stated that Sea Transport have equipment which could be turned over to the Italian Authorities. General Matteini said he had drawn up a list of all gear and equipment required in the ports, which he promised to forward to the Allied Authorities.

Colonel Pottle said it would not be possible to release any of the stocks or reserves of port gear at present [illegible] have until they had been

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Colonel Pottle said it would not be possible to release any of the stocks or reserves of port equipment which TN(Br.) have until they had been declared a global surplus. He would take up the matter of releases immediately with the War Office, and the Chairman suggested that the Campbell Committee Report might be an added lever to achieve the desired result.

Colonel Pottle asked that it be recorded that when the ports have been handed over to civilian control as Category A there would remain certain military equipment such as cranes, gear etc. and craft which would be outwith the requirements of the port, but which would have to be left in the port pending final disposal, maintenance and care of which would remain the responsibility of TN(Br.) In Ancona, for instance, probably only half the craft would be required for port working, but until some decision had been arrived at by the War Office and Washington regarding disposal, (TN(Br.) must maintain control of workshops, slipyards etc. for repair and maintenance of such craft.

[illegible] raised the question from Mr. Bazzanella regarding warehouses in ports changing to Category A - would they remain under A.C. control? This was considered to be a matter for investigation case by case, according to the requirements of A.C., and be dealt with as a local problem.

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91. Communications. Major Laraman asked the source of information for ships coming into civilian controlled ports with military cargo, and was advised that G.4. would signal the M.L.O. at the port and repeat to A.C., A.C. Officers should therefore contact M.L.O. Mr. Regan said that the present system was not a good one, and invariably led to the Italian Authorities being unaware of ships' arrival. The Chairman referred to the Italian Intelligence Centre which had been set up in Rome, and asked that signals should be repeated to A.C. and funnelled through to the Intelligence Centre.

General Matteini pointed out that difficulty had been experienced with communications north of the Gothic Line, which had led to almost complete failure of normal channels. He had therefore made proposals requesting that a wireless link be set up - this method having been agreed previously as an emergency measure in certain instances. Captain Butler said he would take this new suggestion up with the Navy Sub-Commission. Cdr. Mattoli said that Cdr. Sharp, S.O.S. to C in C. Med. is aware of the proposal and had agreed to raise the point at MEDBO.

Colonel Buchanan later asked whether some improvement could be made in the rendering of SITREPS from Genoa, and pending the settlement of the above proposition Colonel Pottle arranged that a copy of TN(Br.) signals which were received direct from Genoa would be sent to both A.C. and W.S.A.

92. Transportation. Colonel Pottle asked whether A.C. could assist in providing road transport for the Italian Authorities, which up to now had been supplied by TN(Br.) Gen. Matteini said that a big demand for transport had been included in the list he had compiled of equipment required, and Col. Buchanan said he would look into the matter.

93. Stevedoring wages. Gen. Matteini pointed out that as a result of correspondence between Transportation S/Com. A.C., discussions had taken place regarding stevedores wages and the fixing of a daily rate. An agreement had been reached, but before approaching the Representatives of the Workers the proposal was put to Labour Sub-Commission for approval. This Sub-Commission now stated that this is a domestic question and not one for their settlement. Gen. Matteini said that the Italian Authorities were anxious to get this matter settled, as troubles were likely to arise with the stevedores if no agreement was reached, and wanted to know definitely whether the Allies were concerned or not with what wage was laid down, before finally making a decision with A.C. Mr. Regan considered that M.W.T. and W.S.A. should make their views known.

The Chairman, speaking for M.W.T., said that all that was expected was complete freedom to make stevedoring contracts as and when they pleased commercially. He considered that the daily basic wage which the Italian Govt. agreed with A.C. would affect the total cost of contract, but felt that it was a domestic affair for the Italian Govt. to fix their own minimum wages. Mr. Regan agreed, but said that the resultant affect in shipping programmes would have to be considered. He said W.S.A. had already given their views

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Maj. Laraman presumed it was an A.C. responsibility to make their own contracts based on the minimum wage of 250 lire per day, but as an explanation the Chairman said that the Italian Govt. were trying to determine a new living wage for the stevedores, and when that was fixed it would lie with the stevedore to work out the cost of handling cargoes - thus it was the Master Stevedore in whom W.S.A. and M.W.T. were mainly interested.

Lt. Bullen asked if any forecast could be made as to a possible date when the new rates would become operative. He said that Sea Transport contracts were becoming redundant and if new ones were made out at increased rates this might embarrass the Ministry of Marine.

It was finally agreed, after much discussion, that this Meeting had no power to give the Italian Authorities any form of decision which might bind the Allied Authorities, but interested members would undertake to give guidance. A meeting was therefore arranged for Wednesday morning next at 1030, to which the Director of Labour A.F.H.Q. would be invited, in an endeavour to assist the Italian Authorities in reaching some agreement.

94. Port Health Officers. Col. Buchanan advised that these Officers would be re-established in the principal ports as from 12th September.

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95. Postal Services. Transportation Sub-Commission also advised that Italian Postal services would take over from A.P.O's on 1st. October.

96. Salvage. The Chairman stated that it had been decided by the Mediterranean Salvage Committee that the Sub-Committee recommended in the Campbell Committee Report should not function, but that the representatives would be invited to attend the main Salvage Committee on the 19th September, to be held in Rome. It was noticed, however, that the organisation chiefly interested in the arrangement of priorities for non-operational salvage for Italian requirements, Divisione Ricuperi, had not been included in those invited to attend.

Captain Butler informed the meeting that the Navy Sub-Commission had recommended that the Sub-committee be activated, but that the C in C. Med., in a communication now in circulation had decided that the functions could be performed by the Mediterranean Salvage Committee. Navy Sub-Commission were still of the opinion, however, that as the original Campbell Report had been approved by AFHQ, any recommendations for change should be taken up with AFHQ. This communication was on its way to the Campbell Committee, and when received would be discussed at a further meeting of the Committee.

97. Bunkering of Italian coasters. Major Laruman reported that as a result of shortage of coal in Genoa bunkering of Italian ships was becoming a serious problem. The Chairman pointed out that it was not the policy of M.W.T. to open up new bunker dumps, and stated that it was up to the operators of the ships to allocate voyages efficiently and see that vessels are bunkered to bring them to the next existing bunker depot.

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MEDITERRANEAN SHIPPING BOARD

CAMPBELL COMMITTEE.

In accordance with instructions contained in Minute No.127 of the Mediterranean Shipping Board, item No.2343, at a meeting of the CAMPBELL COMMITTEE held on the 3rd September in Rome it was unanimously agreed that the following classifications be recommended to MEDEO.

	Category.	
All ports from the Italian/French Frontier to GENOA, but excluding GENOA.	A	(no change)
GENOA	A	(from B)
SPEZIA	A	(no change)
LEGHORN	D	(no change)
VIA REGGIO, CIVITAVECCHIA and Subsidiary ports to NAPLES (excluding BAGNOLI)	A	(no change)
NAPLES (including BAGNOLI)	C	(no change)
TORRE ANNUNZIATA	A	(from B)
CASTELLAMARE	A	(from B)
SALERNO REGGIO	A	(no change)
CROTONE	A	(from B)
TARANTO Mercantile port	C reverting to A on 1st.October	(from C)
TARANTO Arsenal	D	(no change)
GALLIPOLI MONOPOLI	A	(no change)
BRINDISI	C reverting to A on 1st October	(from C)
BARI	D reverting to C on 1st October	(from D)
MOLFETTA BARLETTA	A	(no change)

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and Subsidiary ports to NAPLES (excluding Bagnoli)	A (no change)
NAPLES (including BAGNOLI)	C (no change)
TORRE ANNUNZIATA	A (from B)
CASTELLAMARE	A (from B)
SALERNO REGGIO	A (no change)
CROTONE	A (from B)
TARANTO Mercantile port	C reverting to A on 1st.October (from C)
TARANTO Arsenal	D (no change)
GALLIPOLI MONOPOLI	A (no change)
BRINDISI	C reverting to A on 1st October (from C)
BARI	D reverting to C on 1st October (from D)
MOLFETTA BARLETTA	A (no change)
MANFREDONIA	A (from B)
ORTONA and all ports up to but excluding ANCONA	A (no change)
ANCONA	C reverting to A on 1st October (from C)
All ports north of ANCONA up to but excluding VENICE	A (no change)
VENICE	C reverting to A on 1st October (from C)
TRIESTE and ports to the EAST	No change.
SARDINIA	A (no change)
MESSINA AUGUSTA PALERMO	A (from B) A (from B) C (from A)

N.B. All other ITALIAN ports not quoted above to be considered as Category A.

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Declassified E.O. 12065 Section 3-402/NSC No. 785020

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

U/C
TO. FOIL. FROM..HNO ANCONA.

ANCONA, assumed 1st September 1945 Category "C" as defined in Navy Sub Commission's Letter No. N.S.C./ 3168 dated 7th Aug. 1945.

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N.S.C-10

A * ITALIAN IN ENTIRETY

B CIVILIAN ALLIED MIL + NAV CONT

C ALLIED with CIVILIAN OP PORTS

D * ALLIED MIL + NAV WITH CIVILIAN CONT OPP B

MEDITERRANEAN SHIPPING BOARD.

SUB-COMMITTEE.

At a meeting held in AFHQ on the 5th July 1945 to consider the classification of Italian ports in accordance with Section I,para: 2(1) of the CAMPBELL COMMITTEE Report, the following decisions were arrived at:

ALL PORTS from the ITALIAN/FRENCH frontier to GENOA, but excluding GENOA, to be considered Category "A" Ports.

GENOA	Category "B" A civ
SPEZIA	Category "A" A
LEGHORN	Category "D" D
VIA REGGIO, CIVITAVECCHIA and Subsidiary ports to NAPLES (excluding BAGNOLI)	Category "A"
NAPLES (including BAGNOLI)	Category "C"
TORRE ANNUNZIATA	Category "B" A civ
CASTELLAMARE	Category "B" A civ
SALERNO) REGGIO)	Category "A"
CROTONNE	Category "B" A
TARANTO Mercantile Port.	Category "C" as from 1st. August 1945, but with civil area undefined.
TARANTO Arsenal	Category "D"
GALLIPOLI) MONOPOLI)	Category "A"
BRINDISI B 15 Sept	Category "D" until 1st September 1945, when it should be considered Category "C", with civil area undefined. A 1st Oct
BARI C	Category "D" C civ

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LEGHORN	Category "B"
VIA REGGIO, CIVITAVECCHIA and Subsidiary ports to NAPLES (excluding BAGNOLI)	Category "A"
NAPLES (including BAGNOLI)	Category "C"
TORRE ANNUNZIATA	Category "B" A 1st
CASTELLAMARE	Category "B" A 1st
SALERNO) REGGIO)	Category "A"
CROTONNE	Category "B" A
TARANTO Mercantile Port. B	Category "C" as from 1st. August 1945, but with civil area undefined.
TARANTO Arsenal	Category "D"
GALLIPOLI) MONOPOLI)	Category "A"
BRINDISI B 15th	Category "D" until 1st September 1945, when it should be considered Category "C", with civil area undefined. A 1st Oct
BARI C	Category "D" C 1st
MOLFETTA) BARLETTA)	Category "A"
MANFREDONIA	Category "B" A 1st
ORTONA and all ports up to but excluding ANCONA	Category "A" A 1st Oct
ANCONA B 15 Sept	Category "D" until 1st. September 1945, when it should be considered Category "C", with civil area undefined.
All Ports NORTH of ANCONA up to but excluding VENICE	Category "A" A 1st Oct
VENICE B 15 Sept	Category "C" until 1st August 1945 when it should be considered Category "B".

TRIESTE

- 1233 -

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

TRIESTE and Ports to the EAST :	Owing to the peculiar circumstances prevailing in these ports the Committee considered that these could not be classified under any of the four categories set out in the Campbell Committee Report.
SARDINIA, All ports.	Category "A"
SICILY:	
MESSINA	Category "B" A
AUGUSTA	Category "B" A
All other SICILIAN Ports	Category "A" C

Gulf PALERMO

N.B. All other Italian or Sicilian ports not quoted above to be considered as Category "A".

It was proposed that these classifications should be submitted to G.5. for presentation to the Italian Government through the Allied Commission, and an agreed directive should be sent to the interested parties at the ports.

M.W.T.
A.F.H.Q.
5.7.45.

Sub-Committee Attendance:

Mr. Ian D. Campbell	Chairman
Captain F.W.Williams,RNR.	C.S.O. to P.S.T.O. Med.
Commander Flint RNR	S.O.(Tr.) to P.S.T.O.Med.
	S.O.S. to C in C. Med.

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All other
SICILIAN Ports Category "A"

Staff PALERMO C

N.B. All other Italian or Sicilian ports not quoted above to be considered as Category "A".

It was proposed that these classifications should be submitted to C.S. for presentation to the Italian Government through the Allied Commission, and an agreed directive should be sent to the interested parties at the ports.

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A.F.H.Q.
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Sub-Committee Attendence:

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Captain F.W.Williams,RNR.	C.S.O. to P.S.T.O. Med.
Commander Flint RNR	S.O.(Tr.) to P.S.T.O.Med.
Commander J.S.Sharp RNR	S.O.S. to C in C. Med.
Lt. Cdr. Wydle,R.N.	S.O.Pl., C in C. Med.
Colonel G. Ackerley	G.4. Mov & Tn.(Br.)

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

EXTRACT FROM MINUTES OF MEETING NO. 127 OF THE MEDITERRANEAN SHIPPING BOARD HELD AT 1100 HOURS ON 28TH AUGUST, 1945.

2343. PORTS UNDER A.C. CONTROL. Ref. 2328. The Chairman reported that as increased numbers of Sea Transport staff were required immediately in the Far East, Mr. Mc.David had requested that urgent action be taken to relieve that organisation of its present responsibilities, so that Officers could be released from Italy. The matter had been discussed at an informal Meeting when it was recommended that all Italian ports revert to civilian control with the exception of Naples, Leghorn and Trieste, the first two being used extensively for redeployment and the latter forming part of an autonomous state under A.M.G. pending ultimate decision as to its future at the Peace Conference. Both he and Mr. McDavid were of the opinion that with the cessation of hostilities, Service requirements should not have undisputed priority, but that Service authorities should bid, along with other organisations, for port capacity and labour, and they could not therefore accept Lt.Col. Russell's view that because some 1500 tons British military maintenance stores would be exported daily from Bari to Trieste, Venice and Greece, and because the out-loading of ammunition to the Pacific might be required, military control could not be relaxed completely. Of the British military controlled ports, Lt.Col. Russell now recommended that Venice and Ancona should transfer to Category "B" from 15th September, 1945, Brindisi to Category "B" from 1st September, 1945 and Taranto to the same Category as the Naval commitment allowed. He had also proposed that Bari transfer to Category "C" as early as possible. The principle having been accepted that these ports should revert to civil control, the Chairman instructed Mr. Campbell to consider with his Committee the dates on which the transfers should take place, and pointed out that it was incumbent on the Italians to produce an organisation at all ports that was capable of efficiently carrying out the duties entrusted to it, otherwise there could be no alternative but to reduce the civil shipments coming into the country, for the discharge and clearance of which it appeared fitting that Italian, rather than Allied authorities, should be responsible. This solution was acceptable to Mr. Mc.David who reported that the withdrawal of Sea Transport staff would have to commence at once and who therefore urged that immediate action be taken by the Italians to establish the necessary authorities at the ports concerned.

It was confirmed to Mr. McDavid that at Category "C" ports, all labour was controlled by the Italians and that ships' agents obtained the labour through the Compagnie Portuale.

Palermo had previously been classified under Category "A", but Captain Erskine said that U.S. Navy had to maintain certain installations which could not be handed to the Italians and recommended that Palermo be re-classified as Category "C", which was agreed.

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

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Declassified E.O. 12065 Section 3-402/NND2 No. 785020

MEDITERRANEAN SHIPPING BO

No.11.

CAMPBELL COMMITTEE.

Minutes of Meeting held in Rome on 22nd August 1945.

Present:	Mr. Ian D. Campbell	Chairman
	Colonel G. Pottle	D.D.T.M., AFHQ.
	Colonel P.D.G.Buchanan	Transportation S/Com.
	Lt.Col. L.C. Pannell	ADTN (Finance)
	Lt. Col. C. Bassely	ADL., R.A.A.C.
	Maj.MP. Laraman	Transportation S/Com.
	Maj. G.R.T.Schultz	TN.,A.F.H.Q.
	Lt.Bullen R.N.V.R.	Rep. P.S.T.O. Med.
	Mr. R. Nicol	Reg. Dir. W.S.A.
	Mr. S.A. Regan	Rep. W.S.A. Rome.
	Mr. C. Hart	W.S.A.
	Mr. R.M.Bazzanella	Ports & Warehouse Div., A.C.
	Mr. A. Allman	" " " "
	Mr. U. Chilardi	" " " "
	Mr. F. Proctor	Labour Sub-Commission
	Gen. C. Matteini	Dir:Gen: Italian Merchant Marine.
	Col. Lauricello	It. Inspector of Port Operation
	Dr. Gambioli	Chief of Div: Ministry Marine
	Cdr. E. Mattoli	M.W.T. Liaison
	Lt. A. Marena	Liaison, A.C.

At a special meeting of the Campbell Committee held to examine the payment of stevedoring charges and their ultimate responsibility to the Italian Government the Chairman welcomed the visitors from Allied and Italian Authorities.

Colonel Pottle explained that while it had been agreed in principle that the Italian Authorities would take over the payment of all charges accruing in ports for labour, stevedoring etc., TN(Br.) had found on approaching their Docks Superintendents that the Italians were apparently not yet in a position to take over. He stated he had consulted Gen. Matteini on this matter, who felt that it was one for further examination as it would mean the Ministry of Marine eventually being responsible for payment of all labour in ports however engaged.

As regards the uniform rate proposed by the Italian Authorities of 625 lire per day, Colonel Pottle felt that this was too high,and in instances was much higher than TN(Br.) were paying in some ports. Mr. Nicol said that W.S.A. felt they could not agree to any form of contract with Labour Unions, and considered that the work must continue to be done through a Master Stevedore [illegible]

Declassified E.O. 11905 Section 3-402/NNDC No. 185020

Mr. R.M.Bazzanella	Ports & Warehouse Div., A.C.
Mr. A. Allman	" " " "
Mr. U. Ghilardi	" " " "
Mr. F. Proctor	Labour Sub-Commission
Gen. C. Matteini	Dir:Gen: Italian Merchant Marine.
Col. Lauricella	It. Inspector of Port Operation
Dr. Gambioli	Chief of Div: Ministry Marine
Cdr. E. Mattoli	M.W.T. Liaison
Lt. A. Marena	Liaison, A.C.

At a special meeting of the Campbell Committee held to examine the payment of stevedoring charges and their ultimate responsibility to the Italian Government the Chairman welcomed the visitors from Allied and Italian Authorities.

Colonel Pottle explained that while it had been agreed in principle that the Italian Authorities would take over the payment of all charges accruing in ports for labour, stevedoring etc., TN(Br.) had found on approaching their Docks Superintendents that the Italians were apparently not yet in a position to take over. He stated he had consulted Gen. Matteini on this matter, who felt that it was one for further examination as it would mean the Ministry of Marine eventually being responsible for payment of all labour in ports however engaged.

As regards the uniform rate proposed by the Italian Authorities of 625 lire per day, Colonel Pottle felt that this was too high, and in instances was much higher than TN(Br.) were paying in some ports. Mr. Nicol said that W.S.A. felt they could not agree to any form of contract with Labour Unions, and considered that the work must continue to be done through a Master Stevedore, a daily wage scale should be made for each port for the various categories of labour, and it was up to the interested parties to revert to normal practice in employing a Master Stevedore. W.S.A. could not agree to any form of tonnage rate, and considered that handling rates must be concluded through established commercial channels.

Referring to Min.87 of the Campbell Committee meeting of 13th July, Gen. Matteini said that while he had accepted responsibility for the payment of military labour against certification for TN/Br.) some confusion had arisen since as to whether the Italian Government was expected to continue to employ the same personnel who were previously utilised by the Allies. He said that while they were ready to accept the responsibility for the reception of military cargoes, the handling of such cargoes would have to be done under the Italian law through the Compania Portuale. In effect, the Chairman said, the Italian Authorities would accept responsibility by their own methods but not through any machinery set up by TN(Br.). This was agreed.
Colonel Pottle asked whether, in the case of Category C ports, the Italians were prepared to accept responsibility for Italian organisational management that part set aside for Military operation. This presented little difficulty the Chairman said, with which Gen. Matteini agreed, although the latter said

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while they were prepared to take over responsibility for payments etc., the organisation as a whole would require to remain with the Military Authorities concerned.

In answering Colonel Buchanan the Chairman stated that the ship would pay the dock labour employed to the end of ship's tackle, thereafter the cost would be with the receiver or receiving agent. He explained that in the civilian operated areas of category C ports, MWT/WSA were responsible for charges to the end of ship's tackle, and thereafter the receivers, and again referred to Min. 67 of the meeting of 13th July which stated that arrangements would be made for payment of labour for British Military account against certification of such service by the Military Authorities. This gave rise to the fact that rates of pay by British Military Authorities differed from the Italian rates, and it was agreed that a uniform daily rate should be established and paid by all parties. Some discussion ensued over the proposed Italian rate of 625 lire per day maximum for a period of 12 working days which had been suggested to give a guaranteed daily wage of 250 lire per day over a month's working. Mr. Proctor pointed out that it was not intended that each worker would be paid 625 lire per day, but for each day worked 250 lire. The balance would go into the fund to make up the amount necessary to ensure every worker receiving a daily wage. Colonel Pannell said that in some cases the men refused to accept a standard rate.

Gen. Matteini explained that the National Tariff for Dock Workers could only be temporary at this stage - it was now in the nature of an experiment which would be subject to revision in about six months' time. The Federation of Labour had accepted the experiment on this basis.

Mr. Allman said the intention was to put the physical operation of ships back on a peace time basis, and as the stevedoring was generally arranged by the Steamship Agent, who would engage the necessary labour through a Master Stevedore, and arrange for payment, he could not see what objection the Italian Authorities could raise.

The Chairman suggested that as it was the feeling of the meeting that a fixed daily wage for docker or stevedore should be agreed, and the principle having been accepted, it would be necessary to have the assurance of the Ministry of Marine and the Allied Authorities concerned with the employment of labour that they would not pay more than that agreed rate. Gen. Matteini could not see what objection the Allies could have to any payments which the Italian Government might make, and the Chairman agreed, providing that not more than the agreed rate was paid either on board ship or ashore. Any British labour employed must be paid at British Army rates, and the Italian Government would pay.

Lt. Bullen considered that a guaranteed daily rate of pay whether a man worked or not would have the effect of reducing the standard of work. The Chairman replied that at this stage of the war reliance must be placed on the Italian Government to produce the best labour they could. Colonel Battle thought that the stevedores, being skilled labour, would not agree

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Lt. Bullen was advised that damage to gear was the Master Stevedore's responsibility.

The Chairman advised that it had been laid down by the Mediterranean Shipping Board that the ship will pay stevedores bills on behalf of the Italian Government. Gen. Matteini asked that a direction on this point should be communicated to him.

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Mr. Nicol asked whether the tariff at present in force had been agreed by all parties concerned, and Gen. Matteini replied that it had still to be approved by the Contractors Association. Lt. Bullen asked whether Master Stevedores would still be able to make contract with a shipping Agent, but was advised that Master Stevedores can only obtain labour through the Compania Portuale.

Colonel Pottle asked what classes of port labour the Italian Authorities were prepared to pay for, and Gen. Matteini said that the Italian Government was prepared to pay for everything concerning the actual discharge or loading of a ship, including lightermen etc.

Cranes at Ancona. Colonel Pottle pointed out that certain cranes had been left in Ancona, and asked who would be responsible for maintenance and supervision. He was advised that if they were Allied cranes the Italian authorities would take the responsibility, through the Captain of the Port.

In answer to Colonel Pottle General Matteini said he was prepared to take over the civil responsibilities at Ancona from 1st. September, provided TN(Br.) were only concerned with the fact that ships were discharged and that normal practice was employed.

General Matteini asked that the following statement be noted:

TRANSLATION:

"The Allied Authorities request that the Italian Maritime Authorities should take over the management of all operations now being handled by the Allies regarding Allied ships in port, and in particular the loading and discharge of ships.

In the general way it would be for the Italian Authorities to give to ships with military cargo the same function as that for merchant ships operated by the Maritime Agents or Contractors. This request could be accepted.

For the operation of loading and discharging the Italian Maritime Authority could avail themselves of contractors duly authorised, or of the Compania Portuale which according to the present Italian law are authorised to undertake the duties of Contractor

It is considered opportune to establish that the Italian Maritime Authorities are not compelled to assume any personnel presently engaged in any form by the Allies for port or ship operation."

The Chairman agreed that this statement qualified the terms of the Armistice which set out that ports and facilities shall be provided at the expense of the Italian Government. Colonel Pottle instanced the case of Ancona where labour was limited, and asked if, say, 50 lightermen were required there at whose expense would they be sent. It was agreed that this would be regarded as a port facility and the Italian Government would pay.

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Declassified E.O. 12065 Section 3-402/NNRC No. 185020

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The question of the handing over of Brindisi, Taranto and Bari to civilian control was left for discussion at a further meeting of the interested parties, and in connection with communication facilities which were poor it was proposed that Col. Lauricella and Colonel Pottle should contact the Navy Sub-Commission.

Lt. Col. Essely, for Labour Dir: A.F.H.Q., asked whether in the event of military labour not being available for military ships, civilian labour would be employed, and the Chairman replied that the [illegible]pping Authority would be aware of ships' arrival and if no military labour was available the ship would require to be discharged elsewhere.

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MEDITERRANEAN SHIPPING BOARD

CAMPBELL COMMITTEE.

Campbell Committee File B

No.10.

Minutes of Meeting held in ROME on 13th July,1945.

Present:	Mr. Ian D. Campbell	Chairman
	Colonel M.J.Sieff	Transportation S/C.
	Lt.Col.N.H.Sellars	ADTN (Docks)
	LT.Col.L.C.Pannell	ADTN (Finance)
	Maj. M.P.Laraman	Transportation S/C.
	S/Lt. Macmillan	Navy S/C.(Salvage Liaison FOTALI)
	Mr. S.A. Regan	W.S.A.
	Mr.R.M.A.Bazzanalia	Ports & Warehouse Div.
	Lt.Gen.C.Matteini	Dir.Gen.Merchant Marine
	Capt. F. Ruta	Gen.Staff R.I.N.
	Dr. Gambioli	Chief of Divisions,M.M. Office.
	Cdr. E. Mattoli	M.W.T. Liaison
	Lt. Marena	Liaison, A.C.

Minute No.70 of the previous meeting "General Policy",sub-para : to read...."in a similar way General Matteini said that the coaster services would be eventually allocated by the suggested CCMAR against the A.C. programe, etc"...

The Chairman welcomed to the meeting Lt. Col. Sellars and Lt.Col. Pannell, and explained that, the Campbell Committee Report having received the approval of the Commander in Chief,Mediterranean and the Supreme Allied Commander, and the Ministry of Marine having been informed of such approval, the purpose of the present meeting was to examine the points which required further action both by AFHQ and the Italian Authorities. It was agreed that those recommendations which affected the Allied Authorities should be taken up through the Mediterranean Shipping Board.

76. Classification of ports. The classification of ports as agreed at a meeting on 5th July was accepted. General Matteini said that the classification raised no difficulties on the Italian side, but Col. Sellars considered that Ancona should be under Category B. On the advice of the Chairman, however, that the position would be reviewed in about two month's time he agreed to the port remaining in its present category. AFHQ should now give official notification to the Italian Government in writing the dates on which the ports revert to Italian control, together with detailed instructions on the method of control. (See Minute No.82)

77. Provision of equipment, gear etc. Referring to Section I,sub-section 3,para:5 of the Report, the Chairman asked if a list of factories and workshops specialising in the manufacture of harbour equipment etc. could be completed

Declassified E.O. 12065 Section 3-402/NARS NO. 785020

Cdr. E. Mattoli	M.W.T. Liaison
Lt. Marena	Liaison, A.C.

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77. Provision of equipment, gear etc. Referring to Section I, sub-section 3, para:5 of the Report, the Chairman asked if a list of factories and workshops specialising in the manufacture of harbour equipment etc. could be completed in order that the Allied Authorities could be requested to de-requisition what premises were available. Gen.Matteini, however, stated that with the liberation of the North the position had somewhat improved; supplies had been found in the northern ports and there would be about 25% of available raw materials allocated for such requirements. Col. Sieff pointed out that the Allied Authorities were disposed to meet the essential needs of Italy out of the equipment now surplus as a result of the cessation of hostilies, but said that if demands were not made quickly supplies would be sent overseas. It was agreed, therefore, that a list of requirements should be drawn up jointly with the Ministry of Marine and Ports & Warehouse Div. A.C.; Col. Sellars also undertook to prepare a list of all equipment TN(Br.) had available - the same would be done on the American side and thus a complete picture submitted.

As the gear already being used in the ports was handed over purely on loan Col. Pannell said there would be no financial interests.

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

78. Salvage. S/Lt. Macmillan stated that at a meeting held in the offices of the Chief of Transportation, at the request of Captain Ripon, Fleet Salvage Officer, it had been considered that the Sub-Committee recommended in Section 4 para: 4 of the Report was not essential in view of the formation of the Mediterranean Salvage Committee appointed by C in C. Med., and no further steps had been taken to set up the Sub-Committee. He added that Col.Spinelli was a member of the Committee and was in charge of all Italian salvage resources.

The Chairman said that the Campbell Committee had been aware of the appointment of the Mediterranean Salvage Committee, but that Committee, dealing in general matters of salvage in the area, did little to assist the Italian salvage priorities in particular. Capt. Ruta agreed, and considered that it would be of assistance for the Italians to have a small Committee to liaise with the Mediterranean Salvage Committee and handle cases of particular interest to the Ministry of Marine. Col. Sieff stated that Transportation S/C. would also welcome the original proposal, and it was agreed that the Sub-Committee referred to in para:4 of the Report should be set up to assist in allocating priorities on salvage within the machinery of the Ministry of Marine.

79. Policing and Security. Section VI. Gen. Matteini stated that he had approached the Minister of the Interior to arrange for an officer of the Carabiniere to be attached to the staff of the Captain of the Port, but had been advised that it was not within the Italian law to do so. There is, however, an inspector of Civil Police in all ports and he would report to the Captain of the Port. Gen. Matteini reported also that the Minister of the Interior has already taken steps to increase the numbers of the special Force, and a list of the equipment required had been produced. Col. Sieff asked that the list be forwarded to him in order that he could take up the matter with the Civil Affairs Section of Public Security Branch, Allied Commission.

Mr. Bazzanella reported that on a recent visit to Civitavecchia he discovered that Port Passes were not being issued, with the result that people were entering the port and boarding ships ad lib. Lt. Marenn said that this was due to the supply of passes having run out, but others were being printed and the normal practice would continue.

It was agreed that the question of powers which may be exercised by the Italian police over non-Italian nationals, and in particular Allied nationals, should be raised at MMISO and a joint statement issued. Major Lartuman was requested to take this matter up.

80. Port Sanitary organisation. Section VIII. General Matteini advised that he was in touch with the Minister of the Interior on this matter and everything possible was being done to obtain personnel and equipment. A list of requirements would be submitted in due course.

81. Staffing of ports. Turning to the points to be considered by the Italian Authorities the Chairman asked the position of the manning of the ports. Gen. Matteini said that immediate steps had been taken to provide personnel and these would be supplemented according to requirements. As soon as the staffing of the ports was complete a list would be sent to the Committee.

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821. Standardised forms. Section I, Sub-section (ii) para:4. Mr. Bazzanella said that no complaints had been received in this direction and the system was working satisfactorily.

On the question of port Returns, Gen. Matteini said that it would be necessary to give instructions to all ports as to the procedure to be adopted for liaison between Italian and Allied Authorities. He said that at present in some ports the Captain of the Port attended the Port Committee Meetings, in some the NOIC, and in others there was no Italian authority at all. It was stated that G.4.(M), Sea Transport, Staff Officer Shipping to C in C. Med., and A.C. would draw up an instruction to all ports setting out what the position should be in the various categories of ports A.B.C and D.

83. Handling of craft, equipment, gear etc. Section I, sub-section (iii) para 4. It was found that returns for harbour craft had been sent to DOHC. On the question of gear and spare parts, it was agreed that P & W. Div.,A.C., should contact the Allied Authorities to find out what information was required, it being felt that so long as gear and equipment was on loan some record should be kept.

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84. Intelligence centre. Section II, para: 4(d). The Chairman stated that the Centre at present within the Ministry of Marine was not large enough to cope with the many duties expected from an Intelligence Room. Gen. Matteini said he had appointed an officer from the Italian Naval service and one from LIMARE to attend the Intelligence Room at Caserta in order to study the running of the Centre.

Mr. Regan pointed out that ports were still not receiving advance information of ships' movements, nor, in fact, were the Allied Commission. Col. Sieff said that recommendations have been made and discussions taken place with G.5. on the documentary information and pre-advice of sailings required, and G.5. have no objection to the Ministry of Marine receiving the sailing signals.

The Chairman considered that much of this trouble would be eliminated when the Italian Intelligence Centre was fully set up, and said he would assist in getting the two Officers in to the Intelligence Room at AFHQ through MWT channels.

85. Communications. Gen. Matteini pointed out that communications north of Piombino could not be guaranteed, and asked if permission could be granted for the use of Allied channels until such time as the Italian lines were in order: or alternatively the use of wireless. The Chairman said that this should be taken up through the Navy Sub-Commission.

86. Cargo dues. Section III. In answering the Chairman, Gen. Matteini said that arrangements have been made between the Ministry of Marine and Ministry of Finance for a law to be passed allowing dues to be levied on all civil cargo passing through Italian ports.

87. Finance. Col. Pannell raised the question of payment of labour for military cargoes in the various categories of ports. In view of their diminishing staffs and military requirements in the ports TN(Br.) preferred to make payments for labour through one authority, especially in ports such as C and D, and suggested that that authority might be the Captain of the Port.

The Chairman pointed out that it had already been agreed that, with the exception of stevedoring costs which were paid by the ship concerned, any services performed were signed for and recorded by the Captain of the Port, and he thought the same arrangements could be made for the payment of labour for British Military account, provided TN(Br.) would certify such service. This was agreed in principle, but Gen. Matteini pointed out that as the appropriations for the year 1945/46 had already been arranged he would have to ask the Finance Minister for a further appropriation - he would thus require to know the amount involved. Col. Sellars undertook to work out an approximate figure of man days from which an estimate could be taken.

After some discussion it was agreed that the Italian authority would undertake payment of labour against certification, and the final details were left to be worked out between TN(Br.), TN(A), P & W. Div.,A.C., and Italian Ministry of Marine.

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Declassified E.O. 12065 Section 3-402/NND No. 785020

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88. Discharge of W.S.A. vessels in Italian operated area, Naples. The Chairmen referred to a letter from the Transportation S/C. to the Ministry of Marine regarding complaints of the slow discharge of W.S.A. vessels in the Italian operated area of Naples port. It appeared from the discussion which followed that the main trouble lay in the lack of supervision and liaison between the Italian and American port authorities. Gen. Matteini said that additional officers have been sent for the supervision of the movement of trucks, but whilst there has been some improvement Col. Sieft considered that a general liaison system should be laid down.

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

CONFIDENTIAL

NSC/3168
7 August 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Naval Officer-in-Charge, Taranto.
Naval Officer-in-Charge, Ancona.
Naval Officer-in-Charge, Venice.
Naval Officer-in-Charge, Trieste.
Naval Officer-in-Charge, Pola.
Naval Officer-in-Charge, Naples Area.
Naval Officer-in-Charge, Leghorn.
Naval Officer-in-Charge, Genoa.
Naval Officer-in-Charge, Ischia.
Resident Naval Officer, Brindisi.
Resident Naval Officer, Bari.
Resident Naval Officer, Castellammare.

FILE

Subject: Italian Ports - Classification of.

Enclosure: (A) Copy AFHQ ltr (Conf.) G-4(MOV & TR) 5/120-GDM of 13 July 1945.

1. Enclosure (A), in which Allied Force Headquarters classifies Italian ports and defines the military responsibility in each category, is forwarded herewith for information and appropriate action.

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

NAVY SUB-COMMISSION ALLIED COMMISSION 1223 FILE

9 AUG 1945

HEADQUARTERS ALLIED COMMISSION JHH/gs
APO 394
Transportation Sub-Commission

Our Ref :- AC/515/277/Tn.3. 30 July 1945

SUBJECT :- Future Classification of Italian Ports.

TO :- Distribution.

The attached letter from G-4 (Mov & Tn.) AFHQ is passed to you for information.

For the Director :-

M.P. LARAMAN
Major R.E.

I Encl :- G-4 (Mov & Tn.) 5/120 - GDM dated 13 July 45.

DISTRIBUTION

Ministry of Marine (attn. Gen. Matteini)
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Shipping Sub-Commission
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Ports & Whse Division
Finance Sub-Commission
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R.C. HQ Venezia Region (2)
R.C. HQ Lombardia Region (2)
R.C. HQ Liguria Region (2)
R.C. HQ Piemonte Region (2)

1227

Declassified E.O. 12065 Section 3-402/NSC Nos. 785020

to you for information.

For the Director :-

M.P. LARAMAN
Major R.E.

I Encl :- G-4 (Mov & Tn.) 5/120 - GDM dated 13 July 45.

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R.C. HQ Lombardia Region (2)
R.C. HQ Liguria Region (2)
R.C. HQ Piemonte Region (2)
Senior Tptn. Officer Palermo.
" " " Reggio Calabria (2)
" " " Bari (2)
" " " Naples (3)
" " " Ancona (2)
Port Liaison Officer Civitavecchia
" " " Piombino (Mr. S.P. France)
" " " Leghorn (2)
" " " Venice
" " " Genoa
AMG Lombardia Region (Maj. Talbot).
Mov Rail
Mov Road.

1227

Declassified E.O. 12065 Section 3-402(b)(3) NND 785020

ALLIED FORCE HEADQUARTERS

Subject:- Future Classification of Italian Ports.

G-4(Mov. & Tn) 5/120-GDM

13 Jul 45

Tel: FREEDOM 229

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

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

"A" A Port handed back to the Italian Authorities in its entirety.

"B" A Port classified as civilian but with an Allied naval or military commitment.

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

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

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

Port or Group of Ports	Classification.
All Ports from the Italian/French frontier to GENOA but excluding GENOA.	"A"
GENOA	"B"
SPEZIA	"A"
LEGHORN	"D"
Via REGGIO, CIVITAVECCHIA and subsidiary ports to NAPLES (excl. BAGNOLI)	"A"
NAPLES (incl. BAGNOLI)	"C"
TORRE ANNUNZIATA	"B"
CASTELLAMARE	"B"

1226

Declassified E.O. 12065 Section 3-402/NNDS No. 785020

or military commitment.

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

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

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

Port or Group of Ports	Classification.
All Ports from the Italian/French frontier to GENOA but excluding GENOA.	"A"
GENOA	"B"
SPEZIA	"A"
LEGHORN	"D"
Via REGGIO, CIVITAVECCHIA and subsidiary ports to NAPLES (excl. BAGNOLI)	"A"
NAPLES (incl. BAGNOLI)	"C"
TORRE ANNUNZIATA	"B"
CASTELLAMARE	"B"
SALERNO	"A"
REGGIO	"A"
CROTONE	"B"
TARANTO - Mercantile Port.	"C" as from 1 Aug 1945 but with civil area undefined.
TARANTO - Arsenal	"D"

1226

/Contd... GALLIPOLI .....

Declassified E.O. 12065 Section 3-402(5)NND No. 785020

Port or Group of Ports.	Classification.
GALLIPOLI	'A'
MONOPOLI	'A'
BRINDISI	'D' until 1st Sept 1945 when it should be considered 'C' with civil area undefined.
BARI	'D'
MOLFETTA	'A'
BARLETTA	'A'
MANFREDONIA	'B'
ORTONA, and all ports up to but excluding ANCONA	'A'
ANCONA	'D' until 1st Sept 1945 when it should be considered 'C' with civil area undefined.
All ports North of ANCONA up to but excluding VENICE.	'A'
VENICE	'C', with civil area undefined, until 1 Aug 1945 when it should be considered 'B'.
TRIESTE and ports to the East.	Owing to the peculiar circumstances prevailing it is not possible to classify these ports under any of the categories detailed in para first. The operation of these ports will be the subject of a separate instruction to be issued shortly.
All other Italian Ports not quoted above.	'A'
SARDINIA, all ports	'A'
SICILY	

CONFIDENTIAL

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

up to but excluding ANCONA	'A'
ANCONA	'D' until 1st Sept 1945 when it should be considered 'C' with civil area undefined.
All ports North of ANCONA up to but excluding VENICE.	'A'
VENICE	'C', with civil area undefined, until 1 Aug 1945 when it should be considered 'B'.
TRIESTE and ports to the East.	Owing to the peculiar circumstances prevailing it is not possible to classify these ports under any of the categories detailed in para first. The operation of these ports will be the subject of a separate instruction to be issued shortly.
All other Italian Ports not quoted above.	'A'
SARDINIA, all ports	'A'
SICILY	
MESSINA	'B'
AUGUSTA	'B'
All other SICILIAN Ports	'A'

/Cont'd .....3.

Declassified E.O. 12065 Section 3-402/NNPC No. 785020

3.

DEFINITION OF MILITARY RESPONSIBILITIES.

(a) Category 'A' Ports.

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

(b) Category 'B' Ports.

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

(c) Category 'C' Ports.

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

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

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

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

Declassified E.O. 12065 Sec. 3-402/NSC No. 785020

nominated to discharge or load military cargoes and that an adequate supply of port working equipment and clearance facilities are always available for this purpose.

(c) Category 'C' Ports.

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

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

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

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

1225

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

(d) Category 'D' Ports.

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

Cont'd .....4.

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

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

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

CFR/tgl

Distribution:

C-in-C Med
PSTO Med (20)
D.Tn, ROME (6)
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Movements, N.E. ITALY
" N.W. ITALY
" Rear Eighth Army
" VENICE
" TRIESTE
" GENOA
" BARI
" NAPLES
" TARANTO
" BRINDISI
Tn Sub-Commission, Allied Commission.
Movements Liaison Officer, 3 District.

Declassified E.O. 12065 Section 3-402/NNDC NND 785020

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission AFO 394

NSC/3369
27 August 1945

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

FILE

Subject: Port of Savona - Directive for.

1. At a conference held at Allied Force Headquarters on 23 August 1945, the Allied Naval Commander-in-Chief, Mediterranean, stated that on a recent inspection trip, he had been informed by the Italian Captain of the Port of Savona that he had received no directive from the Ministry of Marine with respect to the working of the port. The Ministry of Marine, in Navy Sub-Commission letter NSC/3166 of 6 August 1945, was furnished with a copy of Allied Force Headquarters letter of 13 July 1945, which classifies the Port of Savona in Category "A" as a port which has been handed back to Italian authorities in its entirety.

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

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

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

Copy to:
(Navy Sub-Commission Ltrs NSC/2263 of 6 July and NSC/3032 of 24 July refer.)
AFHQ
CCAC NED
COMNAVNAW
Chief Commissioner, AC
Executive Commissioner, AC
Economic Section, AC

(Distribution not shown on original)

B

NAVY SUB-COMMISSION - ALLIED COMMISSION
KP
FILE

28 AUG 1945

N SC-10

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

HEADQUARTERS ALLIED COMMISSION
Office of the Chief Commissioner
APO 394

24 August 1945.

SUBJECT: Italian Port Parties.

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

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

2. May this matter be followed up, please.

KENNEY M. STONE
Rear Admiral, USNR
Chief Commissioner

Copy to: Executive Commissioner

1223

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

CONFIDENTIAL

NSC/3217
10 August 1945

FILE

From: Navy Sub-Commission, Hq. Allied Commission.
To: Commander United States Naval Forces, Northwest African Waters.

Subject: Italian Ports - Classification of.

Enclosure: (A) Ten(10) Copies AFHQ Conf. ltr G-4(MOV & TN) 5/120-GDM of 13 July, 1945.

1. Ten copies of Allied Force Headquarters letter of 13 July 1945, in which Italian ports are classified and the military responsibility in ports defined, are forwarded herewith as enclosure (A). It is recommended that they be distributed to United States Naval port officers in Italy. Copies have been distributed to British Naval officers-in-charge and resident naval officers in Italy.

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

RECEIVED · NAVY SUB-COMMISSION · COMMISSION
FILE

NSC-10

14 AUG 1945

gs

CONFIDENTIAL

Subject :-Future Classification of Italian Ports.

ALLIED FORCE HEADQUARTERS
G-4(MOV & TN) 5/120-GDM

13 Jul 45

Tel : FREEDOM 229

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

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

"A" A Port handed back to the Italian Authorities in its entirety.

"B" A Port classified as civilian but with an Allied naval or military commitment.

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

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

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

Port or Group of Ports.	Classification
All Ports from the Italian/French frontier to GENOA but excluding GENOA.	"A"
GENOA	"B"
SPEZIA	"A"

Declassified E.O. 12065 Section 3-402/NNRC No. 785020

in relation to the degree of responsibility which the Italian Government could now, or in the future, assume. The classifications recommended were as follows :-

"A" A Port handed back to the Italian Authorities in its entirety.

"B" A Port classified as civilian but with an Allied naval or military commitment.

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

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

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

Port or Group of Ports.	Classification
All Ports from the Italian/French frontier to GENOA but excluding GENOA.	"A"
GENOA	"B"
SPEZIA	"A"
LEGHORN	"D"
Via REGGIO, CIVITAVECCHIA and subsidiary ports to NAPLES (excl.BAGNOLI)	"A"
NAPLES (incl. BAGNOLI)	"C"
TORRE ANNUNZIATA	"B"
CASTELLAMARE	"B"
SALERNO	"A"
REGGIO	"A"
CROTONE	"B"

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/Contd..TARANTO.....

Declassified E.O. 12065 Section 3-402/NSDG NO. 785020

Port or Group of Ports.	Classification
TARANTO - Mercantile Port.	"C" as from 1 Aug. 1945 but with civil area undefined.
TARANTO - Arsenal	"D"
GALLIPOLI	"A"
MONOPOLI	"A"
BRINDISI	"D" until 1st Sept 1945 when it should be considered "C" with civil area undefined.
BARI	"D"
MOLFETTA	"A"
BARLETTA	"A"
MANFREDONIA	"B"
ORTONA, and all ports up to but excluding ANCONA	"A"
ANCONA	"D" until 1st Sept 1945 when it should be considered "C" with civil area undefined.
All ports North of ANCONA up to but excluding VENICE.	"A"
VENICE	"C", with civil area undefined, until 1 Aug. 1945 when it should be considered "B"
TRIESTE and ports to the East.	Owing to the peculiar circumstances prevailing it is not possible to classify these ports under

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

BARI	"D"
MOLFETTA	"A"
BARLETTA	"A"
MANFREDONIA	"B"
ORTONA, and all ports up to but excluding ANCONA	"A"
ANCONA	"D" until 1st Sept 1945 when it should be considered "C" with civil area undefined.
All ports North of ANCONA up to but excluding VENICE.	"A"
VENICE	"C", with civil area undefined, until 1 Aug. 1945 when it should be considered "B"
TRIESTE and ports to the East.	Owing to the peculiar circumstances prevailing it is not possible to classify these ports under any of the categories detailed in para first. The operation of these ports will be the subject of a separate instruction to be issued shortly.
All other Italian Ports not quoted above	"A"
SARDINIA, all ports	"A"
SICILY	
MESSINA	"B"
AUGUSTA	"B"
All other SICILIAN Ports.	"A"

/Cont'd.....3.

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

3. DEFINITION OF MILITARY RESPONSIBILITIES.

(a) Category "A" Ports.

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

(b) Category "B" Ports.

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

(c) Category "C" Ports.

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

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

Vessels carrying full cargoes of military equipment and supplies will be treated as Military ships and handled in accordance with normal military practice. (N.B. Vessels carrying A.M.G. supplies for AUSTRIA

Declassified E.O. 12958 Section 3-402/NNDC No. 785020

the necessary priority is given to the berthing of all vessels nominated to discharge or load military cargoes and that an adequate supply of port working equipment and clearance facilities are always alvailable for this purpose.

(c) Category "C" Ports.

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

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

Vessels carrying full cargoes of military equipment and supplies will be treated as Military ships and handled in accordance with normal military practice. (N.B. Vessels carrying A.M.G. supplies for AUSTRIA and VENEZIA GIULIA are to be regarded, until further notice, as military ships). - 1220

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

Vessels carrying mixed cargoes of military and civil supplies (other than A.M.G. supplies for AUSTRIA and VENEZIA GIULIA) may be treated as either military or civil ships at the discretion

Cont.....4

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

of the Port Commandant. If treated as civil they will be worked in the civilian area of the port and the military authorities will be responsible for taking delivery of military cargo from "under hook".

(d) Category "D" Ports.

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

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

A.T. de Rhe PHILIPE, Brig.
D.Q.M.G. (Movt Tn).

CPR/tgl

Distribution:

C-in-C Med
PSTO Med (20)
D.Tn, ROME (6)
Tn (Br)
MWTR
WSA
Movements, N.E. ITALY
" N.W. ITALY
" Rear Eighth Army
" VENICE
" TRIESTE
" GENOA
" BARI
" NAPLES
" TARANTO

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

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

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

CFR/tgl

Distribution:

C-in-C Med
PSTO Med (20)
D.Tn, ROME (5)
Tn (Br)
MWTR
WSA
Movements, N.E. ITALY
" N.W. ITALY
" Rear Eighth Army
" VENICE
" TRIESTE
" GENOA
" BARI
" NAPLES
" TARANTO
" BRINDISI
Tn Sub-Commission, Allied Commission.
Movements Liaison Officer, 3 District.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3166
6 August 1945

FILE

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

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

Subject: Italian Ports - Classification of.

Reference: (a) Navy Sub-Commission ltr NSC/2863 of 6 July 1945.

Enclosure: (A) Copy Allied Force Headquarters Conf. ltr C-in-C (NCV & TM) 5/120-GEN of 13 July 1945.

1. Enclosure (A), in which Allied Force Headquarters classifies Italian ports and defines the military responsibility in each category of ports, is forwarded herewith in connection with reference (a) for appropriate action.

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

B

NAVY SUB-COMMISSION ALLIED COMMISSION FILE

7 AUG 1945

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

AC/534/10/TN.3 3/ July 1945

SUBJECT : Campbell Committee Report.

TO : Executive Commissioner.

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

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

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

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

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

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

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

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

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

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

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

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

(Signed) CHARLES W. WALTON * 1213

E. E. McKINLEY
Brigadier General, U.S.A.
Acting Vice President

Col. Supply Division
Chief

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

Copy to : Navy Sub-Commission

NSC-10

Declassified E.O. 12065 Section 3-402/NSC NO. 785020

12453

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/3032
24 July 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Allied Force Headquarters.

Subject: Transfer of Ports in Italy to Italian Government Control.

Reference: (a) Navy Sub-Commission ltr NSC/2863 of 6 July 1945.

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

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

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

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

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

B
6

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Declassified E.O. 12065 Section 3-402/NNMC NO. 785020

MEDBO CAMPBELL COMMITTEE,

ROME.

6th July, 1945.

Dear Butler,

The following is an extract from a letter received from Sir Cyril Hurcomb, Director General of the Ministry of War Transport, London, in which he refers to the Campbell Committee Report as "a very useful and comprehensive document."

He goes on to say....."I should be glad if "you would express to Mr. Campbell and his Committee "our appreciation of the work they have done and our "thanks for their efforts."

Yours sincerely,

/s/ Ian D. Campbell

CHAIRMAN,
CAMPBELL COMMITTEE, ROME.

Circulated to Members of Campbell Committee.

Captain H.St.J. Butler, USN.

COPY

2135

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2863
6 July 1945.

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

Subject: Transfer of Ports in Italy to Italian Government Authorities.

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

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

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

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

Copy to:
CINCMED.
COMNAVNAW.
AFHQ - G-5.
Chief Commissioner, AC.
Executive Commissioner, AC.
Civil Affairs Section, AC.
Economic Section, AC.
Transportation S/C.
Shipping S/C.

(Distribution not shown on original)

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FILE

7 JUL 1945

NSC-10

Declassified E.O. 12065 Section 3-402/NNPC NO. 785020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2865
6 July 1945.

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

Subject: Transfer of ports in Italy to Italian Government Authorities.

Enclosure: (A) Copy of AFHQ G-5 Section ltr. G5: 000.2 of 26 June 1945.
(B) Copy of Navy Sub-Commission ltr. NSC/2863 of 6 July 1945.

1. Enclosures (A) and (B) are forwarded herewith for information.

(Sgd) G. L. WARREN

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

Copy to:
COMNAVMED.

NSC-10

KP FILE

6 JUL 1945

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WWW

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Tel.534

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

JHH/nc

REF. : AC/531/35/Tn.3

July 3, 1945

SUBJECT : Transfer of Ports in Italy
to Italian Government Authority.

TO : Navy Sub-Commission

1. The attached letter has been passed to this division by Economic Section for necessary action.

2. As the matter is one that comes under your jurisdiction will you please deal with it.

For the Director :

G.B. GODFREY
Major I.E.

Copy to: - Economic Section

1213

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

CONF SEC

SHAEF 6.00 421

AFHQ Allied Force Hdqrs

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

G-5: 800.2 26 June 1945

SUBJECT: Transfer of Ports in ITALY to Italian Government Authorities.

TO : Headquarters, Allied Commission, APO 394. (Attn: Chief Commissioner).

Chief

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

2. It is requested that the Italian Minister of Marine, be informed of this approval and be instructed to take the necessary steps to implement the policies laid down in this report.

3. The classification of Italian Ports in accordance with Section I para 2 (1) is now being carried out by a sub-committee of the Mediterranean Shipping Board and the results will be advised to you as soon as possible.

for CHARLES M. SPOFFORD
Brigadier General, G.S.C.
Assistant Chief of Staff, G-5

2 1 5 9

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2670
16 June 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Commander, U.S. Naval Forces, Northwest African Waters.

Subject: Mediterranean Shipping Board CAMPBELL COMMITTEE Report, Amendments to.

Reference: (a) Naval Sub-Commission ltr NSC/2380 of 8 May 1945.

Enclosure: (A) One(1) Copy of Amendments dated 15 May 1945, to Subject Report.

1. Further to reference (a), enclosure (A) is forwarded herewith.

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

NSC-10

WWW

NAVY SUB-COMMISSION ALLIED COMMISSION R & 1211

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2654
14 June 1945

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

Subject: Mediterranean Shipping Board CAMPBELL COMMITTEE Report, Amendments to.

References: (a) Naval Sub-Commission ltr NSC/2393 of 11 May 1945.

Enclosure: (A) One(1) Copy of Amendments dated 15 May 1945, to Subject Report.

1. Further to reference (a), enclosure (A) is forwarded herewith.

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

FILE

1210 WWW 2

NSC-10

MEDITERRANEAN SHIPPING BOARD

CAMPBELL COMMITTEE.

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

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

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

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

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

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

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

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

Declassified E.O. 12065 Section 3-402/5(D)(2) No. 785020

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Ian D. Campbell

IAN D. CAMPBELL.
CHAIRMAN
MEDITO CAMPBELL COMMITTEE, ROME.

(136.)

15th May, 1945.

ENCL (A)

Declassified E.O. 12065 Sec. 3.4(b)(1)(2) NND 785020

MEDITERRANEAN SHIPPING BOARD

Meeting to be held at the Italian Ministry of Marine, Via delle Terme, Rome, at 1130 hours on 30th May, 1945.

A G E N D A.

1. Admiral Sir John D. Cunningham, Commander-in-Chief, Mediterranean Station.

2. The Minister of Marine, Admiral de Courten.

3. The Chairman, Mediterranean Shipping Board - Mr. J. Gibson Graham.

RECESS FOR LUNCH.

4. Statement by the Director General, Italian Merchant Marine on CO. GE. NA.

5. Re-organisation of CO.GE.NA.

6. Schooner Control. Statement by D.N.W.T.R., MED.

7. Future operation of Italian Coastal Services.

8. Adoption of CAMPBELL COMMITTEE Report.

9. Other business.

Declassified E.O. 12065 Section 3-402/NND No. 785020

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3. The Chairman, Mediterranean Shipping Board - Mr. J. Gibson Graham.

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5. Re-organisation of CO.GE.MA.

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7. Future operation of Italian Coastal Services.

8. Adoption of CAMPBELL COMMITTEE Report.

9. Other business.

PA

N5C-3

Declassified E.O. 12065 Section 3-402/NSC No. 785020

From: Mr. IAN D. CAMPBELL, Office of the MEDITERRANEAN SHIPPING BOARD, ROME.

Date: 28th May, 1945.

To: Lt. J. Lamsin, U.S.N.R., Flag Lieutenant to REAR ADMIRAL ELLERY W. STONE, U.S.N.R.

Subject: Meeting with Italian Ministry of Marine, Rome. 30th May, 1945.

1. Reference is made to your communication of 26th May addressed to the Chairman, MEDSHO, in connection with the above meeting.

2. Arrangements have been made for Members of the Mediterranean Shipping Board to meet the Italian Minister of Marine supported by a representation of the Italian Shipowning Industry. The Commander-in-Chief, Mediterranean Station, under whose direct control the Italian Merchant Fleet has been placed by the Cunningham-De Courten agreement, will explain the necessity of the continuance of co-ordinated control of Merchant Shipping as outlined by the principles established by the United Maritime Authority.

3. The Minister of Marine is expected to reply to the speech by the Commander-in-Chief, and it is hoped that I shall be able to forward to you tomorrow afternoon an outline of the speeches to be made by both of these Officers.

4. The Chairman of the Mediterranean Shipping Board will announce details of the immediate future control of Italian ships, which will include the handing back to the Minister of Marine the supervision of the Italian Schooner Fleet. This hand back will entail the Italian Authorities remaining responsible for the carriage of some 30,000 tons per month required by the civil programme.

5. Apart from those vessels allocated to the Italians to perform agreed coastwise liner services, the remainder of the coasting and deep sea fleet will remain at the disposal of the United Maritime Authority.

6.x A suggested schedule showing the programme for the morning of 30th May is attached. Approval is requested. Commander-in-Chief, Mediterranean Station has concurred.

(Sgd.) IAN D. CAMPBELL,
for CHAIRMAN

Declassified E.O. 11095 Section 3-402/NNDC NO. 785020

2. [illegible] Board to meet the Italian Minister of Marine supported by a representation of the Italian Shipowning Industry. The Commander-in-Chief, Mediterranean Station, under whose direct control the Italian Merchant Fleet has been placed by the Cunningham-De Courten agreement, will explain the necessity of the continuance of co-ordinated control of Merchant Shipping as outlined by the principles established by the United Maritime Authority.

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(Sgd.) IAN D. CAMPBELL,
For CHAIRMAN
MEDITERRANEAN SHIPPING BOARD.

1947

Circulated to: Transportation S/C., A.C.
Economic Section, A.C.
Navy S/C., A.C. ✓
Ministry of Marine.

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

Meeting of the MEDITERRANEAN SHIPPING BOARD with the

ITALIAN MINISTRY OF MARINE, ROME.

30th May, 1945.

1050 hrs. Acting President arrives at the Ministry of Marine, Main Entrance facing the Tiber.
Honours will be paid, thereafter he will be conducted to the personal office of the Minister of Marine to await the Commander-in-Chief, Mediterranean Station.

1100 hrs. Commander-in-Chief, Mediterranean Station, arrives and after receiving honours will be escorted to the Minister's Office.

1110 hrs. Commander-in-Chief, Mediterranean Station, the Acting President, Allied Commission and the Chairman of the Mediterranean Shipping Board will proceed to the Conference Room.

1115 hrs. Introduction by the Chairman, Mediterranean Shipping Board.
Statement by Commander-in-Chief, Mediterranean Station.
Reply by the Minister of Marine.
Statement by Chairman, Mediterranean Shipping Board.

L U N C H

1500 hrs. Resumption of Conference at the Ministry of Marine, between Members of the Mediterranean Shipping Board and the Italian Representatives.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

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Statement by Commander-in-Chief, Mediterranean Station.
Reply by the Minister of Marine.
Statement by Chairman, Mediterranean Shipping Board.

LUNCH

1500 hrs. Resumption of Conference at the Ministry of Marine, between Members of the Mediterranean Shipping Board and the Italian Representatives.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2393
11 May 1945. FILE

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

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

Subject: Mediterranean Shipping Board Campbell Committee Report.

Enclosure: (A) One copy of subject report (CONFIDENTIAL), dated 4 May 1945.

1. Enclosure (A) is forwarded herewith for information.

(Sgd) G. L. WARREN

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

NAVY SUB-COMMISSION - ALLIED COMMISSION

12 MAY 1945

NSC 7

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

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HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

CONFIDENTIAL

N3C/2380
8 May 1945.

From: Navy Sub-Commission, Hq., Allied Commission.
To : Commander U. S. Naval Forces, Northwest African Waters.

Subject: Mediterranean Shipping Board Campbell Committee Report.

Enclosure: (A) One copy of subject report (CONFIDENTIAL), dated 4 May 1945.

1. Enclosure (A) is forwarded herewith for information.

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

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

ALLIED - NAVY SUB-COMMISSION - COMMISSION
7
10 MAY 1945

WWW

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1201

MEDITERRANEAN SHIPPING BOARD

CAMPBELL COMMITTEE.

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

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

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

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

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

Ian D. Campbell

IAN D. CAMPBELL.

CHAIRMAN

MEDBO CAMPBELL COMMITTEE, ROME.

Declassified E.O. 12065 Section 3-402/NND No. 785020

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IAN D. CAMPBELL.

CHAIRMAN
MEDDO CAMPBELL COMMITTEE, ROME.

1203

15th May, 1945.

Declassified E.O. 12065 Section 3-402/NWRG NO. 785020

No.8.

MEDITERRANEAN SHIPPING BOARD

Minutes of Meeting of CAMPBELL COMMITTEE in ROME
4th May, 1945.

Present:	Mr. Ian D. Campbell	Chairman
	Capt. H.St.J. Butler U.S.N.	Navy Sub-Commission
	Major G. B. Godfrey	Transportation S/C.
	Mr. S. A. Regan	U.S.A.
	Mr. R.M.Manzanella	Ports & Warehouse S/C.
	Lt. Gen. Mattcini	Dir:Gen: Merchant Marine
	Capt. F. Ruta	Gen. Staff, R.I.N.
	Dr. Gambioli	Chief of Divisions, Italian Merchant Marine.

Minutes of Meeting No.7. agreed.

63. Repair facilities. Ref.54. Major Godfrey stated that it had been reported at MEDBO Meeting on 1st. May that the Navy are now using the repair facilities at Castellamare and Torre Annunziata to full capacity, and in consequence the labour position has improved.

64. Definition of Areas. Major Godfrey stated also that it had been reported at MEDBO by the C in C. Med. representative that a list of agreed ports considered to be under A.C. control had been issued, but as this was not yet in the possession of the Committee the Chairman regretted it would be necessary to record that the list is not yet available, and report accordingly.

REPORT. The Committee thus agreed the Report in its completed form, and concurred with the Chairman's suggestion that if any other points arose a further meeting be held and if necessary an addendum made to the Report. The Report was duly signed by the Chairman and Lt. Gen. Mattcini on behalf of the Members.

---

65. Communications. Ref.44. Capt. Ruta asked that arrangements be made for Officers in the port to have advance information regarding ship movements, and suggested that the Ministry of Marine Intelligence Centre in Rome be put on the circulation for C in C. Med's movement signals. Mr. Regan suggested that a Shipping Diversion Room be set up in Rome, and instanced trouble experienced recently at Civitavecchia when through lack of information three coal ships appeared likely to arrive for discharge at the same time. Major Godfrey agreed to take this matter up with A.F.H.Q.

ACTION: Maj. Godfrey.

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

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66. Civitavecchia. Major Godfrey reported that he had recently made an inspection of the port night working at Civitavecchia, and stated that of the ten vessels in port three were lying idle. There were no guards at either the entrance or exits to the port - there were very few people in the port area and there was no apparent security patrol although carabiniere were grouped guarding a stockpile of wine. Vehicles carrying personnel were entering and leaving the port without check or scrutiny, and the whole position generally was causing some worry with the Allied Commission. As regards the vessels lying idle, the Chairman asked what steps had been taken with the ships' agents to ensure ships working to capacity and Mr. Regan stated that everything was being done by the agents to ensure speedy turnround, but the trouble lay with the labour. General Matteini asked that he be given full details regarding the complaints and said he would have an Inspector investigate the trouble, and also appoint a superintendent to supervise the labour in conjunction with the Captain of the Port.

It was considered that the Security aspect was far more serious, and although lack of manpower was a contributory cause it was felt that the carabiniere lacked supervision and direction. General Matteini said he would look into this matter also.

Major Godfrey stated that the Allied Commission propose to hold inspections of ports at various intervals.

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

67. Provision of staff. Major Godfrey reported that A.C. had requested the Ministry of Marine to appoint an Officer for liaison duties with their H.Q., and also one for Civitavecchia. An Officer had been appointed for the latter, but not one for headquarters. General Mattesini said he hoped that an appointment would be made within the next few days.

68. Handling of gear. Major Godfrey also reported that there was delay in taking over certain cranes for Civitavecchia by the Italians, and A.C. were very concerned because the military personnel would shortly be withdrawn and there were not sufficient men trained to take over the cranes. Mr. Regan said that the Captain of the Port had stated that he would have enough men to handle the cranes, but Major Godfrey pointed out that they must have ample training in order to handle the cranes efficiently.

69. Transportation. Referring to the landing back of certain berths in Naples to Italian control Captain Ruta stated that difficulty was being experienced in the supply of transport for dock labourers. Major Godfrey said that this matter had been taken up with A.F.H.Q. and C.A. were arranging with the Port Commandant for the necessary vehicles for the transport of personnel and cargo to be made available.

Captain Butler enquired whether A.C. supplied motor transport and tyres to Italian Navy for port clearance, and Major Godfrey said he would take this up with Commerce Sub-Commission.

DATE: 11th May, 1945
FROM: FOTALI, ROME.
TO : NAVY SUB-COMMISSION, HQ A.C.

FORWARDED FOR APPROPRIATE ACTION.

REAR ADMIRAL

Declassified E.O. 12065 Section 3-402/NSC NO. 785020

MEDITERRANEAN SHIPPING BOARD.

No.6.

Minutes of Meeting of CAMPBELL COMMITTEE in ROME

21st April, 1945.

Present:	Mr. Ian D. Campbell	Chairman
	Captain H.St.J.Butler,U.S.N.	Navy S/C.
	Colonel M. J. Sieff	Transportation S/C.
	Lt. Col. J.A. Balfour	"
	Major G. B. Godfrey	"
	Mr. R. Hughes	D.O.H.C.
	Mr. S. A. Regan	W.S.A.
	Mr. V. E. Vecchy	"
	Mr. C. C. Crooks	Ports & Warehouse Div.A.C.
	Lt. Gen. Matteini	Transportation S/C
	Capt. F. Ruta	Dir. Gen. Italian M.M.
	Lt. Col. G. Gazzo	Gen. Staff, R.I.N.
	Dr. Gambioli	Salvage, R.I.N.
		Chief of Divisions, M.M.

51. Definition of areas. Ref. 36. Colonel Sieff reported that he had been advised that the Army had agreed the areas and ports in which they have no interest - the matter is under discussion between Mov. & Tn., A.F.H.Q., and Royal Navy, and a reply is expected in the near future.

52. Payment of tugs, lighers etc. Ref.39. General Matteini pointed out that while the dues to be levied would cover tugs and barges, the barges only would be allocated to the Compagnia Portuale for administration, tugs being under the control of the Captain of the Port and being used for purposes other than ship tugs. Mr. Hughes considered that some difference should be made between tugs for berthing and craft tugs, the former being a naval concern, but Gen. Matteini said that it was not possible to differentiate and a pool of all tugs would be made and allocated through the Captain of the Port. Mr. Hughes felt that this should be developed further with the Navy.

53. Security. Ref. 40. Captain Ruta took exception to the reading of the sentence regarding the responsibility for security control, and pointed out that the Ministry of Marine were already going beyond their powers according to present Italian law in the help they are giving in this matter, and unless a new decree is made the Ministry for the Interior is responsible for Security and Policing of ports and port areas. It was therefore agreed that that particular sentence in minute 40. be deleted, but in view of the importance of Security the pressing nature of immediate control was again stressed.

Col. Sieff referred to a report made by the C.I.C. regarding Civitavecchia, and the result of the investigation had made it necessary to re-establish Allied Military Police from an Intelligence and Security angle. He asked, therefore, for the Italian Authorities' assurance that the new system indicated at the previous meeting of this Committee (vide minute 40) could be put into

Declassified E.O. 12065 Section 3-402/NARS No. 185020

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Colonel Sieff stated that it had been agreed by MEDBO(Min.1944) that in the absence of Allied Police the Italian Authorities should be given power to detain British or American offenders, for handing over to their respective Military Police. The immediate appointment of an Italian Security Officer on the staff of the Captain of the Port, particularly at Civitavecchia was recommended.

54. Repair facilities. Indications have been received that the repair facilities at Castellamare are not being fully utilised, and Captain Butler said that while the Navy were in a position to consider the release of certain facilities, he had no jurisdiction over civilian repairs. Colonel Sieff stated that Transportation S/C. had received a communication on this subject which he had passed to the MEDBO Repair Committee for consideration.

Declassified E.O. 12065 Section 3-402/NNMC No. 785020

55. Organisation in ports. Ref. 27. Colonel Sieff reported that a meeting had been held at AFHQ with regard to the handing back of a section of Naples port to civilian control, under the overall supervision of the Port Commandant. It had been agreed to hand back a group of berths equal to taking three full liberty ships and one coaster. The area would be completely wired off, but owing to permanent Allied installations being located in the area, authorised Allied personnel would have to be allowed entrance, and it was proposed to organise a joint control gate. Liaison staff would be arranged with Port Commandant on matters of day to day operating questions, and there would also be a liaison staff to work in connection with policy and programming matters. Sufficient gear for handling general cargoes would be handed over to the Captain of the Port, and it was agreed that demands for cranes, tugs, lighters, etc., would be submitted by the Captain of the Port through Port Commandant channels. Provision of vehicles for dock clearance was accepted by the Port Commandant, with the maximum Italian driven vehicles to be used from the Italian Port Area. Until complete control of berthing reverted to the Ministry of Marine this function would continue to be carried out by the Royal Navy, to avoid dual control. Medical inspection of vessels on arrival to be the responsibility of the Captain of the Port.

It was seen that these arrangements fell within those suggested in Minute 27, and the results of the experiment when put into force were awaited with interest.

56. Payment of stevedores etc. Ref. 21. Mr. Vecchy - Assistant to the Director of W.S.A. (Med.) - upon introduction by Mr. Regan, asked whether anything had been done in connection with putting Port Captains in funds to cover various services rendered in Sicilian/Italian ports. Gen. Matteini advised that Captains of the Port had been put into funds only where it was known that that port had been turned over to Italian control; when it was known what other ports were released instructions would be given accordingly. He confirmed that bills could be sent to the Captain of the Port at Civitavecchia for settlement of port services.

57. Salvage - Compensation. Ref. 34. Mr. Hughes advised the meeting that it had been established that the Italian Authorities would be responsible for compensation in the event of craft salvaged by private enterprise being requisitioned for service by either the Allied Authorities or the Italian Government.

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

Allied personnel would have to be allowed entrance, and it was proposed to organise a joint control gate. Liaison staff would be arranged with Port Commandant on matters of day to day operating questions, and there would also be a liaison staff to work in connection with policy and programming matters. Sufficient gear for handling general cargoes would be handed over to the Captain of the Port, and it was agreed that demands for cranes, tugs, lighters, etc., would be submitted by the Captain of the Port through Port Commandant channels. Provision of vehicles for dock clearance was accepted by the Port Commandant, with the maximum Italian driven vehicles to be used from the Italian Port Area. Until complete control of berthing reverted to the Ministry of Marine this function would continue to be carried out by the Royal Navy, to avoid dual control. Medical inspection of vessels on arrival to be the responsibility of the Captain of the Port.

It was seen that these arrangements fell within those suggested in Minute 27, and the results of the experiment when put into force were awaited with interest.

56. Payment of stevedores etc. Ref. 21. Mr. Vecchy - Assistant to the Director of W.S.A. (Med.) - upon introduction by Mr. Regan, asked whether anything had been done in connection with putting Port Captains in funds to cover various services rendered in Sicilian/Italian ports. Gen. Matteini advised that Captains of the Port had been put into funds only where it was known that that port had been turned over to Italian control; when it was known what other ports were released instructions would be given accordingly. He confirmed that bills could be sent to the Captain of the Port at Civitavecchia for settlement of port services.

57. Salvage - Compensation. Ref. 34. Mr. Hughes advised the meeting that it had been established that the Italian Authorities would be responsible for compensation in the event of craft salvaged by private enterprise being requisitioned for service by either the Allied Authorities or the Italian Government.

58. Draft report. The incomplete draft as circulated was discussed, and agreed with the attached amendments.

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Next Meeting to be held on Friday 27th April in the offices of the Campbell Committee, at 10.00 hrs.

Declassified E.O. 12065 Section 3-402/NNDC No. 735020

MEDITERRANEAN SHIPPING BOARD.

CAMPBELL COMMITTEE.

and ADDITIONS.

AMENDMENTS/to INCOMPLETE DRAFT REPORT considered at the meeting held on Saturday, 21st April, 1945.

SECTION ONE (A)

Para: 4. to read : The Committee are informed that it is the intention of the Italian Government that the Direction General of the Merchant Marine, as well as the Undersecretaryship of the Merchant Marine, shall remain within the Ministry of Marine for the duration of hostilities.

Para: 8. Add after the word "Government" on third line - (Ministry of Marine).

SECTION ONE (B)

Para: 1. Category C - read "Allied Naval or Military Ports".

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

Para 3, fifth line to read: As the over-riding authority in the port will remain with the Allied Naval Officer in Charge and/or Port Commandant, etc.....

and ADD : It is recommended that the Captain of the Port should attend the Port Committee Meetings, for that part at least which would affect the working of the civilian section of the port.

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

Declassified S.O. 12065 Section 3-4(b)/NARS, Date 7/25/78 No. 785020

SECTION ONE (B)

Para: 1.

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

Para 3, fifth line to read: As the over-riding authority in the port will remain with the Allied Naval Officer in Charge and/or Port Commandant, etc.....

and AIB : It is recommended that the Captain of the Port should attend the Port Committee Meetings, for that part at least which would affect the working of the civilian section of the port.

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

SECTION ONE (C)

Para: 2, Third sentence, to read: For this purpose the Compagnia Portuale could be the agency employed etc..... 1199

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

.....Para: 4.

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SECTION ONE (c)

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

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

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

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SECTION TWO.

Para : 4 Items iv) and v) delet. and read.... iv).

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

SECTION TWO - Page 4 of draft.

Instead of "Recommendations", read.....
The Committee therefore recommends,

(a) All information reports etc.,..... should be passed through the telecommunication network of the Italian Ministry of Marine.

Enumerate para:2 as (b)

Delete para: 3 and enumerate para:4 as (c)

To read --"All signals other than tabulated signals (i.e. SITREP form signals) should be originated and delivered in the Italian language.

Read para:5 as (d)

Read para 6 as (e) Ministry of Marine should only permit use of their telecommunication network by other Allied Authorities after they are satisfied that all matters in connection with shipping are adequately and efficiently dealt with.

ADD (f) Italian wireless communications should only be employed with the concurrence of Commander in Chief, Mediterranean, and only when other facilities are not available.

Para: 7 read as (g)

SECTION THREE. CARGO DUES.

Declassified E.O. 12958, Section 3.4(b)(NND) No. 785020

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Enumerate para:2 as (b)

Delete para: 3 and enumerate para:4 as (c) To read --"All signals other than tabulated signals (i.e. SITREP form signals) should be originated and delivered in the Italian language.

Read para:5 as (d)

Read para 6 as (e) Ministry of Marine should only permit use of their telecommunication network by other Allied Authorities after they are satisfied that all matters in connection with shipping are adequately and efficiently dealt with.

ADD (f) Italian wireless communications should only be employed with the concurrence of Commander in Chief, Mediterranean, and only when other facilities are not available.

Para: 7 read as (g)

SECTION THREE. CARGO DUES.

Para: 3 to read: The Committee therefore recommend that sanction is granted to the Italian Government to levy dues on all civilian cargo passing through all Italian ports, the income from which should cover the cost of supply, maintenance, and running costs of all tugs, craft, equipment etc. supplied by the Allies or by the Italian Government to the Italian Port Authorities.

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SECTION FOUR.

SALVAGE.

Para: 2. to read : It has been ascertained that subject to the over-riding authority of the salvage requirements of the Commander in Chief, Mediterranean, the Italian Ministry of Marine is responsible for the salvage, in any non-operational port or area, of all Italian vessels other than those required for the use of the Allied Forces.

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

Para: 4, 1st. sentence to read: As no priorities are established or supervision exercised other than that for R.I.N. craft, and that exercised by the Fleet Salvage Officer in the case of craft required for the Allied Forces, the Committee recommend that an authority be set up for the purpose of alloting priorities and deciding how requirements of craft for port working and clearance can be met from salvaged civilian craft. Etc.....

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

ADDITIONS.

SECTION FIVE.

MANNING OF TUGS and LIGHTERS, AND CONTROL OF STEVEDORES.

In the discussion received from the Mediterranean Shipping Board the

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Port Services section of the Office of the Captain of the Port.

Para: 4, 1st. sentence to read: As no priorities are established or supervision exercised other than that for R.I.N. craft, and that exercised by the Fleet Salvage Officer in the case of craft required for the Allied Forces, the Committee recommend that an authority be set up for the purpose of alloting priorities anddeciding how requirements of craft for port working and clearance can be met from salvaged civilian craft. Etc.....

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ADDITIONS.

SECTION FIVE.

MANNING OF TUGS and LIGHTERS, AND CONTROL OF STEVEDORES.

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

2. The recruitment and engagement of all classes of seamen, both seagoing and harbour, comes within the province of the Captain of the Port (see Appendix 1195 under sub-headings "Preparation of vessels for Sea and Clearances" and "Seamen"). The Committee are satisfied that the existing machinery is capable of producing the required numbers to ensure that tugs, lighters etc., are sufficiently and efficiently manned.

3. Within the jurisdiction of the Captain of the Port, through the Port Work Section of his organisation, the Port Labour Office is in fact the controlling authority of the Compagnie Portuale. This latter body comprises the organisation which provides such labour as stevedoring, dock labourers and casual labour within the port.

4. The Committee consider that the powers delegated to the Captain of the Port are such that control can be exercised by him which, if correctly applied, will result in the minimum delay to vessels and the efficient running of the port.

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SECTION SIX.

PORT POLICING AND SECURITY.

1. The matter of adequate Security and Police agencies in returned port areas has been carefully examined by the Committee. Under present legislation since the disbanding of the Fascist "Milizia Portuale" the authority for such duties rests with the Minister of the Interior. Owing to shortage of suitable personnel, and circumstances over which the Minister of Marine has no control, the Committee have reluctantly but unanimously agreed that the present organisation must be reconstructed if any measure of control in this connection is to be achieved. It is to be noted that the Minister of Marine, acting for the common good, has already exceeded his legal powers in assigning in some cases Italian Naval personnel to ports for police duties, in an endeavour to better the present position.

2. After full consideration the Committee are agreed that the appointment should be made of an officer to the staff of the Captain of the Port as Security and Police Officer, responsible to the Captain of the Port for all aspects of guarding, policing, patrolling etc., all areas within his jurisdiction.

3. The Italian members of the Committee are in the fullest agreement with this procedure and have advised the Committee that the Minister for the Interior should assign an Officer of the Carabiniere to each port for such work. The Minister for the Interior should further consider the possibility of constituting a special police force for port work.

4. The Committee consider that this question is of the highest importance, and recommend that every encouragement and assistance is provided by the Allies to the Italian Government in the formation and equipment of these Port Police, in order to reduce the incidents of pilferage and other crime in port areas which today have reached an alarming height.

5. The appointment of the Carabiniere Officer to the staff of the Captains of the Port should take place immediately, and certainly before official control of the returned ports is assumed by the Italian Authorities.

6. In the case of ports coming within Category A (see Section OTE, para: 1.) the full responsibility for Port Policing will be that of the Captain of the Port. In Category B. ports the Captain of the Port will carry the same responsibility but the Allied Authority should retain full Security and Police duties in connection with cargo moving on their account.

Captains of the Port in Category C. should hold the responsibility for policing that area which has been allocated for civilian use. It is not, however, recommended that there should be any general relaxation of the control exercised by the Port Commandant.

7. The Committee consider that official notification should be given

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5. The appointment of the Carabiniere Officer to the staff of the Captains of the Port should take place immediately, and certainly before official control of the returned ports is assumed by the Italian Authorities.

6. In the case of ports coming within Category A (see Section CXE, para: 1.) the full responsibility for Port Policing will be that of the Captain of the Port. In Category B. ports the Captain of the Port will carry the same responsibility but the Allied Authority should retain full Security and Police duties in connection with cargo moving on their account.

Captains of the Port in Category C. should hold the responsibility for policing that area which has been allocated for civilian use. It is not, however, recommended that there should be any general relaxation of the control exercised by the Port Commandant.

7. The Committee consider that official notification should be given to the Italian Government as regards the powers which may be exercised by Italian Police Officers in port areas in dealing with offenders or suspects who are of Allied nationalities.

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SECTION SEVEN.

RESUMPTION OF COMMERCIAL PRACTICE.

1. The re-establishment of normal commercial agencies such as forwarding agents, ship freight and customs brokers, transport agents etc. is considered by the Committee as being highly desirable. Without the war time military organisation for receiving and despatching cargo the governmental machine which will replace such organisation could not fulfil the same functions appertaining to the movement of cargoes.

2. The Committee consider that as Allied Control is withdrawn from any area or ports the widest publicity should be given to the fact that commercial agencies are free to resume their normal business within the ruling limitations of trade.

3. The relaxation of the present security ban on information regarding Italian coastwise ship movements, and the publishing of closing and sailing dates in the press would greatly assist in the free movement of cargo to and from the ports. This and the resumption of commercial practice in Returned Ports will tend to a greater overall efficiency in cargo handling and ship turnround, by reason of the profit motive involved and the financial responsibility resting on the various parties concerned.

ADDITIONAL TO THE OPENING PARAGRAPHS ON PAGE ONE OF INCOMPLETE DRAFT REPORT.

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

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

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

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

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

The Italian Navy Command

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Draft Directive

MEDITERRANEAN SHIPPING BOARD

CAMPBELL COMMITTEE

DRAFT REPORT FOR CONSIDERATION.

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

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

SECTION ONE. PORT ORGANISATION.

(A) Responsible Authority.

1. The initial step which the Committee had to take was to satisfy themselves as to the proper Italian Government authority with which satisfactory discussions and consultations could take place.

2. The Committee examined the organisation by which the Italian Government administered maritime affairs and ports prior to Italy's entry into the war. The ministerial responsibility was then vested in the Ministry of Communications, the executive Division being the Direzione Generale della Marina Mercantile. The Director General of the Merchant Marine was responsible to the Minister of Communications through an Undersecretary of Merchant Marine.

3. At the time of the armistice with Italy in 1943 the responsible Minister was the Minister of Marine, the Undersecretary of Merchant Marine being included in that Ministry.

4. The Committee are informed that it is the intention of the Italian Government to retain the Direction General of the Merchant Marine as well as the Undersecretaryship of the Merchant Marine within the Ministry of Marine.

5. An examination of the organisation which is already in being (see Chart Appendix), as well as the functions of the division [illegible]

Declassified E.O. 11905 Section 3-402/NNDC No. 185020

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SECTION ONE. PORT ORGANISATION.

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3. At the time of the armistice with Italy in 1943 the responsible Minister was the Minister of Marine, the Undersecretary of Merchant Marine being included in that Ministry.

4. The Committee are informed that it is the intention of the Italian Government to retain the Direction General of the Merchant Marine as well as the Undersecretaryship of the Merchant Marine within the Ministry of Marine.

5. An examination of the organisation which is already in being (see Chart Appendix), as well as the functions of the divisions and sections of the Direction General, has shown that there already exists within the Italian Government full working machinery to administer and control those ports which may be released from Allied Military supervision. 1153

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

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

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

.....B

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(B) Classification of Ports.

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

Category A. A port handed back to Italian control in its entirety.

B. Ports classified as civilian, but with an Allied Naval or Military commitment.

C. Naval or Military ports containing a civilian operated area.

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

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

(C) CONTROL OF CRAFT, EQUIPMENT, GEAR, ETC.

1. Under the sections of the Office of the Captain of the Port which control Port Technical Services, the Committee are satisfied that an adequate control

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B. Ports classified as civilian, but with an Allied Naval or Military commitment.

C. Naval or Military ports containing a civilian operated area.

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

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(c) CONTROL OF CRAFT, EQUIPMENT, GEAR, ETC.

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

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

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SECTION TWO. COMMUNICATIONS.

Means of Communication between Ports and the Shipping Authority.

1. The Committee consider that the matter of communications is of paramount importance if an efficient control of ports by the Italian Government is to be achieved.

2. Examination shows that apart from Allied facilities, which are deemed not to be available for the purposes of the Committee's enquiry, four exclusively Italian and independent channels exist and can be developed.

(a) Italian Ports and Telegraph Department (Civil)
(b) Italian State Railways system.
(c) Italian Army network.
(d) Italian Ministry of Marine network.

3. In view of the stringent security control required in information regarding shipping, also the fact that the Ministry of Marine would be the executive Governmental authority dealing with ports and shipping, the network offered by that Authority appears to the Committee to be the correct channel.

4. The Investigations of the Committee show:-

i) The Ministry of Marine network covers all ports which are under examination for control by the Italian Government (See Appendix)

ii) Commander in Chief, Mediterranean has no objection to the use of this network provided all signals are passed in Italian cypher. A cypher suitable for this purposes is already in being and, the Committee understand, has been approved by C in C. Med.

iii) The Communications section of the Ministry of Marine is capable of handling all traffic connected with daily routine reports of port and ship working (SITREPS). The Section is also prepared to accept messages of an approved commercial nature necessary for the economical use of shipping of all types.

iv) The Directorate General of the Merchant Marine has attached to the Staff of the Director General an Executive Officer, part of who duties are to collate routine returns on port and ship working, and all matters pertaining to communications.

v) The establishment of an Intelligence Centre within the Ministry

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(c) Italian Army network.
(d) Italian Ministry of Marine network.

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iii) The Communications section of the Ministry of Marine is capable of handling all traffic connected with daily routine reports of port and ship working (SITREPS). The Section is also prepared to accept messages of an approved commercial nature necessary for the economical use of shipping of all types.

iv) The Directorate General of the Merchant Marine has attached to the Staff of the Director General an Executive Officer, part of who duties are to collate routine returns on port and ship working, and all matters pertaining to communications.

v) The establishment of an Intelligence Centre within the Ministry of Marine to collate daily routine returns and forward them to the Authorities concerned is already under contemplation by the Director General of the Merchant Marine.

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

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

...Recommendations.

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SECTION TWO. COMMUNICATIONS.

Recommendations.

1. All information reports, orders, etc. referring to ports, ships, port working or ship working required to be passed by telecommunication between Returned Ports and Headquarters, either Allied or Italian, and vice versa, should be passed through the network of the Italian Ministry of Marine.

2. All messages passed through this network shall be encyphered in an approved Italian cypher, such approval to be obtained from the Commander in Chief, Mediterranean.

3. An Intelligence Centre shall be created in the Ministry of Marine in Rome which will be responsible for advising the Allied Authorities as to the daily situation in each port under direct Italian control.

4. All signals other than tabulated signals (i.e. SITREP for signals) should be originated and delivered in the Italian language.

5. Signals originating from sources other than Allied or Italian Government offices should be approved by the Capitano di Porto where established, or other Italian Governmental office to be designated by the Ministry of Marine.

6. The Ministry of Marine network shall be restricted to and preserved solely for its present use and that required for the operation and control of Returned Ports and Merchant shipping.

7. The use of Allied signal channels where the subject matter either requires action on the part of the Italian Authorities, or is passed to them for information, should be avoided if such information can be conveyed by means of the Ministry of Marine network.

SECTION THREE

CARGO DUES.

1. In order to obtain the quickest despatch of ocean going vessels and

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Chief, Mediterranean.

3. An Intelligence Centre shall be created in the Ministry of Marine in Rome which will be responsible for advising the Allied Authorities as to the daily situation in each port under direct Italian control.

4. All signals other than tabulated signals (i.e. SITREP for signals) should be originated and delivered in the Italian language.

5. Signals originating from sources other than Allied or Italian Government offices should be approved by the Capitano di Porto where established, or other Italian Governmental office to be designated by the Ministry of Marine.

6. The Ministry of Marine network shall be restricted to and preserved solely for its present use and that required for the operation and control of Returned Ports and Merchant shipping.

7. The use of Allied signal channels where the subject matter either requires action on the part of the Italian Authorities, or is passed to them for information, should be avoided if such information can be conveyed by means of the Ministry of Marine network.

SECTION THREE

CARGO DUES.

1. In order to obtain the quickest despatch of ocean going vessels and coasters, it was clear to the Committee that handling methods would require to be employed which, while achieving the desired result, would be unwarranted from an economic view point. For this reason, and by reason of the fact that harbour craft were being allocated from Allied sources to several of the ports, the Committee are agreed that a revenue should be collected to offset these services. As the receiving or despatching agency is not free to choose the method by which cargo is delivered or despatched, the suggestion that dues should be collected on all civilian cargo passing through all Italian ports, irrespective of whether the cargo involved uses the services for which the dues are collected, has met with the approval of the Committee. The proceeds from these civilian cargo dues would be offset against the cost of the uneconomical service performed, e.g. lighterage, craft towage, crannage etc.

2. The question has been discussed by the Italian Committee members with the appropriate Italian Government Departments, and has met with favourable comment.

3. The Committee therefore recommend that sanction is granted to the Italian Government to levy such dues, the income from which should cover the cost of supply, maintenance and running costs of all tugs, craft, equipment, etc., supplied by the Allies to the Italian Port Authorities.

Declassified E.O. 12065 Section 3-402(3)(5) NND 785020

SECTION FOUR.

SALVAGE.

1. The Committee have examined the question of salvage in so far as it affects clearance of ports and recovery of sunken or damaged harbour craft, tugs and lighters, for use in Returned Ports.

2. It has been ascertained that subject to the over-riding authority of the salvage requirements of the Commander in Chief, Mediterranean, the Italian Ministry of Marine is responsible for the salvage of all Italian vessels other than those required for the use of the Allied Forces in any non-operational port or area.

3. All privately owned craft can only be salved by private salvage companies or individuals under licence granted to the owner by the Divisione Ricuperi of the Italian Ministry of Marine, whose local representation is the Port Technical Services section of the Office of the Captain of the Port.

4. As no priorities are established or supervision exercised other than that exercised by the Fleet Salvage Officer in the case of dredgers, Royal Italian Navy craft, and vessels required for the Allied Forces, the Committee recommend that an Authority be set up for the purpose of alloting priorities and deciding how requirements of craft for port working and clearance can be met from salvaged civilian craft. For this purpose the Authority should include representatives from the Commander in Chief, Mediterranean, Director of Harbour Craft, Transportation Sub-Commission, A.C., and the Italian Ministry of Marine (Divisione Ricuperi). The Authority should confine its activities only to those ports which will revert to Italian control and in those areas which are declared non- operational by the Allies.

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And Leave

MEDITERRANEAN SHIPPING BOARD

Minutes of Meeting of CAMPBELL COMMITTEE in ROME

No.7.

27th April, 1945.

Present:	Mr. Ian D. Campbell	Chairman
	Capt. H.St.J. Butler, U.S.N.	Navy S/C.
	Major G.B. Godfrey	Transportation
	Mr. S. A. Regan	W.S.A.
	Mr. R. Hughes	D.O.W.C.
	Mr. R.M. Panzanella	Ports & Warehouse Div., A.C.
	Lt. Gen. Matteini	Dir.Gen. Italian M.M.
	Capt. F. Ruta	Gen. Staff, R.I.N.
	Dr. Garbioli	Chief of Divisions, Italian M.M.

Minutes of the previous meeting agreed, with the following amendments:

58. Organisation in Ports. Ref.55. Major Godfrey pointed out that the provision of vehicles for dock clearance was accepted by the Port Commandant, with the maximum Italian driven Military vehicles to be used from the Italian port area.

59. Payment of stevedores etc. Ref.56. General Matteini stated that stevedores expenses would not be paid by the Captain of the Port, and the Chairman agreed that in accordance with the MEDBO Stevedoring contract, the ship in the first instance is responsible for the payment of stevedores bills, and all other services would be the responsibility of the Captain of the Port.

60. Regulations in Port. Captain Ruta, during the discussion of the draft report, stated that in some instances ships belonging to the United Nations, but not of the Allied Nations, have not submitted to the general agreements which have been laid down for all ships, and asked to whom application should be made for support in enforcing regulations in the port. Particularly was this the case with Yugoslav ships which were insisting upon remaining independent. It was considered that this was beyond the scope of this Committee, and that the matter should be referred through the Navy Sub-Commission to the Commander-in-Chief, Mediterranean.

61. Repair facilities. Ref.49. The possibility of release of certain repair facilities to be placed at the disposal of the Ministry of Marine for the salvage and repair of sunken craft was considered, and it was felt that as the arena

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Lt. Gen. Matteini — Dir.Gen. Italian M.M.
Capt. F. Ruta — Gen. Staff, R.I.N.
Dr. Gambioli — Chief of Divisions, Italian M.M.

Minutes of the previous meeting agreed, with the following amendments:

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62. Draft Report. Ref. 58. The Committee agreed pages 1 to 5 of the Incomplete Draft Report with the amendments as attached to the minutes of the last meeting.

Further amendments and additions are attached hereto for immediate consideration and report to the Chairman, in order that the completed Report may be tabled at the next meeting of the Committee on Friday next, 4th May.

It was recommended that when the completed Report has been forwarded and discussed by MEDBO, there should be a working Committee in operation to sit in Rome to deal with matters arising from the Report and make recommendations to the Mediterranean Shipping Board. The Committee would be restricted to matters of policy only.

Declassified E.O. 13526 Section 3.3(b)(1)(NND) No. 785020

CAMPBELL COMMITTEE.

AMENDMENTS AND ADDITIONS TO INCOMPLETE DRAFT REPORT

SECTION FIVE.

Para: 2. Delete word "recruitment".

Para: 4. to read

The Committee consider that the powers delegated to the Captain of the Port if correctly applied should result in the minimum delay to vessels and the efficient running of the port, but it is emphasised that in those cases where priority for ships working civilian cargoes is required the Inspector of Port Operations (Ispettore Funzionamento Porti) should apply to the Transportation Sub-Commission, Allied Commission.

SECTION ONE (A)

Para: 6. Third line, after "technical port services" insert "movement of cargoes through the port" etc.....

SECTION SEVEN.

Para: 3. For the word "closing" on 2nd. line, read "arrival".

PREAMBLE.

Para: 5. Third line to read - "exercise control over Italian Naval Command in ports which are returned to Italian Government jurisdiction " etc.....

SECTION THREE.

CARGO DUES

ADD:

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

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

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Para: 6. Third line, after "technical port services" insert "movement of cargoes through the port" etc.....

SECTION SEVEN.

Para: 3. For the word "closing" on 2nd. line, read "arrival".

PREAMBLE.

Para: 5. Third line to read - "exercise control over Italian Naval Command in ports which are returned to Italian Government jurisdiction " etc.....

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SECTION EIGHT.

PORT SANITARY ORGANISATION.

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

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

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

Confidential F.O. 1050 Section 3-AGI/PERS No. 785020

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

I have the honour to be, Sir,

Your obedient Servant,

(LAN D. CAMPBELL)

MEDITERRANEAN SHIPPING BOARD,

CAMPBELL COMMITTEE, ROME.

For the Italian Members:

(CARLO MATTEINI)

DIRECTOR GENERAL OF THE MERCHANT MARINE,

ROYAL (ITALIAN) MINISTRY OF MARINE.

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(IAN D. CAMPBELL)

MEDITERRANEAN SHIPPING BOARD,

CAMPBELL COMMITTEE, ROME.

For the Italian Members:

(CARLO MATTEINI)

DIRECTOR GENERAL OF THE MERCHANT MARINE,

ROYAL (ITALIAN) MINISTRY OF MARINE.

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Declassified E.O. 12065 Section 3-402/NNDC No. 785020

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

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

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

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

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IMMEDIATE ACTION

Ext. 318

HEAD-QUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MJS/eh

762/5/Tn 3

16 April 1945

SUBJECT: Draft Report for Meeting of Campbell Committee

TO : Chairman, Campbell Committee,
c/o MWT, Rome

1. Reference your memorandum of 13 April 1945, it is requested that the following points be incorporated in the draft, if they are not already covered.

a. MEDBO to state what responsibilities, if any, remain with the Allies for ports which have been handed back to Italian Government control.

b. MEDBO to lay down official procedure for notification of ports being transferred from Allied military to Italian Government control.

c. MEDBO to state at a given date which ports have been returned to Italian Government control.

d. Recommendation made to MEDBO that wherever possible in military ports a section be set aside for the handling of civilian cargoes, which will have the maximum permissible and possible Italian organization.

e. Recommendation be made that in military ports the Port Commandant appoint a liaison officer, who will deal with the Italian organization.

f. That it be stressed with the military Port Commandants that the policy is to hand over control of ports as soon as military situation permits to the Italian authorities, and therefore, consonant with military security, etc., maximum liaison is maintained with the appointed Italian authorities from the commencement of operations of military ports.

g. In military ports instructions and forms appertaining to port and ship working should be printed in Italian as well as English.

h. The system of passing information on port working, which has been established by the Ministry of Marine, be extended as and when necessary for other ports handed back to the Italian Government authorities.

i. Recommendations be made to MEDBO regarding the system for payment of dues and ships' disbursements for ports controlled by the Italian Government.

j. Procedure established whereby, when ports are transferred from Allied military to Italian Government control, sufficient gear is left by the outgoing Allied military authorities to cope with the anticipated shipping

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program, which will be handled by the Italian authorities.

k. That repair facilities be made available for Italian small craft, tugs, etc., necessary for handling the anticipated shipping program into Italian controlled ports, and official channel defined by which Italian organizations allocated the responsibility of maintenance and repair of such craft can obtain the necessary repair materials.

For the Director:

M. J. BIELF, Colonel

cc: Port & Warehouse Div., Tn S/C, AC
Navy Sub-Commission, AC
MBA, Rome
Lt. Marena for Italian members.

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

PROPOSED SCHEDULE OF COASTWISE LINER SAILING

	Carrying about.....d.w. tons		Itinerary	Expect of round
(a)	2.200	Salt/Pyrites	Cagliari/Civitavecchia/Portiglione Cagliari	
(b)	750	General	Cagliari/Leghorn or Piombino/ Portiglione/Cagliari	
(c)	5.400	Wine & Citrus Pyrites	Catania and/or Syracusa/C. Vecchia/Portiglione/Sicily	
(d)	2.660	Wine & Citrus Pyrites	Catania and/or Syracuse/C. Vecchia/Portiglione/Sicily	
(e)	2.200	Gen. Cargo	Gallipoli/Messina or Reggio/ Naples or Civitavecchia/ Portiglione/Crotone.	
(f)	1.000	Gen. Cargo	Ancona one Heel port/ Manfredonia one Heel port.	
(g)	3.800	Wine & Pyrites	Brindisi/Civitavecchia/ Portiglione/Barletta.	
(h)	1.400	Wine and Pyrites	Rinosto and Catania/Naples/ Leghorn or Piombino/ Portiglione/Sicily	
(j)	1.080	Wine/Stores/General	Marsala/Trapani/C.Vecchia Portiglione/Sicily	
(k)	7.740	(2 vessels)	Regular Service Palermo/ T.Annunziata/Cagliari and viceversa	
(l)	1.800		Trasport cattle Sardinia/C.Vecchia 4 voyages monthly.	

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Declassified E.O. 12065 Section 3-402/NNDC NO. 725020

PROPOSED SCHEDULE OF COASTWISE LINER SAILING /bm.

...g ...d.w. tons	Itinerary	Expected duration of round voyage	Estimated cargo lift available per month .
	Cagliari/Civitavecchia/Portiglione Cagliari	30	
	Cagliari/Leghorn or Piombino/ Portiglione/Cagliari	30	
	Catania and/or Syracusa/C. Vecchia/Portiglione/Sicily	55	
	Catania and/or Syracuse/C. Vecchia/Portiglione/Sicily	51	
	Gallipoli/Messina or Reggio/ Naples or Civitavecchia/ Portiglione/Crotone.	24	
	Ancona one Heel port/ Manfredonia one Heel port.	24	
	Brindisi/Civitavecchia/ Portiglione/Barletta.	54	
...s	Rinosto and Catania/Naples/ Leghorn or Piombino/ Portiglione/Sicily	43	
...eral	Marsala/Trapani/C.Vecchia Portiglione/Sicily	30	
	Regular Service Palermo/ T.Annunziata/Cagliari and viceversa	-	
	Trasport cattle Sardinia/C.Vecchia 4 voyages monthly.		

MEDITERRANEAN SHIPPING BOARD.

No.5. Minutes of Meeting of CAMPBELL COMMITTEE in ROME

13th April, 1945.

Present:	Mr. Ian D. Campbell	Chairman
	Colonel M. J. Sieff	Transportation S/C.
	Captain H.St.J. Butler, U.S.N.	Navy S/C.
	Lt. Cdr. G. Young, R.N.~~V~~R	D.F.S.O.
	Lt. Cdr. E.C. Davies, R.N.V.R.	Navy S/C.
	Major G.R.Godfrey	Transportation S/C.
	Mr. S. Regan	W.S.A.
	Mr. R. Hughes	M.C.H.C.
	Mr. R. M. Bazzanella	Ports & Warehouses Div.
	Lt. Gen. Matteini	Dir. Gen. Italian M.M.
	Capt. F. Ruta	Gen. Staff, R.I.N.
	Dr. Gambioli	Chief of Divisions, M.M.
	Colonel Gazzo.	Salvage, R.I.N.

The minutes of the previous meeting were taken as read, with the following amendments :

Item 30. Mr. Hughes stated that C in C. Med. had not in fact approved the memorandum put forward on the salvage of Italian small craft - the memorandum had merely been put forward for consideration. Lt. Cdr. Young pointed out that Lt. Cdr. Davies had not been appointed Salvage Liaison Officer, and such appointment would come from C in C. Med. Captain Butler said that Lt.Cdr. Davies had been appointed to act as Salvage Officer for FOTALI temporarily until such time as a permanent officer was appointed, and it was agreed that Lt. Cdr. Davies should act in the capacity of Liaison Officer for salvage matters in the meantime.

Item 30, para:4. Delete second line from words "this Sub-Committee ..to Fleet Salvage Officer" and read "it was felt that the new Sub-Committee would assist in co-ordinating etc...."

36. Definition of areas. Ref.33. Captain Butler said he was still without the information required, and the Chairman suggested that in order to press this matter this Committee should draw up a list of ports which it considered might be released to Italian control and submit to MEDBO for consideration. This was agreed. ACTION: Chairman, Col.Sieff, Cpt.Butler.

37. Stevedores gear. Mr. Regan asked if the gear and equipment at present being imported from U.S.A. under the auspices of W.S.A. could be issued to W.S.A./M.W.T. agents in the ports. These agents would be held responsible for the custody and maintenance of the gear and would hand over the gear on loan to the stevedoring companies as required. Mr. Regan instanced the gear supplied to Civitavecchia, of which a quantity had disappeared and that remaining was not in good condition. He further considered that the issue to W.S.A/M.W.T. agents would ensure care being taken of the gear and an equal issue to stevedores. The Chairman stated that difficulty might arise [illegible] agents in each port, and asked whether W.S.A.

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38. Minca barges. It was pointed out by Mr. Regan that some of the 20 minca barges allocated to Civitavecchia had required repairs and alterations to fit them for work in the port. Some dubiety as to who would reimburse the local authorities for the costs of this work had arisen and in particular as to how these authorities would be reimbursed in the event of these barges being re-allocated to another port.

Mr. Hughes stated that his section had been pressing London on the general question of the allocation of Allied harbour craft to Italian ports, but that he considered that the provision of the 20 minca barges to Civitavecchia could be taken as a definite allocation and that they would

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38 Cont: remain in that port. Col. Sieff drew the Committee's attention to the fact that if there was an operational military necessity these barges would be removed.

It was agreed that while there appeared no difficulty with the particular allocation of mincas to Civitavecchia the Committee should consider any case where craft were allocated on a "staging" basis with a view to clarifying the position of repair or maintenance costs as far as the local authorities are implicated.

39. Payment of tugs, lighters etc. Ref. 29. Gen. Matteini reported that he had discussed the question of a levy of dues on civilian cargo to achieve an income to pay for craft tugs, lighters etc. with the Ministry of Finance. The question had received a favourable reply and details were at present being worked out by the Italian Government.

Gen. Matteini said that these tugs and barges would be allocated to the Compagnia Portuale for operation and allocation, and if this was agreeable to the Committee detailed tariff rates would be arranged by the Italian authorities for approval. In answering the Chairman Gen. Matteini confirmed that the Compagnia Portuale would, in addition to their duties of allocation and controlling barges, be responsible to the Captain of the Port for their maintenance and condition.

On the question of ship tugs, Gen. Matteini stated that he was of the opinion that if the proposed dues were to cover the payment for the cost of the above it would result in demands for ship tugs which were unnecessary and wasteful. The meeting concurred with this view and the Chairman referred to the earlier decision of the Committee (see Min.3. of 15th March) when it was agreed to recommend that services to the ship should be signed for as a service and that it was not the intention of the cargo dues to cover such services.

40. Security. Ref.27, last para: General Matteini reported that as a tentative arrangement the Ministry of Marine had agreed with the Ministry for the Interior to have an Officer of the Carabiniere assigned to each Captain of the Port, to be responsible to him for Port Security. They were also discussing the possibility of constituting a special police force for port work. It was felt that much of the looseness of control lay in the fact that neither the Ministry of Marine nor the Ministry of the Interior was willing to accept full responsibility. It was recommended that the importance of this matter be stressed and that arrangements should be made which placed the responsibility for port security on the Captain of the Port.

Mr. Bazzanella considered that the port patrol when firmly established would be sufficient to cover the guard on warehouses and stores, and asked that Ports & Warehouse Division be officially advised when an officer is appointed.

41. Withdrawal of A.C. Officers from ports. Colonel Sieff reported that a [illegible] had been held to consider the possibility of withdrawing Allied

Declassified E.O. 12065 Section 3-402/NNSC No. 785020

agreeable to the Committee [illegible]. Italian authorities for approval. In answering the Chairman Gen. Matteini confirmed that the Compagnia Portuale would, in addition to their duties of allocation and controlling barges, be responsible to the Captain of the Port for their maintenance and condition.

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40. Security. Ref.27, last para: General Matteini reported that as a tentative arrangement the Ministry of Marine had agreed with the Ministry for the Interior to have an Officer of the Carabiniere assigned to each Captain of the Port, to be responsible to him for Port Security. They were also discussing the possibility of constituting a special police force for port work. It was felt that much of the looseness of control lay in the fact that neither the Ministry of Marine nor the Ministry of the Interior was willing to accept full responsibility. It was recommended that the importance of this matter be stressed and that arrangements should be made which placed the responsibility for port security on the Captain of the Port.

Mr. Bazzanella considered that the port patrol when firmly established would be sufficient to cover the guard on warehouses and stores, and asked that Ports & Warehouse Division be officially advised when an officer is appointed.

41. Withdrawal of A.C. Officers from ports. Colonel Sieff reported that a meeting had been held to consider the possibility of withdrawing Allied Commission Liaison Officers from ports, this being due to the shortage of port representatives to cover the impending expansion in the North. He asked whether it would be possible for MWT/MA representatives to fill the gap, or whether the work could be handled by the Italian authorities. He said that hitherto the opinion was that Italian port liaison officers had not been entirely satisfactory. Gen. Matteini considered that the personal element had crept into this opinion and after discussion Colonel Sieff said he would be willing to experiment - he would withdraw the A.C. Port Liaison Officer from Fiumicino and his duties would be taken over by a new officer to be nominated by the Ministry of Marine. It was suggested that the A.C. officer remains for a time to work with the Italian nominee in order that the latter may fully understand the duties he is to perform and that the working of the port should maintain a high state of efficiency. The Chairman said that the Shipping Authorities could not allow any alteration in the machinery which would lessen the rate of imports, or cause delay in ship turnround, and Shipping Authority representatives would remain where necessary to achieve this position.

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42. Railway wagons. Colonel Sieff stated that in view of operations in the North the Rome area was likely to suffer from a shortage of railway wagons, and stressed that everything possible should be done to get the Fiumicino/Tiber canal into use. It was stated that arrangements for dredging were going ahead and it was hoped that the canal would be put into use in the very near future.

43. Supply of gear. Colonel Sieff stated that equipment such as tugs and cranes had been obtained from Allied Military sources, on loan, and in view of forthcoming commitments A.F.H.Q. had requested Transportation S/C. to examine the possibilities of releasing tugs and cranes in the immediate future from Italian sources. The Chairman suggested that this should be discussed under two headings, (a) land equipment and (b) craft.

As regards (a) General Matteini stated that there was no production of cranes in Italy and it would be a matter of transferring from port to port if any were withdrawn. Colonel Sieff suggested that there were cranes for the local building trades not now in use, and Gen. Matteini said he would approach the Ministry of Industry & Commerce with a view to Ministry of Marine requisitioning. The Chairman asked that this be treated as a matter of urgency.

ACTION: Gen.Matteini.

Capt. Butler said there were a number of gantry cranes at Tosi's Dockyard, Taranto, on the building berths, and as new building was stopped possibly these could be taken to assist Bari over the recent disaster.

Lt. Cdr. Young reported that cranes, thrown into the sea by retreating Germans, had been located at Pozzuoli. Col. Gazzo said that work was already progressing on the recovery of these cranes, and the Ministry of Marine would make enquiries into the possibility of further developing this source of supply.

As regards (b) D.C.H.C. could possibly find the tugs, but Mr. Hughes asked which Italian department would be responsible for control and co-ordination of requirements. Capt. Ruta said that there were no privately owned ship tugs, but those requisitioned by R.I.N. could be moved provided authority is given by the appropriate body. Military requisition for craft tugs which were required to be moved to another port was therefore seen to be the solution to this point.

44. Communications. Ref.28. Major Godfrey reported the efficient despatch of SITREP signals from 30 ports through Ministry of Marine network, and asked that a vote of thanks be given. This was agreed unanimously.

45. Small craft. Mr. Hughes asked whether the Ministry of Marine could register all un-requisitioned harbour craft, and any de-requisitioned craft added to the register. Gen. Matteini asked for a limitation of tonnage and the Chairman suggested that this be discussed between DCHC and Ministry of Marine.

Mr. Hughes asked whether working reports showing tonnages handled etc. on craft could be furnished. Gen. Matteini thought that this was possible and here again it was left to DCHC to work out details with the Ministry of Marine.

46. Salvage. Ref. 30. Lt. Cdr. Young, Deputy F.S.C., drew the attention of the meeting to the amendments he considered necessary to the Memorandum of the Director of Harbour Craft on the salvage of Italian small craft discussed at the last meeting. He pointed out, for instance, in Item 2 of the memorandum, the

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ACTION: Gen.Matteini.

Capt. Butler said there were a number of gantry cranes at Tosi's Dockyard, Taranto, on the building berths, and as new building was stopped possibly these could be taken to assist Bari over the recent disaster.

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Mr. Hughes also asked whether working reports showing tonnages handled etc. on craft could be furnished. Gen. Matteini thought that this was possible and here again it was left to DCHC to work out details with the Ministry of Marine.

46. Salvage. Ref. 30. Lt. Cdr. Young, Deputy F.S.O., drew the attention of the meeting to the amendments he considered necessary to the memorandum of the Director of Harbour Craft on the salvage of Italian small craft discussed at the last meeting. He pointed out, for instance, in Item 2 of the memorandum, the Ministry of Marine, when an area or port has been handed over to Italians, compile a list of vessels found sunk and which they intend to salvage. The list should be submitted through the Navy S/C. to C in C. Med., and from this the salvage of craft necessary to the Allies, such as dredgers, is taken over by the British Navy Salvage organisation. The C in C. Med. is not interested in the salvage of the remaining craft, which is entirely a matter for the Italian Ministry of Marine. The Ministry of Marine is responsible for the salvage of all Italian craft other than those required by Allied Authorities in a non-operational area or port.

Lt.Cdr. Young suggested that item 5 be deleted because the R.I.N. salvage is part of the Ministry of Marine organisation, and is inclined to be confused with an organisation under Col. Spinelli who is in charge of a salvage group which works entirely under the direction of Fleet Salvage Officer, Mediterranean.

Item No.7. of memo to be deleted and new paragraph inserted.

It was therefore agreed that the D.C.H.C memorandum on salvage of Italian small craft dated 5th April be cancelled and substituted by a new memorandum attached.

Lt. Cdr. Young advised that the Salvage Committee, Western Med., will hold its first meeting on 24th April, and recommended that the Sub-Committee take over where C in C. Med. Salvage leaves off in the control of Italian salvage.

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46. Cont'd He also stated that the appointment of a Salvage Liaison Officer to FOTALI will be made in about ten day's time.

Col. Gazzo presented a list of salvage firms showing the work they were at present engaged in, and this was passed to D.C.M.C.

47. Port organisation. Ref. 32. Gen. Matteini produced up to date charts showing the organisation of the Capitano di Porto and the full Ministry of Marine organisation, which the Chairman undertook to have translated and circulated in due course.

48. Port Sanitary Authority. The Chairman referred to correspondence from the Public Health Sub-Commission of A.C. with A.F.H.Q. regarding the re-instatement of Italian Sanitary Authorities. Gen. Matteini said that this matter came under the Captain of the Port technical services, and he undertook to look into the question.

49. Repair facilities. The Chairman referred to a press notice regarding the re-commencement of 150 small ship repair yards, employing 3,000 men, for the use by Italian authorities for ship repairs. There had always been a pressing demand for increased repair facilities, and the Chairman asked what was required in addition to those quoted in the article.

Colonel Sieff asked how repair materials were obtained, and considered that there was a genuine case for requisition by A.C. on Allied resources. General Matteini undertook to look into this question.

50. Draft Report. The Chairman stated that he proposed to table a draft report for consideration at the next meeting, and asked that if members had any points they wished to be included these should reach the Secretary not later than Tuesday morning next. The Chairman requested that if necessary, after discussion of the report, daily meetings be held in order that the report could be finalised and the Committee's recommendations forwarded to the Mediterranean Shipping Board.

Next meeting 10.00 hrs. Friday 20th April, Main Conference Room, H.Q., A.C.

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AMENDED MEMORANDUM.

ALLIED FORCE HEADQUARTERS
Office of Director of Harbour Craft
Western Mediterranean.

12th April, 1945.

To: Chairman, Campbell Committee, MEDBO.

Subject: Salvage of Italian Small Craft.

1. Commander in Chief, Mediterranean is responsible for all salvage in the Mediterranean.

2. The Italian Ministry of Marine is responsible for the salvage of all Italian craft other than those required for the use of the Allied Forces in any non-operational port or area.

3. C in C. Med. will shortly appoint a Salvage Liaison Officer to be attached to FOTALI Rome or Navy Sub-Commission who will be his representative on salvage matters.

4. The salvage branch of the Italian Ministry of Marine is the Divisione Ricuperi who supervise all salvage in territory under the jurisdiction of the Italian Government.

5. Colonel Spinelli has been appointed as R.I.N. Salvage Officer Liaison by the Commander in Chief, Mediterranean. He is in charge of an Italian group which works entirely under the direction of the Fleet Salvage Officer, Mediterranean.

6. All privately owner craft is salvaged by private salvage companies or individuals under licence granted to the owner of the craft upon application to Divisione Ricuperi.

7. In practice the Italian Ministry of Marine submit lists of vessels found in any non-operational area to C in C. Med. The salvage of any craft not required for the use of the Allied Forces then becomes the responsibility of the Italian Ministry of Marine.

8. It would seem it is left to the owner of the craft other than those still required by Fleet Salvage Officer such as dredgers, and R.I.N. craft, to make applications for salvage. It is not clear if priorities are established or what supervision is exercised.

RECOMMENDATIONS.

1. That Divisione Ricuperi prepare a list of all salvageable small craft,

11/9

Declassified E.O. 12065 Section 3-402/NND No. 785020

Italian craft other than those required for the use of the Allied Forces in any non-operational port or area.

3. C in C. Med. will shortly appoint a Salvage Liaison Officer to be attached to FOTALI Rome or Navy Sub-Comdission who will be his representative on salvage matters.

4. The salvage branch of the Italian Ministry of Marine is the Divisione Ricuperi who supervise all salvage in territory under the jurisdiction of the Italian Government.

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8. It would seem it is left to the owner of the craft other than those still required by Fleet Salvage Officer such as dredgers, and R.I.N. craft, to make applications for salvage. It is not clear if priorities are established or what supervision is exercised.

RECOMMENDATIONS.

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i. That Divisione Ricuperi prepare a list of all salvageable small craft, details of licences issued and progress of work.

ii. Salvage Liaison Officer, Director of Harbour Craft, Transportation Sub-Commission and Divisione Ricuperi representatives meet as soon as possible to decide how the salvage of craft required for the agreed programme can be accelerated, and hold regular meetings thereafter.

iii. An Officer now on Navy Sub-Commission act as Salvage Liaison Officer representative until the arrival of the latter.

iv. Fleet Salvage Officer's view is that the suggested Sub-Committee would fulfil a useful function in controlling salvage of Italian craft not required by the Allied Forces (see 7. above).

v. Fleet Salvage Officer concurs with recommendation that the Salvage Officer on FOTALI's staff attend these meetings in order to co-ordinate the resources used for salvage generally.

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

MEDITTERANEAN SHIPPING BOARD.

HG., A.C.

CAMPBELL COMMITTEE.

15th April, 1945.

With reference to the Chairman's proposal at today's meeting to table a draft report at the next meeting of the Campbell Committee; will any members wishing to incorporate any points in this draft please forward them to the Secretary not later than Tuesday next the 17th(mid-day).

A. P. Rucks
SECRETARY
CAMPBELL COMMITTEE.

Dist: Navy Sub/Commission, A.C.
Transportation Sub-Commission, A.C.
W.S.A.
Ports & Warehouse Division, A.C.
D.C.H.C.
Lt. Marena for Italian members.

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

Wt. 22313/D7997. 1200M. 10.42. C. R. & S. Ltd.

NAVAL MESSAGE.

S 1320.
(ESTABLISHED OCTOBER, 1935.)

C IN C MED
TO:

ADMIRALTY
FROM: 202224 MARCH

CONFIDENTIAL.

In accordance with your instructions Assistant Fleet Salvage Officer has reported to Admiralty and Ministry of War Transport on the Committee which is being set up to determine priorities on non-operational salvage in the Western Med. Both Departments concur in Establishment of such a Committee.

2. Consideration has been given to powers which should be delegated (i) MAY report that their Representative cannot (R) not be authorised to place contracts for salvage or sale of British controlled merchant ships or cargoes. Proposals should be referred by him to London. If contracts for salvage are on "NO CURE-NO PAY" basis no material delay will be involved. Ministry will obtain concurrence of such private interests as are concerned.

(2) With regard to ex-enemy vessels, contracts for salvage may be made locally in circumstances of urgency but normally proposals should be referred to Admiralty (Admiralty letter of 4th Oct 44. S 835/44 refers)

3. Provided salvage is essential in the interests of the War effort and it is quite impossible to persuade salvors to contract for payment in Lire Salvage contract may be made on a barter principle - i.e. contractors to salve X vessels on condition that when that has been done one becomes their own property but Allied Commissions concurrence should be sought beforehand. Request that any such contracts be reported immediately to the Admiralty. Normally ratio of not (R) not more than 25 (R) 25 per cent to salvor should be maintained as maximum these arrangements will relate only to small ex-enemy craft. There is no question of transferring ownership of any large vessel by either sale or barter.

4. As to the sale of ex-enemy vessels the Admiralty Marshall has agreed that you should act for him in assessing the values of ships seized in prize and that contracts for sale may be negotiated subject to authorisation of sale by the prize court on the understanding that the Marshals substitute will certify that the price was the best obtainable at present sales cannot (R) not be made except in exchange for sterling, or promise by the Italian Government to pay sterling. Sales for Lira would not (R) not be approved. Private Italian interests will not (R) not possess any sterling except enemy loot which would not (R) not be acceptable . If any offers of gold sterling or currencies other than Lira should be received from such interests they should be immediately reported to the Allied Commission.

11.7

5. Where badly damaged ex-enemy craft of no intrinsic value require to be removed to allow full use of port facilities the Authorities carrying out the work may be allowed to recompense themselves from the values of the arisings.

6. Procedure referred to in Para 3 and 5 is permissible ~~before~~ only before (R) before any of the craft concerned have been sieged in prize.

= 202224 A MARCH.

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DIST: 0-13,15, 17, 21, 22, 31, 42, 54, 70-72 76, 87.
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Declassified E.O. 12065 Section 3-402/NNDC No. 785020

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S. 1320b.
(Established—October, 1935)

O ZZH O HMD;

NAVAL MESSAGE.

222240 FROM:

TO:

CONFIDENTIAL

My 202224 A MARCH concerning Committee on non - operational Salvage priorities in Western Med. Para 3 sentence should read " but Allied Commission concurrence should be sought beforehand" amend to read "but Allied Commissions covering concurrence should be sought".

232340 A MARCH

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REF, Salvage in Western Med.

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MEDITERRANEAN SEALINE BOARD.

No.4. Minutes of Meeting of CAMPBELL COMMITTEE in ROME

6th April 1945.

Present:	Mr. Ian D. Campbell.	Chairman
	Lt. Col. J.A. Balfour.	Transportation S/C.
	Capt. H.St.J. Butler, U.S.N.	Navy S/C.
	Mr. C. Kalloch.	U.S.A.
	Mr. S. Regan.	U.S.A.
	Mr. A. Hughes.	D.O.H.C.
	Mr. J. Hurley.	Port & Warehouse Div.A.C.
	Capt. F. Ruta.	Gen. Staff, R.I.N.
	Col. Cezzo.	Salvage, R.I.N.
	Dr. Gambioli.	Chief of Divisions, M.M.

27. Organisation in ports. Ref.23. The Chairman reported that the meeting of the sub-committee to discuss the organisation in the apparent three categories of ports had been held and the following conclusions were arrived at :

Categories: a) Ports handed back in their entirety to Italian control (e.g. Civitavecchia)

b) Ports classified as civilian but with Allied Military commitment.

c) Ports classified as Military but containing a civilian operated area.

It was considered that category (a) ports presented no new difficulties. In category (b) the meeting considered that the Capitano di Porto should resume full responsibility and control, and work in close conjunction with the Allied Senior Movement Officer. Allied Military traffic should be handled by the Italian Port Authority in accordance with the wishes of the Senior Movement Officer. The control of lighters, tugs etc., should be the responsibility of the Capitano di Porto.

Ports within category (c) were considered, taking the port of Naples as a basis, where it is proposed that 3/4 berths are allocated exclusively for civilian work.

The meeting considered that it will be necessary for the Capitano di Porto to have a full organisation which can gradually take over as further berths or areas are released by the Military authorities.

As the over-riding authority for the working of the port will remain with the Port Commandant, and ship movements within the port will continue to be governed by the Allied authority, it was agreed that the Capitano di Porto should bear the same relationship to the Port Commandant as a Port Sub-Area Commander. By this means barge traffic and dock clearance will continue to be co-ordinated by the Water Division and Transportation respectively.

On the question of Customs control of the civilian area to be allotted,

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Declassified E.O. 12065 Section 3-402/NNDC No. 785020

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On the question of Customs control of the civilian areas to be allotted, it was agreed that whatever arrangements are made by the Capitano di Porto for guards and policing, the Port Commandant should also retain his Port Security and Port Police in the area.

For the movement of civilian cargo the Allied Commission Officers concerned should work with the Capitano di Porto.

The Committee agreed that the above findings be put forward as a recommendation.

Later in the meeting Mr. Kelloch asked when ports are combined whether there would be any dividing barrier between the civil and military areas. Lt. Col. Balfour said that at present the Army were prepared to hand back berths as they became available, but the Chairman pointed out that these would develop into areas eventually and considered that they should be wired off. This raised the problem as in Civitavecchia of military personnel being subject to civilian control, and while the normal arrangement for Security and Policing of ports are under the supervision of the Ministry of the Interior the allocation of personnel was insufficient. The Italian Government had been pressed to allocate extra guards, but as the Capitano di Porto has no direct

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responsibility over such matters Captain Butler felt that it should be seriously considered whether Royal Italian Navy personnel be brought in as military guards, because it was evident that Allied vessels would be using the ports even for some time after the cessation of hostilities. Captain Buta said that this was already being done in a limited way, and the R.I.N. were prepared and willing to give more help if the Allied Authorities would make a recommendation. Dr. Cambioli undertook to look into the problem and see whether he could make any proposals, and in the meantime it was agreed that the recommendation should go forward.

On the question of guards for warehouses and stores, Mr. Hurley said he would take up the matter with Mr. Bonacchia, and hoped to report at the next meeting.

28. Communications. Ref. 19. Captain Buta stated that instructions have been given for signals to be sent through the Ministry of Marine network, but asked that in the case of Sardinia permission be given for the use of wireless as a subsidiary means should the telecommunications break down. Captain Butler thought that this would be possible provided the Navy Sub-Commission receive notification of such intention and that this method was used for SITREP signals only.

29. Payments of tugs, lighters etc. Ref. 25. Mr. Hughes said that no further progress had been made on the question of general policy, and thought this would take some time. He did not, however, think that the discussions on dues to be levied need be held up, because at the moment as far as he was concerned there were only the barges on loan from U.S.F.T. involved. Captain Buta reported that Gen. Pattorini was holding a meeting tomorrow (Saturday) with the Ministry of Finance to discuss in detail a report which had already been drafted. He agreed with the Chairman's remarks that a blanket figure would be put in to cover the barges etc. on loan.

30. Salvage. Ref. 24. Mr. Hughes pointed out that minute 24, in his opinion, should be divided into three items, i.e. rehabilitation of craft, repairs and salvage.

Referring to the first paragraph he considered that the question of salvage or repairs should be formulated through the Ministry of Marine to the appropriate body at A.F.H.Q., instead of through the Port Control Committee. This was agreed.

Para: 5. Mr. Hughes stated that discussions had been held by the interested parties, and as a result the attached memorandum had been drawn up on the salvage of Italian small craft. Captain Butler stated that Lt. Cdr. Davis had been appointed as the Salvage Liaison Officer, and in view of the importance of salvage, whether for rehabilitation of craft or for port clearance, the recommendation that a Sub-Committee be set up to accelerate the work was agreed.

It was appreciated that there would now be three Committees working on salvage problems, but this Sub-Committee now suggested had received the approval of General Wilson, C.-in-C. Mediterranean and the Flag Salvage Officer,

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given for signals to be sent through the Embassy of each country, but that in the case of Sardinia permission be given for the use of wireless as a subsidiary means should the telecommunications break down. Captain Butler thought that this would be possible provided the Navy Sub-Commission received notification of such intention and that this method was used for SECRET signals only.

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It was appreciated that there would now be three Committees working on salvage problems, but this Sub-Committee now suggested had received the approval of Commander in Chief, Mediterranean and the Fleet Salvage Officer, and it was felt that it would assist in co-ordinating the work of the other two committees, namely C in C. Med. Salvage Committee and the Inter-Ministerial Committee set up at the request of the Chief Commissioner to handle the salvage problems of the Allied Commission.

In referring to the memorandum the Chairman stated that the doubtful point was the question of allocation of priorities and supervision of salvage operations. Col. Grazo pointed out that the Inter-Ministerial Salvage Committee under the Ministry of Marine had been given the power to allocate priorities. Lt. Col. Balfour, however, considered that the establishment of priorities was un-co-ordinated, and instanced the case of the shearlegs which had been removed from Piombino where it was doing essential recovery work for coastwise traffic, to Civitavecchia, without consultation with the Allied Commission. Transportation Sub/Commission were of the opinion that this equipment would be more useful at Piombino.

The Chairman felt that although so far as this Committee was concerned the interest lay more with the ports and port equipment than with the general salvage question, the Sub-Committee now recommended should co-ordinate priorities.

Dredgers....

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30 Cont: Dredgers. Item 24, para:4. Mr. Hughes stated that the Fleet Salvage Officer in Oxercised about dredgers and he had requested that any questions in that direction should go direct to him, It was agreed that the Salvage Liaison Officer would keep F.S.O. advised on these craft.

Captain Ruta presented an additional list of small craft for salvage. This had not been considered by the Inter-Ministorial Committee, and was handed to D.O.M.C. for the Salvage Liaison Officer to examine in detail.

31. Handing over of ports (Instructions). Referring to Minute 14, the Chairman asked whether any progress had been made regarding the instructions already issued. Captain Ruta named a further instance whereby NOIC Cagliari had received instructions direct from C in C. Med., and he again asked if all instructions to Italian NOICs could be sent through the Ministry of Marine. Captain Butler did not think this was possible in every case but he undertook to have a copy of any instruction issued forwarded to the Ministry of Marine for information.

32. Port organisation. Ref.26. The Chairman asked that a chart be drawn up showing the ramifications of the Captain of the Port organisation, and Captain Butler suggested that the duties of the Captain of the Port and NOIC be clearly shown. Dr. Cambioli undertook to do this.

33. Definition of areas. Ref.22. Captain Butler said he was still without this information but he had received a letter stating that the matter was being taken up with the various Military commissions and would be furnished as soon as possible.

34. Compensation. Salvage - item 28. Mr. Hughes again raised the question as to whether, in the case of private owners raising craft and the craft requisitioned, any compensation would be paid and by whom. Col. Cenzo replied in the negative, but it was considered that some inducement must be made and the Chairman felt that this matter should be thrashed out by the Salvage Committee just formed.

35. Port instructions. Mr. Hurley asked the possibility of all orders and forms for the port being translated into Italian, and it was agreed that as in the case of signals and communications, such orders would be in Italian.

Next meeting to be held on Friday next, 13th April,

at 1000 hrs. in Main Conference Room, H.Q., A.C.

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[illegible] advised on these charts.

Captain Ruta presented an additional list of small craft for salvage. This had not been considered by the Inter-Ministerial Committee, and was handed to D.O.,N.C. for the Salvage Liaison Officer to examine in detail.

31. Handing over of ports (Instructions). Referring to Minute 14, the Chairman asked whether any progress had been made regarding the instructions already issued. Captain Ruta named a further instance whereby NOIC Cagliari had received instructions direct from C in C. Med., and he again asked if all instructions to Italian NOICs could be sent through the Ministry of Marine. Captain Butler did not think this was possible in every case but he undertook to have a copy of any instruction issued forwarded to the Ministry of Marine for information.

32. Port organisation. Ref.26. The Chairman asked that a chart be drawn up showing the ramifications of the Captain of the Port organisation, and Captain Butler suggested that the duties of the Captain of the Port and NOIC be clearly shown. Dr. Cambioli undertook to do this.

33. Definition of areas. Ref.22. Captain Butler said he was still without this information but he had received a letter stating that the matter was being taken up with the various Military commissions and would be furnished as soon as possible.

34. Compensation. Salvage - item 24. Mr. Hughes again raised the question as to whether, in the case of private owners raising craft and the craft requisitioned, any compensation would be paid and by whom. Col. Cazzo replied in the negative, but it was considered that some inducement must be made and the Chairman felt that this matter should be thrashed out by the Salvage Committee just formed.

35. Port instructions. Mr. Murley asked the possibility of all orders and forms for the port being translated into Italian, and it was agreed that as in the case of signals and communications, such orders would be in Italian.

Next meeting to be held on Friday next, 13th April,

at 1000 hrs. in Main Conference Room, M.[illegible]., A.C.

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ALLIED FORCE HEADQUARTERS

Office of Director of Harbour Craft.

Western Mediterranean

5th April 1945.

Memorandum to CHAIRMAN, CAMPBELL COMMITTEE, MEDBO.

SALVAGE OF ITALIAN SMALL CRAFT.

1. Commander in Chief, Mediterranean is responsible for all salvage in the Mediterranean.

2. The Italian Ministry of Marine works under the direction of the Fleet Salvage Officer of C in C. Med., in the salvage of Italian small craft.

3. C in C. Med. will shortly appoint a Salvage Liaison Officer to be attached to FOMAT Rome or Navy Sub-Commission who will be his representative on salvage matters.

4. The salvage branch of the Italian Ministry of Marine is the Divisione Ricuperi who supervise all salvage in territory under the jurisdiction of the Italian Government.

5. When Royal Italian Navy undertake salvage under instructions of Fleet Salvage Officer they use R.I.N. equipment. When the craft is R.I.N. owned or requisitioned they either use R.I.N. equipment or contract with a private salvage company.

6. All privately owned craft is salvaged by private salvage companies or individuals under licence granted to the owner of the craft upon application to Divisione Ricuperi.

7. In practice the Fleet Salvage Officer decides which craft are required for Allied Services and directs R.I.N. to salvage. Full authority is then given to the Italian Ministry of Marine regarding salvage of other Italian small craft.

8. It would seem it is left to the owner of the craft other than those still required by Fleet Salvage Officer such as dredgers, and R.I.N. craft, to make application for salvage. It is not clear if priorities are established or what supervision is exercised.

11/3

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

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1173

RECOMMENDATIONS.

i. That Divisione Ricuperi prepare a list of all salvageable small craft, details of licences issued and progress of work.

ii. Salvage Liaison Officer, Director of Harbour Craft, Transportation Sub-Commission and Divisione Ricuperi representatives meet as soon as possible to decide how the salvage of craft required for the agreed programme, can be accelerated, and hold regular meetings thereafter.

iii. An Officer now on Navy Sub-Commission act as Salvage Liaison Officer representative until the arrival of the latter.

DIRECTOR OF HARBOUR CRAFT.

Declassified E.O. 12065 Section 3-402/NNDC No. 785020

ALLIED FORCE HEAD QUARTERS
Office of Director of Harbor Craft
Western Mediterranean

5 April 1945

Memorandum to Chairman, Campbell Committee MEDBO.

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Declassified E.O. 12065 Section 3-402/NNDC No. 785020

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3. C in C Med will shortly appoint a Salvage Liaison Officer to be attached to POCALI Rome or Navy Sub-Commission who will be his representative on salvage matters;

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Recommendations.

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S/L [illegible] RNVR

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785020

SUB-COMMITTEE MEETING

(Campbell Committee)

Meeting held this morning at 10:00 A.M. 3/30/45

Present: Mr. Ian D. Campbell — Chairman
Captain F. Ruta
Captain P. Girardi
Mr. Bazzanella
Lt. Col. Balfour
Mr. C. M. Kalloch

The meeting was a sub-committee meeting to establish a basis for cpnsidering the operations of Italian ports under the various categories as they will evolve from strictly military control to civilian.

It was considered that the ports will come under three categories, namely;

(A) Being under complete civilian control such as Civitavecchia at prosent.

(B) Civilian ports with military committments such as Brindisi at present.

(C) Military ports with civilian operated area.

It was decided to recommend for Category A ports that the port should be under complete control of the Capitano di Porto as in peace times.

Ports in Category B -- the Capitano di Porto should be reinstated and a military control officer appointed. All port activities would be under the control of the Capitano di Porto with the military control officer as liason to control through the Capitano di Porto the military requirements.

A survey to be made of all ports (such as Brindisi) by the Allied Commission and the Italian authorities to determine what gear and equipment is required for the operation of the port under civil control.

Port in Category C will operate under the full control of the military port commandant. An Italian Capitano di Porto will be appointed to control under the military port commandant the civilian area and is to be responsible to the Port Commandant for the operation of this area. For his craft requirements the Capitano di Porto is to make a bid to the Water Division; for gear he must supply his own.

Control in all B and C ports to be under the Port Commandants.

MEDITERRANEAN SHIPPING BOARD

Minutes of Meeting of CAMPBELL COMMITTEE in ROME

No.3.

30th March, 1945.

Present:	Mr. Ian D. Campbell	Chairman
	Colonel M. J. Sieff	Transportation S/C.
	Lt. Col. J. A. Balfour	" "
	Capt. H. St.J.Butler,U.S.N.	Navy S/C.
	Mr. C. Kalloch.	W.S.A. Reg. Dir.
	Mr. S. A. Regan	W.S.A.
	Mr. R. Hughes	D.O.H.C.
	Mr. R.M. Bazzanella	Ports & Warehouse Div.A.C.
	Lt. Gen. Matteini	Dir. Gen. Italian M.M.
	Capt. F. Ruta	Gen. Staff, R.I.N.
	Lt. Cdr. Vaccarisi	Communications, R.I.N.
	Dr. Gambioli	Chief of Divisions,M.M.

19. Communications. Ref.12. Colonel Sieff reported that C in C. Med. has approved of the Italian cypher for passage of shipping information through the Ministry of Marine network in Italy and Sicily, and Sardinia if necessary, and Gen. Matteini confirmed that Sitrep reports and other messages could be handled through the Capitano di Porto.

Lt. Cdr. Vaccarisi later in the meeting asked whether, in order to condense signals transmitted, his Ministry could be furnished with a list of Allied vessels in Italian waters, it being proposed to allocate these names to a cypher group. It was considered that this list could be obtained from the Fleet Signals Officer on the staff of the C in C. Med. and Colonel Sieff undertook to explore the possibilities. ACTION: Col. Sieff

Gen. Matteini asked when it was proposed to commence sending the Sitrep reports through the Italian network, and it was agreed that Shipping Division of Transportation S/C. should arrange for a trial to commence about April 10th. ACTION: Lt.Col.Balfour.

20. Manning and control of tugs. Ref.15. Mr. Hughes, D.O.H.C. staff, whom Mr. Campbell welcomed to the Committee, said that he had not yet held the discussions suggested at the previous meeting, but he was making the contacts and would report further.

Gen. Matteini presented a further detailed list of the craft for salvage which was passed to Mr. Hughes.

21. Payment of stevedores etc. Ref. 16. Gen. Matteini stated that he had written officially to the Ministry of Industry & Commerce on the question of insurance but had so far received no reply.

Mr. Regan stated that it had been agreed in Civitavecchia to increase the wages to stevedores and port workers, and asked if there was any control in this matter. The Chairman considered that whilst this Committee could advise the Mediterranean Shipping Board regarding payments, it was not a matter which could be discussed in detail at this meeting. As a general

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Referring to item 10 of the last meeting, Mr. Kalloch asked in what way would payment of pilotage etc. be effected and he was advised that it had already been agreed that an acknowledgment of services rendered must be given by each ship, and the Captain of the Port would be responsible to see that payment for these services was promptly settled. Gen. Matteini stated that the Ministry of Marine had agreed to put the Captain of the Port in funds so that these dues could be met.

22. Definition of areas. Ref.14. Captain Butler stated he had sent a signal asking that the matter of the definition of port areas be expedited.

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23. Organisation in ports. Colonel Sieff referred to the actual organisation which it was proposed should run the ports, and said it would appear that these now fell into three categories :-

a) Ports handed back in their entirety to Italian control - (e.g. Civitavecchia)

b) Ports classified as civilian but with Allied Military commitment.

c) Ports classified as Military but containing a civilian operated area.

It was agreed that the problem should be examined in detail by a small sub-committee who should report their recommendations at the next meeting of the full Committee.

24. Salvage. Colonel Sieff stated that he had recently returned from Civitavecchia where the port was working extremely well, with the exception of salvage. He said that good progress was being made on the reconstruction of the main wharf opposite the coal pier, where eventually there would be sufficient space to berth a Liberty ship, but at present this was blocked by a sunken craft. He recommended priority for the raising of the tug off the berth in order that future civilian programmes may not be held up. It was agreed that this should be done through the Port Control Committee to the MEDBO Repair Committee.

On the general question of salvage of non-operational craft (vide item 15) Lt. Col. Balfour said he had received areply from the C in C. Med. Salvage Committee to the effect that that Committee was formed to deal only with Allied vessels and prizes, and that the salvage of any Italian craft should be referred to the Italian Ministry of Marine department under the charge of Col. Gazzo. In the opinion of the Salvage Committee it would appear that private enterprise could go ahead with the salvage of non-operational craft, but there could be no question of recompense. The Chairman referred to MEDBO minute No. 1860 of 20th March which stated that the Chairman of that Board considered that arrangements should be made by the Italian Government whereby owners could be recompensed to some extent, and it was put to this present Committee for examination.

Captain Ruta said that work was going ahead, but has been held up owing to lack of facilities, slipways, drydocks, gear etc., and little progress has been made. Some assistance had been given, and in this connection it was considered that D.O.H.C. should work in conjunction with the MEDBO Repair Committee. It was recommended that certain repair facilities be placed at the disposal of the Ministry of Marine for the salvage and repair of sunken craft.

Mr. Hughes asked for a definition of "harbour craft", and Gen. Matteini produced a statement giving the details of all such craft to be salvaged and their various categories. On the question of dredgers, Mr. Hughes said that as he was a member of the Dredging Committee he would raise any matters in that connection.

Captain Butler referred to the Inter-Ministerial Salvage Committee which had been set up to study the problems of salvage of non-operational craft by private individuals, the workings of which did not appear to be wholly in [illegible] with the directive received by Transportation S/C. from the C in C.

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Captain Butler referred to the Inter-Ministerial Salvage Committee which had been set up to study the problems of salvage of non-operational craft by private individuals, the workings of which did not appear to be wholly in agreement with the directive received by Transportation S/C. from the C in C. Med. Salvage Committee, It was, however, felt that the interested parties should discuss this matter between themselves and report at the next meeting.

25. Payment of tugs and lighters. Ref.8. In answer to the Chairman Gen. Matteini said that he was discussing this matter with the Ministry of Finance, but discussions were not yet complete although it had been arranged that the Captain of the Port would be put in funds for the disbursement of these items until revenue could be obtained from the institution of dues on civilian cargoes.

Before the form of dues to be levied on cargoes could be discussed further it would be necessary to know what craft were to be turned over to Italian use, and whether these will be withdrawn as soon as tugs and barges are raised into service. The general policy was still awaited and Mr.Hughes was requested to hasten a decision. ACTION: Mr. Hughes.

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26. Port Organisation. Captain Butler referred to a chart of pre-war Italian port organisation drawn up by Captain Ratia, and suggested that this Committee study the entire organisation of the ports and not restrict itself to the points contained in the MEDSC memorandum of 24th February. This was agreed and brought forward for discussion when the chart had been brought up to date.

27. Final Report. The Chairman suggested a time limit on these discussions and asked that a draft report be tabled on the 20th April. This was agreed.

Next Meeting in the Main Conference Room, H.Q.,A.C. on
Friday 6th April at 10.00 hrs.

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2. Final Report. The Chairman suggested a time limit on these discussions and asked that a draft report be tabled on the 20th April. This was agreed.

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MEDITERRANEAN SHIPPING BOARD

No.2.

Minutes of meeting of CAMPBELL COMMITTEE in ROME

10.00 hrs. 23rd March 1945.

Present:	Mr. Ian D. Campbell	Chairman
	Capt. H. St.J.Butler,U.S.N.	Navy Sub.Com.
	Lt. Col. J.A. Balfour	Transportation Sub.Com
	Lt. Gen. Matteini	Dir.Gen. Italian M.M.
	Capt. F. Ruta	Gen. Staff, R.I.N.
	Lt. Cdr. Vaccarisi	Communications, R.I.N.
	Dr. Gambioli	Chief of Divisions, M.M.Office.
	Capt. Pecori Girardi	Adviser
	Mr. S. A. Regan	W.S.A.
	Mr. C.C. Crooks	Tn.6. (Operations)
	Mr. R. M. Bazzanella	Port & Warehouse Div. (Tn.6)

Minutes of Meeting 15th March agreed except that Lt. Col. Balfour disclaimed action in item No.8.

10. Payment of stevedores etc. Ref.8.,last paragraph. Mr. Regan said that he understood the payment referred to was for pilotage, which was subsequently reimbursed by the Italian Government.

11. Provision of Staff, daily reports etc. Ref.5. Lt. Col. Balfour stated that the C in C Med could not at present approve of the form of Sitrep report required. G.1. Intelligence also could not allow any information regarding ship movements to be passed through existing civilian channels.

General Matteini advised that as from the 21st March he had appointed an Executive Officer, attached to his staff in Rome, who would take charge of all matters concerning port working, communications etc.

12. Communications. Ref.4. Arising out of the above, para:1, Lt. Col. Balfour produced a memorandum showing the alternative means of communication, but owing to the Security ban placed on shipping information being passed through open lines only one method seemed workable, i.e. that of the Italian Ministry of Marine network, which would cover requirements provided signals were made in Italian cypher and acceptable to C in C. Med. Lt. Cdr. Vaccarisi, Chief of Communications Ministry, stated that a cypher had been approved by C in C.Med. and that the network could handle the Sitrep reports.

As regards Agents passing messages, it was agreed that depending on the amount of traffic involved, these could be handled through the Capitano di Porto. It was also agreed that messages other than Sitrep reports should be passed in Italian and translated into English by the Department concerned. Cdr. Vaccarisi also stated that if the Italian Naval network was to handle this traffic a directive would have to be issued to ensure freedom from requisition. Captain

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Mr. C.B. Crooks — Lt.Col. (Operations)
Mr. R. M. Bazzanella — Port & Warehouse Div. (Tn.6)

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13. Responsible authority in ports. Ref.2. Gen. Matteini presented a statement showing the constitution and operating areas of the Compagnie Portuali as at the 15th March 1945, copy of which is attached.

14. Definition of areas. Ref.3. Captain Butler, in reply to the Chairman, said that he had received no information as yet but hoped to produce a statement at the next meeting.

15. Manning and control of tugs. Ref.6. Salvage of non-operational harbour craft: Gen. Matteini furnished a memorandum (copy of translation attached) showing the general position of the sunken small craft and giving suggestions for possible salvage. He said that this work was in no way complete, and after further examination he hoped to submit a definite plan for salvage and rehabilitation of the craft.

The Chairman referred to a letter from the Director of Transportation Sub-

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Sub-Commission to C. in C. Med. Salvage Committee asking for a ruling on the salvage of these craft by local enterprise, and suggested that as the Director of Harbour Craft had been appointed to this Committee by the Mediterranean Shipping Board the whole question could be worked out between that officer and the Italian Navy Staff Officer. This was agreed.

16. Payment of stevedores etc. Ref.8. The Chairman referred to a letter he had received from the Chairman of the Mediterranean Shipping Board regarding a claim on Workmen's Compensation for a civilian stevedore involved in a fatal accident at Brindisi, in which it was stated that the amount of insurance paid in no way represented a sufficient income for the dependents' needs, and he asked for the views of the Committee. It was generally agreed that the present Italian law on the question of compensation for injury was unsatisfactory, in that the insurance was based on the basic pay and did not include the increases for cost of living, war bonus etc. General Matteini said that the problem was under examination by the Ministry of Industry, Commerce & Labour, but he would take up the question on behalf of the Merchant Navy with the Ministry of Marine.

In the meantime it was agreed that although the question as a whole was beyond the scope of this Committee, recommendation should be made through the Allied Commission direct to the Ministry of Industry, Commerce & Labour that a speedy solution be found, particularly in view of the possibility of difficulties arising and affecting port working. The Chairman undertook to communicate with Labour and Finance Sub-Commissions of the Allied Commission.

17. Handing over of ports (Instructions). The Chairman referred to the directives issued by F.O.W.I.T. in Sept. 1944 to Italian Naval Officers in Charge regarding the operating and administration of ports handed back to Italian control, and pointed out that these instructions were not in accordance with the general conditions now envisaged. Captain Butler said that these instructions were given as a temporary expedient and they could be modified to meet existing conditions.

Captain Ruta later raised this question and asked that some unification be made in the directives issued as in some cases instructions had been given direct to the port, in others through the Ministry of Marine, whilst some officers had received no instructions at all. He said he had some suggestions to make regarding the information required at the ports, and would draw up a scheme which he would discuss with Captain Butler, and it was agreed that whatever form of instruction was evolved this should be issued through the Ministry of Marine.

The Chairman pointed out that whatever new directives are drawn up, those issued in September would require to be rescinded by the Royal Navy.

18. Control of Railways. Replying to the Chairman's question as to whether, in view of all port facilities being under the control of the Capitano di Porto, railways were included, Gen. Matteini said that as far as the Italian

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In the meantime it was agreed that although the question as a whole was beyond the scope of this Committee, recommendation should be made through the Allied Commission direct to the Ministry of Industry, Commerce & Labour that a speedy solution be found, particularly in view of the possibility of difficulties arising and affecting port working. The Chairman undertook to communicate with Labour and Finance Sub-Commissions of the Allied Commission.

17. Handing over of ports (Instructions). The Chairman referred to the directives issued by F.O.W.I.T. in Sept. 1944 to Italian Naval Officers in Charge regarding the operating and administration of ports handed back to Italian control, and pointed out that these instructions were not in accordance with the general conditions now envisaged. Captain Butler said that these instructions were given as a temporary expedient and they could be modified to meet existing conditions.

Captain Ruta later raised this question and asked that some unification be made in the directives issued as in some cases instructions had been given direct to the port, in others through the Ministry of Marine, whilst some officers had received no instructions at all. He said he had some suggestions to make regarding the information required at the ports, and would draw up a scheme which he would discuss with Captain Butler, and it was agreed that whatever form of instruction was evolved this should be issued through the Ministry of Marine.

The Chairman pointed out that whatever new directives are drawn up, those issued in September would require to be rescinded by the Royal Navy.

18. Control of Railways. Replying to the Chairman's question as to whether, in view of all port facilities being under the control of the Capitano di Porto, railways were included, Gen. Matteini said that as far as the Italian Government was concerned the Railways were still controlled by the State Railway System, although the Capitano di Porto had a supervisory interest because of the tonnages moving through the port. Lt. Col. Balfour, however, said that Mov. & Tn. through Transportation Movement Control Officers would continue to be responsible for co-ordinating bids for rolling stock, movement of tonnages etc.

Next meeting. This will be held in the Main Conference Room on the Third Floor, H.Q. A.C.C. on Friday 30th March at 10.00 hrs.

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MINISTERO DELLA MARINA

Direzione Generale della Marina Mercantile
Divisione IV - Porti, Demanio e Pesca

ELENCO DELLE COMPAGNIE PORTUALI E LORO FORZA NUMERICA AL 15 MARZO 1

PORTI	Denominazione delle organizzazioni operaie	Forza numerica			
		Permanenti	Avventizi	Occasionali	Totale
ANCONA	Compagnia lavoratori portuali	224	-	282	506
AUGUSTA	id.	40	-	310	350
BARI	Compagnia Portuale "NAZARIO SAURO"	396	50	1600	2046
BARLETTA	Compagnia portuale "E. FIERAMOSCA"	86	40	-	126
BRINDISI	Compagnia portuale "N. e S. BRIANO"	118	24	195	337
CAGLIARI	Compagnia portuale "A. DEFFENU"	219	-	-	219
CARLOFORTE	Compagnia portuale "SAN CARLO"	111	57	-	168
Castellammare del Golfo	Compagnia lavoratori portuali	14			14
Castellammare di Stabia	id.	50	-	50	100
CATANIA	id	551	-	-	551
Civitavecchia	Compagnia portuale "ROMA"	352	-	80	432
Crotone	Compagnia lavoratori portuali	109	23	-	132
Gela	id.	51	-	-	51
Jonia	id.	103	-	-	103
Ischia	id.	11	2	-	13
Licata	Compagnia portuale "MONTE ECNOMO"	408	85	-	493
Lipari	Compagnia lavoratori portuali	300	-	-	300
Manfredonia	Compagnia portuale "F.MUSCATIELLO"	24	24	-	48
Matgherita di Savoia	Compagnia portuale "P. DEL VECCHIO"	71	-	-	71
Marsala	Compagnia lavoratori portuali	27	29	-	56
Marzamemi	id.	30	-	-	30
Mazara del Vallo	id.	36	-	-	36
Messina	Compagnia portuale "ITALIA"	291	-	176	467
Milazza	Compagnia lavoratori portuali	53	-	14	67
Molfetta	Compagnia portuale "D. PICCA"	24	-	-	24
Monopoli	Compagnia portuale "G. PEPE"	21	-	-	21

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MINISTERO DELLA MARINA

Direzione Generale della Marina Mercantile
Divisione IV - Porti, Demanio e Pesca

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...CO DELLE COMPAGNIE PORTUALI E LORO FORZA NUMERICA AL 15 MARZO 1945.

...delle organizzazioni operaie	Forza numerica				NOTE
	Permanenti	Avventizi	Occasionali	Totale	
...oratori portuali	224	-	282	506	
...d.	40	-	310	350	
...tuale "NAZARIO SAURO"	396	50	1600	2046	
...tuale "E. FIERAMOSCA"	86	40	-	126	
...tuale "N. e S. BRIANO"	118	24	195	337	
...tuale "A. DEFFENU"	219	-	-	219	
...tuale "SAN CARLO"	111	57	-	168	
...oratori portuali	14			14	
...d.	50	-	50	100	
...d	551	-	-	551	
...tuale "ROMA"	352	-	80	432	
...oratori portuali	109	23	-	132	
...d.	51	-	-	51	
...d.	103	-	-	103	
...d.	11	2	-	13	
...uale "MONTE ECNOMO"	408	85	-	493	
...ratori portuali	300	-	-	300	
...uale "F.MUSCATIELLO"	24	24	-	48	
...uale "P. DEL VECCHIO"	71	-	-	71	
...ratori portuali	27	29	-	56	
...d.	30	-	-	30	
...d.	36	-	-	36	
...uale "ITALIA"	291	-	176	467	
...ratori portuali	53	-	14	67	
...uale "D. PICCA"	24	-	-	24	
...uale "G. PEPE"	21	-	-	21	

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Licata	[illegible]		300	-	-	300
Lipari	Compagnia lavoratori portuali		24	24	-	48
Manfredonia	Compagnia portuale "F.MUSCATIELLO"		71	-	-	71
Matgherita di Savoia	Compagnia portuale "P. DEL VECCHIO"		27	29	-	56
Marsala	Compagnia lavoratori portuali		30	-	-	30
Marzamemi	id.		36	-	-	36
Mazara del Vallo	id.		291	-	176	467
Messina	Compagnia portuale "ITALIA"		53	-	14	67
Milazza	Compagnia lavoratori portuali		24	-	-	24
Molfetta	Compagnia portuale "D. PICCA"		21	-	-	21
Monopoli	Compagnia portuale "G. PEPE"					
Olbia	Compagnia lavoratori portuali		69	-	10	79
Ortona	Compagnia portuale "V. ROCCO"		31	-	-	31
Palermo	Compagnia lavoratori portuali		621	-	-	621
Pescara	Compagnia portuale "N. SAURO"		50	15	-	65
Portici	Gruppo lavoratori portuali		18	-	-	18
Porto Empedocle	Compagnia lavoratori portuali		286	51	-	337
Portoscuso	id.		64	-	-	64
Porto Torres	id.		74	-	34	108
Pozzallo	id.		68	-	-	68
Procido	Compagnia portuale "L. RIZZO"		3	-	4	7
Reggio Calabria	Compagnia portuale "T. GULLI"	(1)	61	(2) 13	80	154
Rodi Garganico	Compagnia portuale "M. Gnozza"		11	12	-	23
Salerno	Compagnia portuale "FLAVIO GIOIA"		118	5	-	123
S. Antioco	Compagnia portuale "SAN GIORGIO"		150	133	-	283
Senigallia	Compagnia portuale "E. TOTI"		11	6	-	17
Siracusa	Compagnia portuale "SAN SEBASTIANO"		187	-	150	337
Taranto	Compagnia portuale "NEPTUNIA"		130	62	-	192
Torre Annunziata	Compagnia portuale "V. ROCCO"		122	21	-	143
Torre del Greco	Compagnia lavoratori portuali		8	-	-	8
Trani	Compagnia portuale "A. RAGNO"		12	-	-	12
Trapani	Compagnia lavoratori portuali		77	43	-	120
Vibo Valentia	id.		38	10	-	48
Vieste	Compagnia portuale "D. CAMPANARO"		10	1	-	11
			5939	706	2985	9630

IL DIRETTORE GENERALE

(sgd.) C. MATTEINI.

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ratori portuali	300	-	-	300
uale "F.MUSCATIELLO"	24	24	-	48
uale "P. DEL VECCHIO"	71	-	-	71
ratori portuali	27	29	-	56
id.	30	-	-	30
id.	36	-	-	36
uale "ITALIA"	291	-	176	467
ratori portuali	53	-	14	67
uale "D. PICCA"	24	-	-	24
uale "G. PEPE"	21	-	-	21
ratori portuali	69	-	10	79
uale "V. FOCCO"	31	-	-	31
ratori portuali	621	-	-	621
uale "N. SAURO"	50	15	-	65
tori portuali	18	-	-	18
ratori portuali	286	51	-	337
id.	64	-	-	64
id.	74	-	34	108
id.	68	-	-	68
tuale "L. RIZZO"	3	-	4	7
tuale "T. GULLI"	(1) 61	(2) 13	80	154
tuale "M. Gnozza"	11	12	-	23
tuale "FLAVIO GIOIA"	118	5	-	123
tuale "SAN GIORGIO"	150	133	-	283
tuale "E. TOTI"	11	6	-	17
tuale "SAN SEBASTIANO"	187	-	150	337
tuale "NETTUNIA"	130	62	-	192
tuale "V. ROCCO"	122	21	-	143
oratori portuali	8	-	-	8
tuale "A. RAGNO"	12	-	-	12
ratori portuali	77	43	-	120
id.	38	10	-	48
tuale "D. CAMPANARO"	10	1	-	11
	5939	706	2985	9630

→ Attualmente quasi tutti assenti perchè dedicatisi ad altri lavori

(1) Presenti n.34
(2) Presenti n. 9

IL DIRETTORE GENERALE

(sgd.) C. MATTEINI.

TRANSLATION.

MINISTRY OF MARINE
DIRECTORATE GENERAL OF THE
MERCHANT MARINE
(Technical Dept.)

NOTE RE CRAFT OF SMALL TONNAGE AVAILABLE FOR SALVAGE ON THE COASTS OF LIBERATED ITALY.

1. The impossibility, for a long time, of obtaining drydocks for repairing vessels limits bringing into state of efficiency sunken or salved craft to ships under 500 grt and harbour craft.

2. The volume of ships and harbour craft considered as available for salvage is estimated at about 600 units (total tonnage estimated at about 45,000 gr.t), divided as follows:-

Littorial of the	Tyrrhenian Sea	240
"	Island of Elba	20
"	Sardinia	15
"	Sicily	150
"	Ionian Sea	30
"	Adriatic	120
	Total	575

3. There are in Italy about 80 salvage companies which can be divided into three categories :

i.	Companies which are competent to undertake salvage work on big jobs	(about) 10
ii.	Companies competent to undertake salvage work on medium jobs	25
iii.	Companies competent to undertake salvage work on small jobs adjacent to their headquarters	45

Actually the larger part of the Companies in the first two categories (total about 25) work within a limited sphere, not being able, as mentioned above, to undertake big jobs.

4. The number of shipyards in liberated Italy competent to repair ships of small tonnage and harbour craft is over 200.

5. It is necessary to arrange promptly

a) bring into a state of efficiency the largest number of motor sailing vessels, motor fishing vessels, tugs, dredgers, lighters and harbour craft.

b) clean the waters of ports and canals (for which it will be necessary

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"	"	Sardinia	15
"	"	Sicily	150
"	"	Ionian Sea	30
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5. It is necessary to arrange promptly

a) bring into a state of efficiency the largest number of motor sailing vessels, motor fishing vessels, tugs, dredgers, lighters and harbour craft.

b) clear the waters of ports and canals (for which it will be necessary to remove harbour craft, the salvage of which would not be inconvenient from the economic-technical point of view).

6. With this object in view it is necessary to mobilise without delay (also to take advantage of the season of fine weather) all the gear and personnel of the various Companies. In order to obtain the maximum results the Companies must be distributed over the various coastal zones in relation to the number and nature of the jobs, the gear of each firm, and, particularly for the small firms, to their headquarters.

In order to avoid an excessive spread of gear and personnel, the Salvage Branch of the (Italian) Marine should limit its own jobs to operative zones or to those ports in which there is a prevalence of harbour craft of their own or under their control and to make available for other jobs gear and personnel otherwise in excess.

7. Salvage work must in principle first be applied to floating cranes and dredgers which, once they are in working order, should be made available for salvage and dredging in ports.

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8. It is thought that all the salvage work referred to above could be carried out in about 9-10 months, and bringing them into a state of efficiency (salvage and subsequent repairs) would not take more than 12-15 months.

9. In order to carry out the programme mentioned above it is necessary that

a part of the gear and material requested from the Allies should reach Italy by June/July.

availability should be assured of about 15-20,000 cubic metres of timber and about 1,000-1,500 tons of ferrous material for repair work

availability of the means of transport for this material should be assured.

Colonel of Naval Construction
(Gianguido Bordoli)

Rome, 23 March 1945.

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MINUTES OF MEETING OF CAMPBELL COMMITTEE IN ROME

15th March, 1945.

No.1.

Present:	Mr. Ian D. Campbell	Chairman
	Capt.H.St.J.Butler, U.S.N.	Navy Sub/Com.
	Lt. Col. J. A. Balfour	Transportation Sub/Com.
	Mr. S. A. Regan.	W.S.A.
	Lt. Gen. Matteini	Dir.Gen. Italian M.M.
	Capt. F. Ruta	Gen. Staff, R.I.N.
	Dr. Gambioli	Chief of Divisions, M.M. Office.
	Capt. Pecori Girardi	Adviser.

1. The Chairman opened the meeting by welcoming the Italian representatives, giving them a brief survey of the work of the Committee and assuring them that recommendations of that Committee would be made to the Mediterranean Shipping Board so that as soon as practicable the Italian Authorities should resume the control of those ports which are not required by the Allied Military Authorities or have become redundant to their needs.

He went on to say that it might appear strange to the Italian members that the Mediterranean Shipping Board should be the authority through which the transference of control should pass, but pointed out that as there is still an acute shortage of tonnage to meet worldwide requirements, it is essential that the strictest economy is practised in the use of ships, and those ships which are employed must be handled as efficiently and turned round as speedily as possible. With this object in view the Chairman considered that the points for examination set out in the memorandum of 24th February by the Chairman of the Mediterranean Shipping Board should be examined broadly from an international angle and not only in the light of Italian domestic problems.

It was pointed out that until recently it had not been clear under which Ministry the Undersecretary for Merchant Marine would function, although on examination of the Armistice terms and the Cunningham-de Courten agreement, it appeared that so long as hostilities continued in Europe, or until other arrangements were come to between the Allied Governments and the Government of Italy, there could be no question but that the Undersecretary of Merchant Marine must remain within the Ministry of Marine. General Matteini confirmed this and pointed out that the agreement reached in November 1943 was that the Directorate Generale of Merchant Marine should function under the Ministry of Marine and remain there for the duration of hostilities.

2. Responsible authority in ports. Having settled that the Italian Ministry of Marine will be the responsible Italian authority, the Chairman asked for a review of what Italian organisations there would normally have been in ports and how they were controlled. Dr. Gambioli stated that prior to the war Italian ports worked under the supervision of the Capitano di Porto, under whose control all matters pertaining to port and ship working were placed; stevedores were drawn from the Compania Portuale who allocated the work

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After some discussion it was agreed that the operation of the ports released to Italian control should revert to the machinery set up prior to the war under the Capitano di Porto, and Gen. Matteini stated that he had already sent officers to Castellamare and Torre Annunziata. Investigations are being made and a practical man will be appointed to each port in order that the machinery can be set into motion.

Replying to the question raised by the Chairman as to whether each port had its own tarriff, Gen. Matteini said that that was the case.

3. Definition of areas. Captain Butler stated that he had received no further report as to the ports or areas which would ultimately come under Italian control, but he had written to the C in C. Med. asking for this information. In the meantime he produced correspondence showing a list of exceptions covering areas for non-operational salvage which he thought might be applied. This list covered ports in the Italian Islands, Sardinia and Sicily, Leghorn and all

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to the North, Naples, Ancona and all to the North, Manfredonia, Barletta, Bari, Brindisi, Taranto, Maddalena and Palermo. The Chairman asked that the Italian members look into the ports not mentioned and consider the possibility of their reverting to Italian governmental control, and to see that an organisation is set up in each port which would function satisfactorily.

Capt. Ruta said that the main difficulty would be the provision of food and lodging for the men appointed - at the majority of ports there are no facilities and unless something was definitely settled whatever organisation was provided would not be able to function properly. Col. Balfour said that the Allied Commission are attempting to provide clothing, and in some cases a certain food ration, but before any further steps could be taken they must be furnished with an estimate of requirements for each port.

Gen. Matteini pointed out that cranes, equipment etc. would also have to be provided, but Col. Balfour said that this estimate had already been given and agreed with the Chairman's remark that this latter point was one on which this Committee could only make recommendations.

4. Communications. Col. Balfour stated that he had not yet obtained a definite detailed list of communication facilities available, but he had produced a memorandum showing the systems by which communications could be passed, but on no occasion was it possible, for security reasons, to pass information regarding movement of ships. After discussion there was no doubt that some system could be devised whereby the necessary information could be passed in order to make for efficient and speedy turnround of shipping, and Col. Balfour said that with the assistance of Gen. Matteini he would endeavour to work out further details.

ACTION: Col.Balfour
Gen.Matteini

5. Provision of staff. The Chairman suggested the necessity of the Italian members supplying the clerical staff to give daily reports on ships' outturns, expected dates of completion of loading and discharge etc. Gen. Matteini said that they were in a position to supply the staff and they could get the information from the ports, but they would require to know what form of report was required. Col. Balfour undertook to give Gen. Matteini the details after they had been submitted to the C in C. Med. for approval that such information could be passed through existing channels. ACTION: Col.Balfour
Gen.Matteini

6. Manning and control of tugs and harbour craft. The Chairman pointed out that there would be a considerable shortage of such craft for some time to come, and it was considered that these should come under control and remain with some authority. The Chairman also suggested the possibility of drawing up a bareboat charter, and after discussion the Italian members were in agreement that harbour craft should come under the supervision of the Capitano di Porto, and if possible a bareboat charter arranged. It was agreed also that equipment should be pooled and controlled through the Capitano di Porto.

7. Berthing of vessels on arrival. It was agreed that the berthing of vessels is the duty of the Captain of the Port.

8. Payment of stevedores, tugs, lighters etc. Turning to the question of

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7. Berthing of vessels on arrival. It was agreed that the berthing of vessels is the duty of the Captain of the Port.

8. Payment of stevedores, tugs, lighters etc. Turning to the question of payment of stevedores and the possibility of making a charge on civil cargoes, and also payment of tugs, lighters etc. and the possibility of instituting dues on civilian cargoes to reimburse dock authorities for costs, the Chairman asked whether the equipment supplied by the Allies was on loan or was to be paid for. This information was necessary in order to arrive at the assessment of dues on civil cargo to achieve the necessary income. Col. Balfour said he believed the equipment was on loan but that there was no statement in writing. He understood that cranes and army transportation gear is on loan, but he has written to the financial Advisor asking for a ruling. The barges used are, in fact, the property of the Ministry of War Transport, and in view of the importance of this point it was agreed that A.F.H.Q. should be pressed for a decision. ACTION: CHAIRMAN

Gen. Matteini said that at the present time the Captain of the Port was arranging tariffs and collecting charges for the use of lighters etc., based on the cargo, but it was proposed that the Port Authority should fix such dues. It was agreed that whatever dues were arranged they must be made in all ports on all civil cargo however discharged.

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It was stated that few ships entering Italian ports paid for services rendered, and it was difficult for the authorities to obtain funds necessary to pay employees. The Chairman stated that it had been agreed at A.F.H.Q. that the ship would in the first instance be responsible for payment of stevedores, but other services, according to the reading of the armistice terms, would fall to the Italian Government. It was agreed, therefore, that pending a final decision regarding these payments, some acknowledgment should be given for services rendered and Col. Balfour said he would issue the necessary instructions.

ACTION: Col.Balfour

Replying to the Chairman Mr. Regan said that some ships were paying disbursements for port services, but he did not know what the amount covered - he would, however, ascertain and report.

Mr. Regan

9. Transmission of orders. The Chairman stated that there would be for some time to come a shipping control under which vessels of all nationalities would continue to be directed into employment, and the transmission of orders to such vessels would require to be given through an official body.

After some discussion it was agreed that the Italian Naval Officer in Charge should be the authority through which the orders should be transmitted, and he would be held responsible for seeing that such orders were carried out. It was foreseen that difficulty might arise over the dual interests in the port, i.e. Capitano di Porto and N.O.I.C., but it was considered that the routeing of ships was an operational duty.

The question arose as to whether the Captain of the Port would be subordinate to the Italian N.O.I.C's, but Gen. Matteini said that although at the present time there are Italian Naval Officers in certain ports performing the functions of the Capitano di Porto in addition to their operational duties, they were prepared to assume normal conditions when necessary. It was stated that Naval Officers are in the ports for Naval operations only, and are concerned with merchant shipping only when entering or leaving the ports.

Next meeting to be held at 10.00 hrs. on FRIDAY 23rd March and regularly every Friday thereafter.

MEMORANDUM /gs

Signal Communications within Italian Government Territory

1. In conjunction with (a) Communications S/C A.C. (b) The Italian Posts & Telegraph Department (c) The Military Mission to the Italian Army (d) The Italian State Railways and (e) The Italian Min of Marine, the following are the alternative methods of signal communication at present available within Italian Government Territory.

(a) Italian Posts & Telegraph Department (civil)

Full telegraph facilities are available between all Ports and Rome with the following exceptions:-

Fiumicino : has no telegraph facilities, but has a public telephone to Rome.

LIVORNO, Rimini and Ravenna : Facilities at present not permitted by AMIC to Italians.

Piombino : Line exists but service is permitted to the Italian Navy only in connection with the operation of the Port. Arrangements can be made with the Italian Navy for its use.

Ortona: Entirely controlled by the military. There are no civil facilities. Permission could probably be obtained locally to use the military line to Pescara, and dictate telegrams to the Italian Telegraph Office at Pescara. Should not take more than five hours.

Senigallia, Fano, Pesaro: No facilities at present. Should be in about six weeks time. Permission might to obtained locally to make special calls via military System to Ancona and dictate telegrams to the Italian Telegraph Office at Ancona. Should not take more than five hours.

(b) The Italian Army Network

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(a) Italian Posts & Telegraph Department (civil)

Full telegraph facilities are available between all Ports and Rome with the following exceptions:-

Fiumicino : has no telegraph facilities, but has a public telephone to Rome.

LIVORNO, Rimini and Ravenna : Facilities at present not permitted by AFHQ to Italians.

Piombino : Line exists but service is permitted to the Italian Navy only in connection with the operation of the Port. Arrangements can be made with the Italian Navy for its use.

Ortona: Entirely controlled by the military. There are no civil facilities. Permission could probably be obtained locally to use the military line to Pescara, and dictate telegrams to the Italian Telegraph Office at Pescara. Should not take more than five hours.

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(b) The Italian Army Network

Teleprinter communication available only South of Rome to Naples and Bari with further extensions to Palermo & Brindisi no wireless communication available.

" 1162

(c) The Italian State Railways

Complete network of communication only South of Rome (appendix "A" attached" In addition already working to capacity with Rail Division and M.R.S. traffic.

(d) The Italian Ministry of Marine Network

Complete network of communication between Ports

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and a central office in Rome as per attached diagram (appendix "B" attached).

2. Of the above methods of communication, in view of the Security ban placed on shipping information being passed over open lines by both G (intell) AFHQ and G. in C. Med., this rules out (a) the Italian Ports & Telegraph, (b) the Italian Army and (c) the I.S.R. network as a means of transmitting daily Port Working information.

The Italian Ministry of Marine network (D) would appear to cover our requirements, provided that an Italian cypher be accepted by G in C (Med). It is confirmed by Gen. Matteini that he will undertake to introduce a code in as much that shipping information is required to be passed over any of the Ministry of Marine network in clear, will not constitute any breach of security. In addition, he has the staff to form a central "Sitrep Centre" in Rome, which will be responsible for collecting, de-cyphering, and delivering the daily shipping information.

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MEDITERRANEAN SHIPPING BOARD.

No.1.

MINUTES OF MEETING OF CAMPBELL COMMITTEE held in ROME,
9th March, 1945.

Present:	Mr. Ian D. Campbell (Chairman)	M.W.T.
	Colonel M. J. Sieff	A.C. Trans.S/C.
	Captain H. St.J.Butler. U.S.N.	Navy S/C.
	Lt. Col. J. A. Balfour	A.C. Trans. S/C.
	Mr. S. A. Hegan	W.S.A.

Appropos of the informal meeting of 2nd. March the Chairman stated that he had had a discussion with Lt. Gen. Matteini, who said that it was the intention of the Italian Government to maintain control of the Merchant Marine under the Ministry of Marine. The organisation would be the same as that which operated in pre-war days under the jurisdiction of the Minister of Communications.

General Matteini explained that there was considerable domestic rearrangement necessary to transfer the actual control from the military to the civil side of the Ministry, and he also said that Admiral de Courten expected some written communication from the Allies on this matter. The Minister of Marine had been advised of the workings of this present Committee, and had approved the names of four representatives to sit on the Committee for the Italians, as follows:

MEMBERS: Lt. Gen. Matteini
Dr. Gambioli, Chief of the Divisions in M.M. Office.
Capt. F. Nuta, General Staff of the Royal Italian Navy.

ADVISER: Capt. C. Becori, Chief of Officials Operations.

These four names have been put before MEDITO and received approval, but in view of a report referred to at the Allied Commission President's meeting yesterday it was decided to withhold any official appointment until the report had been viewed and the integrity of the officers established. Col. Sieff said that approach had already been made to the Executive Commissioner for a preview of the report.

Communications. Col. Sieff reported that he had had further discussion with Communications Sub-Commission, and proposed to prepare a paper to put before the Committee giving existing channels and how far it could be permitted for shipping information to be passed by such channels. He stated that as far as port workings etc. were concerned there was no difficulty, but there were restrictions on shipping movements which were resulting in the waste of shipping time. It was felt that under the conditions prevailing in the Mediterranean today there was a strong case for relaxation of security measures in regard to information of ships working in ports released from Services control. It was further considered that such a recommendation might form part of the Committee's

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Tugs, Lighters etc. Lt. Col. Balfour asked that the question of returning tugs, lighters, port equipment etc. to ordinary commercial channels should be strongly pressed. The Chairman considered that there were two categories under which these craft fell, firstly craft used exclusively for port working, and secondly tugs and lighters for coastwise movement of cargo. Col. Balfour reported that much better results were being achieved under commercial conditions with the importation of coal into Fiumicino from Civitavecchia than hitherto - as much as 600 tons per day was being regularly maintained.

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As far as port working is concerned, and to ensure efficient ship working, it was agreed that in the initial stages the control and operation of such craft would require to be held by the Port Authority, probably the Capitan of the Port service; however, an early return to commercial enterprise was desirable.

The tugs and barges already allocated to ports were at present under the jurisdiction of Italian N.O.I.C's, who were reported by Mr. Regen as being without funds for maintenance or wages. The Chairman undertook to endeavour to rectify this state of affairs.

ACTION: CHAIRMAN.

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Definition of Areas. Captain Butler suggested that some clarification was needed from the C in C. Med. as to definite areas and ports which have been turned over to the Italian Government, and he agreed to make the necessary enquiries. At the same time Col. Sieff undertook to ascertain at which ports there would be Military commitments. NOTICE: Cpt. BUTLER
Col. SIEFF.

Col. Sieff reported that Military Movements Officers had had to be re-established in Reggio and Crotonne owing to the increased rail and shipping requirements, but they would in no way interfere with the handing back of the ports to Italian control.

Representation. The Chairman stated that there was evidently some doubt as to the representation of U.S.A., and that it was most desirable that during discussions the views of all members should be presented. Mr. Regan stated that he understood that the matter was to have been cleared with S.E.D., U.S.A. but apparently this had not been done.

It was hoped that subject to the report referred to earlier in the meeting the Italian representatives would be present at the next meeting on Thursday 15th March at 10.00 hrs.

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It was hoped that subject to the report referred to earlier in the meeting the Italian representatives would be present at the next meeting on Thursday 15th March at 10.00 hrs.

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MEDITERRANEAN SHIPPING BOARD

Notes of MEETING held in ROME, 2nd MARCH 1945.

Present:	Mr. Ian D. Campbell	M.W.T.
	Col. M. J. Sieff	A.C. Trans. S/C.
	Capt. H. St.J. Butler	
		U.S.N. Navy S/C.
	Lt. Col. J. A. Balfour	A.C. Trans. S/C.
	Mr. E. R. Perkins	W.S.A.

Mr. Campbell explained that the meeting was of an informal nature to discuss the directive given by the Chairman of MEDBO, dated 24th February 1945, setting up a Committee to examine and report to the Board the possibilities of transference of the operation by the Italian Authorities such Italian ports as are not under Allied Military Control.

To assist in ascertain the best approach to the work the Committee considered that the paper prepared by the Chairman would form the basis from which the Committee would function.

It was agreed that Mr. Campbell should approach the Minister of Marine through the Director General of Marine and the Under Secretary of Marine to ascertain if it was the intention of the Italian Government to continue the control of Italian ports and shipping under his Ministry. If such is the case the Minister would be requested to nominate appropriate representatives to the Committee. ACTION: CHAIRMAN.

The Meeting considered that the problem of communications between ports and the Authorities was of first importance and should be investigated as soon as possible. It was felt, however, that communications for civilian agencies connected with port working and shipping should be a matter to be dealt with by the Italian member of the Committee when appointed. ACTION: COL. SIEFF.

Col. Sieff requested that Headquarters A.C. should be officially advised of the existence of the Committee by A.F.H.Q., and that the various Sub-Commissions of A.C. be instructed to render any assistance and give any information required by the Committee. Col. Sieff further suggested that such instructions should be addressed to the Chief Commissioner. Mr. Campbell undertook to raise this question at A.F.H.Q. ACTION: CHAIRMAN.

The question of the handing over of tugs, lighters, port equipment etc. by the Allies to the Italians was discussed. The Committee were not clear as to the policy involved or the resulting financial position. It was agreed that this would require clarification at A.F.H.Q. ACTION: CHAIRMAN.

On the proposal of Col. Sieff it was agreed, subject to approval by [illegible]

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The question of the handing over of tugs, lighters, port equipment etc. by the Allies to the Italians was discussed. The Committee were not clear as to the policy involved or the resulting financial position. It was agreed that this would require clarification at A.F.H.Q. ACTION: CHAIRMAN.

On the proposal of Col. Sieff it was agreed, subject to approval by MEDSO, that the Committee would be known as the Campbell Committee.

Until such time as experience proved otherwise the Committee would meet regularly each Thursday at 10.00 hrs. in Room 2, Basement H.Q., A.C., main building. If necessary additional meetings could be called at the request of any of the members.

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

MEDITERRANEAN SHIPPING BOARD

SHIPPING AND RECEPTION OF SHIPS IN PORTS.

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

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

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

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

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

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

b) The means of communication between ports and the Shipping Authority.

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

d) The manning and control of tugs and harbour craft.

e) Berthing of vessels on arrival.

f) The method for control of stevedores in the interest of turnround of shipping.

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

h) The payment of tugs, lighters, etc. and the possibilities of instituting dues on civilian cargoes to reimburse dock

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

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

j) The transmission of orders to ships on completion of discharge.

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Sgd.) C.GIBSON GRAHAM

24th February 1945.

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NOTES ON BRIEF SUBMITTED TO THE COMMITTEE.

1). Generally the points for consideration may be assumed within the terms of the remit to be the investigation and proposal of concrete plans for the Italian Authorities to resume their control in ports redundent to the Allied Services requirements. While nine points are raised in the Medbo directive of 24th February a considerable number of ancilliary questions will of necessity require the attention of the Committee.

2). The attached copy of the Medbo directive has been altered in so far as the questions posed in para.5 have been re-arranged in order to achiwe the sequence which should be followed.

3). Directive para 5 (a).

(I) "The appointement of one responsible Italian Authority in each port who would be responsible to the Shipping Authority for the turnround of vessels in his port".

(II) At this stage of "hand back" policy towards the Italian Government, the Supreme Allied Commander must be taken as the "Shipping Authority.

(III) Before any Port Authority is constitued such authority must be relegated by the appropriate Minister of the Italian Government. It is by no meansclear which Italian Government department is ultimately responsible for the administration and control of ports other than Naval Establishments or Dockyards.

(IV) Prior to the entry of Italy into the 1914-18 War, the control of merchant shipping and port administration rested in the hands of the Minister of Marine. On the formation of a Ministry of Maritime Transport and Railroads the control and administration passed to that Ministry. After hostilities the Minister for Industry Commerce and Labour was responsible for these matters to the Government.

(b) It was after the advent of the Fascist Government that the merchant marine and ports came under the Ministry of Communications although the Ministry of Marine was charged with the certain duties among which effected both ships and ports. These duties entailed amongst atmx others the recruitment for the Royal Italian Navy, the appointment of officers to the Captain of the Port Service, matters concerning the Fishing Fleet etc.etc.

(c) A third Ministry that of Public Works was also

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(b) It was after the advent of the Fascist Government that the merchant marine and ports came under the Ministry of Communications although the Ministry of Marine was charged with the certain duties among which effected both ships and ports. These duties entailed amongst others the recruitment for the Royal Italian Navy, the appointment of officers to the Captain of the Port Service, matters concerning the Fishing Flect etc.etc.

(c) A third Ministry that of Public Works was also interested in all matters of port development, reconstruction and maintenance of harbours, docks, graving docks etc.

(d) In accordance with the policy laid down by the Allies at the time of signing the Armistice with Italy in September 1943, the full control of ports and merchant shipping reverted to the Minister of Marine as a military expedient. This position pertains today.

(V) Prior to clarification of the position referred to in para 3 (IIIa, which may well occupy others for a lengthy period, the Committee will be unable to lay any finalised recommendations before the Mediterranean Shipping Board. Arising under this heading the following points should be examined.

I; Through which channels and through whom the Committee may approach the appropriate Italian Covernment Dept.to discuss the matter of appointment of the

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the responsible port authorities.

2.- The co-option of an Italian official as member of the Committee.

4. Directive para 5(b).

(I) "The means of communication between ports and the Shipping Authority".

(II) It is essential that all concerned in the various services which combine to move traffic through a port have immediate communication facilities, this applies equally to physical as well as tele communication.

(III) With the with drawal of Allied Services experience has shewn.

(a) Signals originating through Naval sources and passed through Italian Naval Signals are unsatisfactory.

(b) Italian civilian and even Governmental agences are unable to communicate with any normal degree of speed betwen one port and another, either by telegraph or telephone.

(c) Military lines are not available to Italians.

(d) Mails do not meet the demand owing to slow delivery and in instances non-delivery.

(IV) The problem of reconstituting communications is under review by the authorities more intimately involved than this Committee. The following may usefully be examined.

1. Review of information which must be passed speedily to avoid detention or congestion in port working.

2. Information of an immediate nature required by the Italian Authorities.(Subject to para 3(v)2 above.

3. Facilities which are at present available either through permanent Italian channels or remi permanent Allied Channels.

5. Directive para 5 (c)

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

(II) It is considered that the

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5. Directive para 5 (c)

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

(II) It is considered that the ones for the provision of staff referred to under this heading will be entirely an Italian committment. When decision has been reached as to the responsibbe Ministerial Authority, stafi provision will automatically become the duty of that Minister.

(III) This Committee will require to assure themselves (115) however that the Italian organisation will be such that information will be available to all concerned with the minimum of delay.

6. Directive para 5 (d)

(I) "The manning and control of tugs and harbour craft".

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(II) Owing to Allied action, destruction by the enemy and requisition by the Allies the available tugs and harbour craft for port working have been severely depleted. It has been necessary for such facilities to be augmented from Allied sources. (e.g.Civita-Vecchia and Castellamare).

(III) Existing local craft available are in the main commercially owned and operated. No organisation has as yet been devised to ensure that the facilities handed over to the Italians will be manned, maintained and operated in an efficient manner. Indeed it is doibtful if the handover has ever been acknowledged by any Italian authority.

(IV) To ensure the most efficient working of harbour craft it is felt that there must be an incentive on the part of the operator whereby he may benefit. In the initial stages, however; when it is impracticable to hand over the craft direct to commercial enterprise the facilities may require to be operated by the Port Authority.

(V) It is considered that until the Committee are aware of the organisation of the Port Authority no recommendation can satisfactorily be arrived at.

(VI) The Committee will also require to seek guidance from the Allied Authorities as to their policy in connection with the transfer of tugs and lighters to the Italians and the resulting financial position clarified.

7. Directive para 5 (c)

(I) "Berthing of vessels on arrival.

(II) The examination of this question may be considered from a practical viewpoint and consequently must be considered after the Committee is aware of the conditions of the Port Authority.

(III) The Committee should be prepared to advise MEDBO

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7. Directive para 5 (c)

(I) "Berthing of vessels on arrival.

(II) The examination of this question may be considered from a practical viewpoint and consequently must be considered after the Committee is aware of the conditions of the Port Authority.

(III) The Committee should be prepared to advise MEDBO of the necessary facilities which are at present not available in the ports, e.g. berthing tugs, boatman service, pilotage, berthing-masters etc.

8. Directive para 5 (f)

(I) "The method for control of stevedores in the interest of turnaround of shipping" 1154

(II) So long as SACMED retains interest in the movement of services or "desease and unrest" cargo on a war priority basis such cargo must rank as having precidence over all other cargo. Any recommendation that may be made under the above heading must be subject to the over ruling requirements of all traffic initiated by the Services authorities.

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Declassified E.O. 11652 Section 3-402/NSC NO. 785020

(III) In view of the paucity of shipping to meet the overall requirements of the Combined Shipping Adjustement board it is essential that all vessels are discharged and loaded with the maximum of despatch. In such matters as the allocation and control of stevedores, ships workers, dockers etc.it is doubtful if an immediate return to peace time practice could be achieved without some section of shipping suffering. An examination can therefore be usefully made into the question bearing in mind that the Shipping Authority must retain the direct control of workers onboard vessels.

(IV) It is likely that the Italian Authorities will have concrete proposals as to port labour re-organisation which will be based on pre war practice.

9. Directive para 5 (g) and para 5 (h)

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

(II) "The payment of tugs, lighters etc. and the possibilities of instituting dues on Civilian cargoes to re-imburse dock authorities for costs in an equitable manner".

(III) These two instructions may be taken as covering the question of Port Authorities obtaining an income which will cover the expenditure necessary for port working. In many ports damaged by war there will be a natural desire to achieve an income from ships and cargo which will contribute to the rehabilitation of the port as a port. The Committee should be prepared to examine and advise MEDBO on these questions, it is not intended however that the Committee should discuss dues and rates in detail.

10. Directive para 5 (j)

(I) "The transmission of orders to ships on completion of discharge".

(II) The control of shipping both during hostilities and the immediate ~~period~~ post war period will be exercised by either the Combined Shipping Adjustment Board or the United Maritime Authority and in accordance with an agreed procedure

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(II) The control of shipping both during hostilities and the immediate ~~period~~ post war period will be exercised by either the Combined Shipping Adjustment Board or the United Maratime Authority and in accordance with an agreed programme of priority of movement.

(III) The Committee should be prepared to recommend proposals which will prevent vessels using Italian ports from evading any obligation which may be laid down by the Authorities quoted in para (II) above.

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I.D.C.

3rd March 1945

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MINISTRY OF COMMUNICATIONS
Merchant Marine

The Minister.
The Undersecretary of State.

C E N T R A L A D M I N I S T R A T I O N.
Directorate General of the Merchant Marine.

I Division. Personnel and Various Services.

Personnel of the Centrale Administration of the Merchant Marine and various services.

Section I. General matters relating to personnel and to the Offices of the Central Administration. Register and indices of personnell. Examinations. Engagements. Privileges to employees and non-commissioned officers. Promotions. Salary increases. Stoppage of salaries. Liquidation of pensions and grants. Re-engagements. Suspensions. Retirements and dismissals. Matters to be submitted to the Administrative Council. Disciplinary proceedings. Petitions by employees. Annual report. Premium for diligence and efficiency to the personnel of the Central Administration. Subsidies. Concessions on railways to personnel of central and provincial administrations.

Section 2. Cash. Postal, telegraph and telephone expenses. Rooms for offices of the Central Administration. Equipment. Stationery. Incidental expenses of the Central Administration. Estimates. Co-ordinating estimated and actual expenditure. Library. General Expenses.

II Division. Brief on Maritime Transport and General Matters.

Section I. Quesrions of maritime policy. Stury of traific routes. Freight etc.rates. Information service on merchant marine. Statistics. Superior Council of the Merchant Marine. Secretariat of the Director General. Official publications. Matters regarding inland navigation.

Section 2. Supervision of vessels. Safety of human life at sea.

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Section 2. Supervision of vessels. Safety of human life at sea. Assistance and salvage at sea. Radiotelegraph plant on merchant ships. Radio operators. Carriage of passengers and emigrants.

Section 3. Watching shipbuilding yards. Technical questions on the construction of merchant vessels. Prices of vessels. Tonnage of vessels. Classification registries of ships. 1152

Section 4. Navigation and Commercial maritime treaties. Questions concerning the application of the peace treaties. ~~xxxxxxxx~~ Maritime legislation. Maritime rights in war. Investigation into foreign legislation.

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III Division. Seamen.

Section I. Entire on the rolls and in the registers of the seamen. Hygiene and medical questions concerning crews. Crimes at sea and disciplinary measures. Agreements, organic, and types of agreement for seagoing personnel of the Compagnies of pre-eminent national importance and subsidized companies. Collective contracts for non-subsidized lines and disputes between shipowners and seamen. Contacts with Shipowners associations and seamens organisations. Radio operators.

Section 2. Seamens social welfare and insurances, sickness, oldage, survivers ~~fax~~ from shipwreck unemployment, tuberculosis, birth and marriage. Social welfare for the personnel for the steamship companies operating lines of pre-eminent national importance and subsidized companies. Family grants. Obligatory insurance and complementary accident and sickness insurance of seamen. Subsidies and assistance for semens unions. Incidents during voyages. Assistance to shiwrecked mariners and those suffering from accidents. Watching brief over seamens welfare institutions.

Section 4. Instruction/Teaching of navigation. Cadet ships. Ranking. Certificates and authorisations. Signing-on of seamen. Collective labour contracts and other agreements for the fishing industry. Relations with trawler owners associations and fishermen. Honours (medals badges) for seamen.

IV Division. Vessels.

Section I. Ownership. Legal rights in ships and lighters. Buying and sale of ships and lighters abroad. Nationalisation (transfer to Italian flag) of vessels. Assigning and change of name of vessels. Maritime insurance. Breaking-up ships. General register of vessels. Assistance and salvage of ships. Commissions of enquiry into maritime misfortunes. Accidents and enquiries into them. Salvage of vessels sunk outside of ports. Consular and customs fees. Requisitioning ships. Statistics.

Section 2. Study on the protection of shipbuilding and auxiliary industries. Supervision of the activities of shipbuilding yards & establishments for the building and repairing of

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Section 2. Study on the protection of shipbuilding and auxiliary industries. Supervision of the activities of shipbuilding yards & establishments for the building and repairing of vessels. Application of the laws which provide for assistance to shipbuilding and auxiliary industries. Importing free of duty of machinery, spares and replacements, etc. Customs compensation (drawbacks). Payments of interest. Exemptions from income tax, registry tax, exchange tax, licens license duty, tax on sale of fuel and lubricants. Mail facilities (favours). Armament for merchant vessels.

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Section 3. Finance. Prizes (awards) : scholarships. Winding-up (liquidations).

FERROUS Material. Section. Assessing and assigning ferrous material and metals to yards and establishments for the building and repairing of vessels.

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V Division. Port Services.

Section I. Order(system) of port work. Tariffs. Labourers and Guilds. Labour Offices and relative personnel. Special balance sheet and relative accountancy. Harbour Boards and Departments of Mechanical Appliances.

Section 2. Ports. Police and Security; pilotage, berthing and towage. Port traffic: relation with hinterland and rail services. Examination of contracts for maritime work as provided in laws on Public Works. Plant and port installations. Classification of ports. Hydorgraphic work. Dues and maritime fees. Health, maritime.

VI Division.

Section I. Concession of government maritime areas and water spaces. Relations with the various administrations interested in such concessions. Defining and protecting State rights on transfer of State property. Dredging sand, mud etc.

Section 2. Fishery (tunny and mugginare) concessions, reserves and preserves. Recognition of exclusive rights to fishing. Implementing the laws and regulations onfishing. Systemizing and promoting the interest of the fishing industry. Protecting and watching the fishing industry. Awards and subsidies. Social welfare. Fishing craft. Fishing abroad.

VII Inspecorate of Maritime Services.

Inspectorates office. Inspection of lines and firms holding concessions. Maritime conventions. Legislative obligation: Regulations. Service (payment) on bonds. Guarantees (money) of the subsidized lines. Watching the performance of services. Government commissaries. Agencies. Contoversies and arbitration boards. Rules appertaining to the accounts of maritime services.

Itineraries and schedules of the steamship lines. Charts. Carriage of mails. Register of material suitable for the subsidized lines. Construction of ships. Arranged and periodic inspections. Movements of ships. Coordinating the subsized maritime

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Section 2. Tariff and conditions of transport. Surveglance of the application of tariffs. Controversies between Owners and cargo shippers. Bills of Lading. Through forwarding railways, ships, and between steamship agencies. Transport for account of the State. Balance sheets and technical economic reports of the subsidized firms.
Verification (control) of completed voyages. Investigating controventions of agreements. Application of penalties. Payments of subsidies. Control of the commercial movements of the lines.

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VIII Technical Inspectorate of the Merchant Marine.

The technical consultation for matters relative to the Administration of the merchant marine. The technical watching over the services of the subsidized and non-subsidized lines. Investigations into and stury of life on shipboard.

IX Inspectorate of Maritime and Harbour works.

Coordinatingthe central offices and those of the branches in matters relating to harbour work, placing and signing-on of seamen.

Superior Council of the Merchant Marine:

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