0971

Declassified E.O. 12065 Section 3-402/NNDC NO. 785021

ACC 10000/146/171 LSC/515 FORT WORKERS

(1) DEC. 1944 - AUG. 1945

0472

Declassified E.O. 12065 Section 3-402/NNDC NO. 785021

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
NAPLES COMMUNE
A.P.O. 394

3179
LA Book 8/C
LSG809

28 August, 1945

C/1372.

SUBJECT : Dismissal of Italians in favour of German POW.

TO : Hq. 56 Area, C.M.F.

1. With reference to your A 197 of 15th August 1945, I attach a report dated 26 August from the Questore, which states that 1850 Italian workmen have been dismissed from the Allied Base Workshop Depot 450 at Via Emanuele Gianturco on various grounds and that 1000 German prisoners have been taken on at that workshop.

2. The Questore states that the 1850 workmen have been dismissed for: "professional incapability, unjustified absences, penal responsibilities and operation reasons", but the dismissal of so large a number of Italians and their replacement by German prisoners, if it has in fact taken place, does not seem to be in accordance with the spirit of A.F.H.Q. Administrative Memo 39 of 1st July 1945.

3. May this, please, be enquired into as we wish to avoid discontent and unrest.

HEADQUARTERS
1 SEP 1945
ALLIED COMMISSION

J. A. C. PENNYCUICK
Colonel
Commissioner.

209

Copy to : Hq. No. 3 District, C.M.F.
Hq. A. C.

Encl.

0 9 7 31

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TRANSLATION

R. QUESTURA di NAPOLI

File n. 108506 - Div. Gabinetto — Naples, 26 August 1945

SUBJECT: Military Workshops - Dismissing of Workers.

Following letter dame number dated 14 Aug 1945, and in connection with your verbal request I communicate what has appeared from the investigations made concerning the dismissal of Italian workmen from the Military workshop.'

1) The information already supplied refers to the Allied workshops "Base Depot 450" in Via Emanuele Cianturoc generally called "ex military workshop". From the a/m workshop up to the 22 Aug 1850 Italian workmen have been dismissed for professional incapability, for unjustified absences, for penal responsibilities, for epuration reasons and for the ending of certain work. Said workers were principally employed in the manufacturing of wood cases for the packing of material, furniture and chairs or in mechanic works, upkeep and repair of Allied vehicles;

2) At the a/m workshop at present about 1000 German prisoners are working, and it seems they have been employed to substitution of the dismissed workers, but it has not been possible to have any definite information as it is an Allied Military workshop. Further particulars, could be supplied by Capt. Tompson, Commander of the a/m Base.

3) I make the opportunity of pointing out that the first communication sent by this Office was caused by the necessaity of signalling the discontent which was circulating amongst the dismissed workers, and which had been shown to the Labour Office of Via Duomo n. 219, and of which also some newspapers had reported.

IL QUESTORE
(M.Broccoli)

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O.S.S.
Declassified E.O. 12065 Section 3-402/NNDC NO. 785021

Translation

Italian General Confederation of Labour

ITALIAN FEDERATION OF PORT WORKERS

To: Mr. Proctor

You are hereby invited to take part in the inauguration ceremony of the 1st National Congress of the Italian Federation of Port Workers, which will take place in Rome, on the 1st September 1945, at 10 o'clock a.m. in the Aula Magna of the R. Lyceum "Ennio Quirino Visconti" at Collegio Romano Square.

The Secretary of the Federation
(Marino De Stefano)

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WAGES OF UNSKILLED WORKER IN MECHANICAL INDUSTRY

		MEN daily		WOMEN daily
Base wage	Lit	90	Lit	33
Family allowance	Lit	25	Lit	25
Caroyane	Lit	11	Lit	11
Presenza	Lit	18	Lit	17
Carovita	Lit	35	Lit	35
Emergenza	Lit	125	Lit	95
Total	Lit	260	Lit	214

		MILAN daily	TURIN daily
Base Wage	Lit	95	96
Family Allowance	Lit	16	16
Dependant "	Lit	30	26
Contingenza	Lit	120	110
Total	Lit	224	Lit 212

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Civitavecchia

	1940	1945
	for 1 Ton. of coal	
Stevedores	Lire 7.71	47.85

Calculating about 9 tons of coal for working day

Stevedores pay for working day:

1940	1945
L. 69	L. 430

MEDITERRANEAN SHIPPING BOARD

CAMPBELL COMMITTEE.

No.11.

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

Present:	Mr. Ian D. Campbell	Chairman
	Colonel E. Pottle	D.D.T.N., AFHQ.
	Colonel P.D.G. Buchanan	Transportation S/Com.
	Lt.Col. L.C. Pannell	ADTN (Finance)
	Lt. Col. C. Essely	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.	R P.S.T.O. Med.
	Mr. R. Nicol	Re . 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. Ghilardi	" " " "
	Mr. F. Proctor	Labour Sub-Commission
	Gen. C. Matteini	Dir:Gen: Italian Merchant Marine.
	Col. Lauricella	It. Inspector of Port Operation
	Dr. Cambioli	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 and considered that a daily wage scale should be made for each port for the various

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Col. Lauricella
Dr. Gambioli
Cdr. E. Mattoli
Lt. A. Marenn

Marine.
Lt. Inspector of Port Operation
Chief of Div: Ministry Marine
M.W.T. Liaison
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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. 57 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.

203

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 [illegible]

Declassified E.O. 12065 Section 3-402/NNDC NO. 785021

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205

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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 Pettie thought that the stevedores, being skilled labour, would not agree, and that strikes and delays to shipping would result. The Chairman pointed out that commercial practice must be resumed as soon as possible, and that as far as the meeting was concerned, it should agree that whatever Authority engages labour, it must be on the same maximum basic terms. This principle was accepted.

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 TM(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 regularly authorised, or of the Compania Portuale which according to the present Italian law are authorised to undertake the duties of Contractors.

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."

202

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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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 Lauriello 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 Shipping 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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c o p i a

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LIGURIA REGION AFO 394
LABOR DIVISION

LIG/LAE/ 102.043 — 22 Agosto 1945

ISTITUTO NAZIONALE DELLA PREVIDENZA SOCIALE - SAVONA

OGGETTO: Cassa Integrazione Operai del Porto

e p.c. : R.CAPITANERIA DEL PORTO - UFFICIO DEL LAVORO PORTUALE - SAVONA
" : UFFICIO REGIONALE DEL LAVORO DI GENOVA
" : UFFICIO PROVINCIALE DEL LAVORO DI SAVONA

1. - Vista la richiesta della R.Capitaneria del Porto - Ufficio del Lavoro Portuale di Savona che richiede l'estensione ai lavoratori del Porto dei recenti accordi stipulati tra le organizzazioni dell'industria per i nuovi adeguamenti salariali e la concessione del beneficio dell'integrazione salariale per i lavoratori sospesi o lavoranti a orario ridotto del 75% sui nuovi minimi di retribuzione mensile;

2. - Accertato che detti lavoratori sono inquadrati nella organizzazione dei lavoratori dell'industria per cui continuare l'attuale trattamento della integrazione salariale fino al limite massimo di L. 600.- mensili viene a costituire una sperequazione notevole in confronto al trattamento d'integrazione salariale esteso agli altri lavoratori dell'industria, sperequazione che ha come conseguenza ripercussioni gravi fra la massa dei lavoratori del porto;

SI ORDINA : 201

A far tempo dal 25.6.1945 alla Sede di Savona dell'Istituto Nazionale della Previdenza Sociale di anticipare alle compagnie portuali le somme occorrenti per fare beneficiare i predetti lavoratori dell'integrazione salariale in vigore al 25.6.1945 per gli altri lavoratori dell'industria.

Le somme occorrenti per detta anticipazione saranno richieste dall'Istituto all'Ufficio competente di questo Comando Alleato.

Declassified E.O. 12065 Section 3-402/NND No. 785021

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L'onere derivante da questo Ordine è a carico della gestione statale come si è praticato finora per l'integrazione salariale limitata alle seicento lire mensili.

per T.R. FISCHER, MAJ
Regional Labor
AMG. Liguria
F.to U.Alessandrini Capt.

Timbro circolare
(Labor Divison -
Liguria Region -
Capt.U.Alessandrini)

Copy: PROVINCIAL FINANCE - SAVONA

V° p.c.c. IL DIRETTORE
(G.Tasso)

I.B.

Declassified E.O. 12065 Sec.3-402/NNDC NO. 79507

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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

EAC/tf

Tel. 290

16 August 1945

Ref. AC/14/3/Tn6

SUBJECT : Proposed New Stevedoring Tariff for Italian Ports

TO : See Distribution Below

1. In continuation of our letter AC/30/30/Tn6 of 16 July 1945 and referring to Minute 2340 of MCCSO Meeting /122 of 14 July 1945, we attach hereto translation of minutes relating to the meeting held at the Ministry of Marine, Rome, on the subject.

2. In said translation will be found General Mattaini's explanation in regard to the computation of the port laborer's wages on which the proposed new tonnage rates are based. It will be seen that a daily wage of 625 lire per working day (based on an average of 25 working days in a month) is proposed for all port laborers (ship and shore), the object being to guarantee a daily living wage to the worker of Lire 250.

3. To assist us in our efforts to arrive at a conclusion, we would greatly appreciate your comments and recommendations for submission to the Ministry of Marine, Directorate General of the Mercantile Marine, Rome.

4. In the meantime, our main reactions to the proposed new tariff are:

a. That the tonnage rates proposed are excessive and would, if accepted, be detrimental to Italian general economy. Labor Sub-Commission views on the subject of port labor wages are that stevedores should be regarded as being equivalent to craftsmen and skilled labor and should be remunerated at rates comparable to craftsmen in other industries in the areas of the various ports.

200

- 2 -

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b. That the tonnage output per gang for general cargo and coal is too low and should be increased, particularly in the case of coal cargoes, bearing in mind the vital need to expedite ship's dispatch in view of the existing shipping shortage.

Recommended:

for
R. M. [illegible], Chief
Ports & Warehouse Division

1. Attachment:
As stated in para 1

DISTRIBUTION:

G-4 (Mov & In) AFHQ
G-5 AFHQ
In (A) AFHQ
In (B) Rome
In (S) AFHQ
PWTO (Med) AFHQ
Medbo Caserta (2)
MBT Rome (2)
Mbk Rome (3)
Internal
Finance S/O
Acctg Sec Dr. In S/O (Act.: Maj. Byers)
Labor S/C
Economic Section (Price Control)

199

MINUTES OF THE MEETING HELD AT THE MINISTRY OF MARINE
(Directorate General of Mercantile Marine on 7 July 1945)

Present:

Lt. Gen. Matteini - Director General of the Merchant Marine

Lt. Col Sellars -from the Transport Increment.

Major McClure, Mr. Ghilardi, Capt. Allman and Capt. Tosi -
Transportation Sub-Commission A.C.

Mr. Cerrito - Finance Sub-Comm., Price Control

Mr. Proctor - Industry Sub-Comm.

Lt. Gen. Bisconti - Second in Command of the Corps of the
Capitanerie di Porto.

Comm.De Martino, Comm. Gambioli, Col. Lauricella and Dr. Ghiglia
from the Inspectorate General of the
Merchant Marine.

The Port Officers attached to the port labour offices in the
Italian ports.

Mr. Di Stefano, representative of the Stevedores Organization.

The representatives of the Port Labour Companies of Italy.

Gen. Matteini - Thanks the Allied Authorities for attending the present meeting and explains that the stevedore representatives, after having finished the work they had to do came to the decision that one tariff only should be used in all Italian ports. Such tariff is based on the rates recently in force in Sicilian ports.

He points out that a sole tariff for all the ports is in contrast with the regulations which have been followed up to date. He notices however, that in favour of a sole tariff there is the fact that the shipper (the Allied National) being only one, it could be considered logical that

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He points out that a sole tariff for all the ports is in contrast with the regulations which have been followed up to date. He notices however, that in favour of a sole tariff there is the fact that the shipper (the Allied Nations) being only one, it could be considered logical that the same tariff be used in all the ports of discharge. In this case, however, the stevedores in the ports where there is always work will be in a more favourable position in respect to those employed in the ports where work is on minor scale or even an exception. This fact has been pointed out to the representatives of the stevedores who declared that they would not raise any difficulties, and would agree to the transfer of the stevedores from the ports where there is less work to more active ports in order to have a just share of the earnings.

The Allies.- Approve the transfer of stevedores to ports where their work is needed more.

Gen. Matteini - Points out that in accordance with the law in force, the Ministry has no authority to approve the tariffs

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forthwith and have them come into effect as they must first be submitted to all the councils of portual labour where other parties interested in port discharge are also represented. The Ministry can only make such tariff effective in the ports where it enters in the limits agreed by the local council of portual labour, while for other localities it must be forwarded to the Capitaneric di Porto as a proposal from the working class with a recommendation to base on it the tariffs used in the ports under their jurisdiction.

His opinion is, that owing to the present position, a sole tariff should be recommended for the above mentioned reasons. Regarding the principles followed for the compiling of the tariffs, they are shown in the following report given by the representatives of the Port Companies. (See Stevedoring Rates - Transportation Sub-Comm. AC/532/12/Tn.3.).

Allies - The representative of the Allied Industrial Commission says that the stevedores being a specialized personnel, have the right to receive a higher wage than ordinary workers. A.C. therefore do not object, generally speaking, that stevedores may receive a higher pay than that being given to ordinary workers.

Gen.Matteini - Explains the procedure followed for calculating the figures of the suggested tariff.

The workers have based their arguments on the concept that to live a minimum of 250 lire per day is necessary and therefore 250 x 30 = 7.500 lire per month and that the average number of full working days in a month is 12. Therefore, dividing 7.500 by 12 we have 625 lire for each full working day, which gives to the worker a guaranted salary of 250 lire per diem. For every type of commodity it is necessary that the relative gang be composed of a certain number of men who can in eight hours effect a determined amount of work (output). Multiplying the above mentioned 625 lire by the number of men in a gang and dividing the result by the tonnage output you obtain the tariff rate per ton for each kind of commodity.

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Allies - Ask if in the tariff all the allowances, insurance etc. relating to the 53rd week are included.

Di Stefano - Answers negatively; the tariff represents only the worker's pay and the rates indicated must be increased by 41%.

Allies - Ask if the total wages are divided between all the workers or only between those who actually worked.

Gen.Matteini - Explains that the earnings are divided between all the members of the Port Company hence the principle of limited rolls and sub-division of workers into permanent and casual.

Allies - Ask if the tariff rates are the same as at present in force in Sicily.

Declassified E.O. 12065 Section 3-402/NNDC NO. 78502

Gen.Matteini - Explains that new items have been added in order to fall into line with other ports.

Di Stefano - States that the proposed tariffs are intended to be temporary. By the end of the year the Ministry will receive data about the wages earned by the stevedores in all the ports and consequently the tariffs may be revised in accordance with the real traffic. He says also that the representatives of the Companies do not need to be called again to Rome, as they will be represented by their central organization which will make the necessary agreements with the Ministry and the Allied Authorities.

Gen.Matteini - Is of the opinion that in the meantime, and if the Allies have nothing to the contrary, the experiment of a sole tariff could be made.

Allies - Inform that they cannot give their approval of the tariffs before submitting them to Headquarters. They state however, that they are pleased with the work done and recognise the efforts made in order to put forward concrete proposals.

Di Stefano - Thanks on behalf of the workers for the above appreciation and expressing the wish of the 7.000 stevedores in the port of Genoa who are now out of work, he asks the intervention of the Allied Authorities for a quick rehabilitation of the port.

Allies - Assure that the re-opening of traffic in the port of Genoa is taken care of by the Allied Authorities, but that the removal of mines cannot be further speeded up as it must be done very carefully, in order that such a difficult operation should not cause a further loss of lives.

197

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Declassified E.O. 12065 Section 3-402/NNDC NO. 78502

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He recapitulates all that has been done at these meetings, saying that the proposals of the workers for the institution of a single tariff will be taken into consideration by the Allied Authorities. As soon as an answer will be received the Ministry will issue the necessary instructions. This means that the tariff will be applied forthwith in all ports where it enters within the limits of the tariffs already in force, and will recommend the acceptance by competent bodies in the ports where it must be submitted to the approval of the councils of port labour.

Di Stefano - Points out that the workers of the port of Cagliari must receive the arrears due for the 70% increase on salaries paid in 1943, increase approved by the Allied Authorities in

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18 AGO. 1945

every port except Cagliari. He recommends that the question will be soon re-examined.

Gen.Matteini - Points out that the Ministry has already written an official letter on this subject, and asks the Allied representatives to mention this matter to the appropriate authorities in order that the question be re-examined and settled.

Mainone - Consul of the Messina Company informs the Allied Representatives of the wish of the stevedores to take directly themselves the work on behalf of the Allies instead of receiving it through unauthorized contractors, and this in order to avoid speculation to the prejudice of labourers.

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Declassified E.O. 12065 Section 3-402/NNSG NO. 7850021

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250/515

[redacted]
APO 394

[redacted]
Trade and Industry Division

Tel. 250 16 August 1945

Ref. [redacted]/24/45/226

SUBJECT : Financing of Labor ops. charges in Italian Ports

TO : APHQ, G-5 Section
APO 512, U.S. Army

1. Your reference G-5: 091.4-1 of 8 August 1945.

2. We are in communication with the Ministry of Marine, Directorate General Merchant Marine, on the subject and receive reverting to same as soon as we have the information you require on the various points raised in your above letter.

For the Chief Commissioner:

[redacted]
Director

Copy to:
Movements Division
(Attention: Lt. Col. Bauer)
Shipping Branch
(Attention: Major Lorman)
Administrative Division, Accounts and
Statistics Branch (Attention: Major Tyrrell)
Finance Sub-Commission
(Attention: Major Finney)
Labour Sub-Commission
(Attention: Mr. Procter)

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785021

LSC/515

AFO 394

Vol. XXC

18 August 1945

Ref. AC/ 24/46/1126

SUBJECT : Financing of Labour ccs. Charges in Italian Ports

TO : Direzione Generale Marina Mercantile
Ministero della Marina, Roma
(Att. Lt. Com. Mastelloi)

1. We attach hereto copy of letter from AFHQ, G-5 Section, dated 6 August 1945 (ref. G-5/ 091.4-1) on the above subject.

2. We shall be glad to have your views on the various points raised, which we regret hereunder:

a) Assurance that the Italian Government will make adequate funds available to the local representatives for the payment of port labour.

b) Whether the Italian authorities will undertake simultaneously to:

(1) Replace all uniformed labour.

(2) Take over, or replace, all non-uniformed labour at present employed on shift or share work.

(3) Whether any approximate date or dates can be given as to when present Allied commitments will be taken over by the Italian authorities.

3. Your prompt attention would be greatly appreciated.

For the Director:

195

A. B. [illegible]
for

L. L. [illegible], Chief
Ports & Inland Water Transport Division

Copy to:
Movements Division (Att. Lt. Col. Baker)
Shipping Branch (Att. Maj. Lyons)
Administrative Division, Accounts & Statistic Branch
(Att. Maj. Tyrt)
Finance S/C (Att. Major Timms)
Labour S/C (Att. Mr. Proctor)
1 encl.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785021

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

JB/ww

G-5: 091.4-1

8 August 1945

SUBJECT: Dismoding of Labor etc. charged to Italian Ports.

TO : Headquarters, Allied Commission, APO 394

1. Reference is made to letter Tn.A/F/77/53 of 16 July addressed by Transportation (Br) Main, C.M.F., to G-4(Mov & Tn) AFHQ, copy to Transportation Sub-Commission, ALCOM.

2. The proposed scheme meets with the approval of Transportation (A) AFHQ who state that it should be made applicable to all ports save Naples (Military) and Leghorn.

3. The following points, however, have been raised upon which your views are desired as soon as possible:

a. G-4(Mov & Tn) state that they and PWB Med. agree the proposals provides an assurance can be given that the Italian Government will make adequate funds available to the local representatives for the payment of port Labor.

b. Director of Labor (Br) AFHQ asks whether the Italian authorities will undertake simultaneously to:

(1) Replace all uniformed Labor,

(2) Take over, or replace, all non-uniformed labor, as presents employed on units or shore work.

c. Director of Labor (Br) also asks whether any approximate date or dates can be given when present Allied commitments will be taken over by the Italian authorities.

For Asst. Chief of Staff, G-5:

194

/s/ Julius Byles
/t/ JULIUS BYLES,
Major, G.S.C.

Copy to: G(Maint)

0998

Declassified E.O. 12065 Section 3-402/NNDG NO. 785021

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AIG 1912558

7/4491
AIG 1915208

From AMG NAPLES COMMUNE NSA NICCI.

To VENICE NSA INFO RO ALCOA, NAPLES FOR MYERS

UNCLASSIFIED

We do not agree any form of tariff which provides that stevedore unions or labor organization be paid on tonnage basis you are not to agree to any tariff except one providing for daily wages to stevedore labor as only tonnage rate we will consider is with master stevedore through steamship agents. Do not agree to advance money against stevedoring bills arrange tariff BF (TDT).

Dist

HEADQUARTERS
10 AUG 1945
C.

Info-Action - TA AC 1
Info - Chief Commissioner
Food Sec
WFA
MG PR
Finance SC
Labor SC
File

193

MINUTES OF THE MEETING HELD AT THE MINISTRY OF MARINE
(Directorate General of Mercantile Marine on 7 July 1945)

Present:

Lt. Gen. Matteini - Director General of the Merchant Marine

Lt. Col Sellars -from the Transport Increment.

Major McClure, Mr. Ghilardi, Capt. Allman and Capt. Tosi -
Transportation Sub-Commission A.C.

Mr. Cerrito - Finance Sub-Comm., Price Control

Mr. Proctor - Industry Sub-Comm.

Lt. Gen. Bisconti - Second in Command of the Corps of the
Capitanerie di Porto.

Comm.De Martino, Comm. Gambioli, Col. Lauricella and Dr. Ghiglia
from the Inspectorate General of the
Merchant Marine.

The Port Officers attached to the port labour offices in the
Italian ports.

Mr. Di Stefano, representative of the Stevedores Organization.

The representatives of the Port Labour Companies of Italy.

Gen. Matteini - Thanks the Allied Authorities for attending the present meeting and explains that the stevedore representatives, after having finished the work they had to do came to the decision that one tariff only should be used in all Italian ports. Such tariff is based on the rates recently in forse in Sicilian ports.

He points out that a sole tariff for all the ports is in contrast with the regulations which have been

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He points out that a sole tariff for all the ports is in contrast with the regulations which have been followed up to date. He notices however, that in favour of a sole tariff there is the fact that the shipper (the Allied Nations) being only one, it could be considered logical that the same tariff be used in all the ports of discharge. In this case, however, the stevedores in the ports where there is always work will be in a more favourable position in respect to those employed in the ports where work is on minor scale or even an exception. This fact has been pointed out to the representatives of the stevedores who declared that they would not raise any difficulties, and would agree to the transfer of the stevedores from the ports where there is less work to more active ports in order to have a just share of the earnings.

The Allied.- Approve the transfer of stevedores to ports where their work is needed more.

Gen. Matteini - Points out that in accordance with the law in force, the Ministry has no authority to approve the tariffs

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forthwith and have them come into effect as they must first be submitted to all the councils of portual labour where other parties interested in port discharge are also represented. The Ministry can only make such tariff effective in the ports where it enters in the limits agreed by the local council of portual labour, while for other localities it must be forwarded to the Capitanerie di Porto as a proposal from the working class with a recommendation to base on it the tariffs used in the ports under their jurisdiction.

His opinion is, that owing to the present position, a sole tariff should be recommended for the above mentioned reasons. Regarding the principles followed for the compiling of the tariffs, they are shown in the following report given by the representatives of the Port Companies. (See Stevedoring Rates - Transportation Sub-Comm. AC/532/12/Tn.3.).

Allies - The representative of the Allied Industrial Commission says that the stevedores being a specialized personnel, have the right to receive a higher wage than ordinary workers. A.C. therefore do not object, generally speaking, that stevedores may receive a higher pay than that being given to ordinary workers.

Gen.Matteini - Explains the procedure followed for calculating the figures of the suggested tariff.

The workers have based their arguments on the concept that to live a minimum of 250 lire per day is necessary and therefore 250 x 30 = 7.500 lire per month and that the average number of full working days in a month is 12. Therefore, dividing 7.500 by 12 we have 625 lire for each full working day, which gives to the worker a guaranted salary of 250 lire per diem. For every type of commodity it is necessary that the relative gang be composed of a certain number of men who can in eight hours effect a determined amount of work (output). Multiplying the above mentioned 625 lire by the number of men in a gang and dividing the result by the tonnage output you obtain the tariff rate per ton for each kind of commodity.

Allies - Ask if in the tariff all the allowances, insurance, etc.

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Declassified E.O. 12065 Section 3-402/NNDC NO. 78502

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Di Stefano - Thanks on behalf of the workers for the above appreciation and expressing the wish of the 7.000 stevedores in the port of Genoa who are now out of work, he asks the intervention of the Allied Authorities for a quick rehabilitation of the port.

Allies - Assure that the re-opening of traffic in the port of Genoa is taken care of by the Allied Authorities, but that the removal of mines cannot be further speeded up as it must be done very carefully, in order that such a difficult operation should not cause a further loss of lives.

191

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Gen.Matteini - Points out that the Ministry has already written an official letter on this subject, and asks the Allied representatives to mention this matter to the appropriate authorities in order that the question be re-examined and settled.

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785021

Nigel Stevenson
FE/ce
CSC/515

Memorandum for Mr. BRAINE. 6 July 45.

FILE

SUBJECT: Stevedore Rates of Wages.

1. At the invitation of the Ministry of Merchant Marine I attended on behalf of Labour Sub-Commission a meeting on the 3rd July when the question of the appropriate rate of pay for stevedore labour in Italian ports was discussed.

2. A further meeting was held on the 6th June when it was proposed by the Ministry of Marine that a wage tariff based on the model of that which was in operation at Palermo, should be applied to the whole of the Italien ports with the exception of those five ports which are still under the Allied Military control, e.g. Naples, Leghorn, Bari, Taranto and Trieste.

3. General Matteini, who presided both meetings, pointed out that it was desirable that one basic rate should be approved for all ports (with the exception of the five ports mentioned above), subject to variations as may be required to accord with the cost of living of the various ports. The comprehensive basic tariff would include all "indennità" as provided by Italian laws.

4. On this basis it was suggested that a daily basic rate of 250 lire for a guaranteed week should be temporarily approved. Within this basis variations of remuneration to cover specific kinds of cargoes, e.g. coal, were to be discussed and a final meeting to definitely fix the basic rate and variations thereof would be convened at an early date.

5. The representative of the Labour Sub-Commission pointed out to the Ministry of Marine the desirability of fixing a uniform rate, subject to cost of living variations, which would compare with the present level of wages paid to craftsmen in the various areas in which the ports are situated. The responsibility for fixing the rates of pay was that of the Ministry of Marine in collaboration with Italian Port Labour Offices and in consultation with the Transportation Sub-Commission of the Allied Commission.

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6. Col. Sellars of the Ministry of Communications who is interested in Military ports expressed the fear that the basic rate of 250 lire per day, if finally approved, was likely to have repercussions in the shape of demands for increase of rates of remuneration from workers in Allied Military ports who would in due course become aware of new increase of rates payable to stevedores in adjoining non-military ports. It was pointed out to Col. Sellars that this Sub-Commission was not responsible for the fixing of the rates to be paid ~~under~~ such responsibility rested entirely with the Italian Government. In the course of the meeting it was revealed that the Federation of Stevedores now represented the whole of the dock labour throughout Italian territory, all other trade union movements now being convened under this new federation.

7. At the close of the meeting a discussion arose regarding the position of stevedores employed in the port of Naples who were engaged in the handling of private Italian shipping and were not in fact Armed Forces workers. General Matteini was subsequently advised on this point to the effect that such workers were regarded as in the employ of private industry and as such they were at liberty to negotiate new agreements. As however the Naples area is still under A.M.G. control, it would be necessary for any such agreement to be submitted to the Allied Authorities for approval.

F. PROCTOR
L/S/C.

N.B. It is explained that Amric wages of 250 per day are "guaranteed wage" principle workers of Allies.

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LSC/515

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

ROUTING AND WORK SHEET

Each note must be numbered and each space completely filled in. THIS WORK SHEET MUST NOT BE REMOVED FROM THE CORRESPONDENCE TO WHICH ATTACHED UNTIL ACTION IS COMPLETED AND THEN FILED WITH FILE COPIES OF COMMUNICATION TO WHICH IT PERTAINS. A line will be drawn the full width of the page under each note.

SUBJECT: Financing of Labor etc, charges in Italian Ports.

No	Date	To	REMARKS	From
	AUG 11 1945	1. ~~Finance Sub-Commission~~ 2. Labor Sub-Commission 3. Major Zarghan, Tn 3 4. Major Hyatt, Trk (Acct 'g)	Attached letter from G-5 Section AFHQ is forwarded for your information and retention.	

R Giacobini
Chief Clerk,
Transportation S.C.

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PAGE ....

Use other side

1007

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COPY

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

G/[illegible]

G-5: G31.5-1 6 August 1945

SUBJECT: Financing of labor etc. charges in Italian Ports.

TO : Headquarters, Allied Commission, APO 394.

1. Reference is made to letter Tn.A/P/77/22 of 18 July addressed by Transportation (Sr) Main, G.H.Q., to G-4 (Nov & Tn) AFHQ, copy to Transportation Sub-Commission, ALCOM.

2. The proposed scheme meets with the approval of Transportation (A) AFHQ who state that it should be made applicable to all ports save Naples (Military) and Leghorn.

3. The following points, however, have been raised upon which your views are desired as soon as possible:

a. G-4(Nov & Tn) state that they and FAO Med. agree the proposals provided an assurance can be given that the Italian Government will make adequate funds available to the local representatives for the payment of port labor.

b. Director of Labor (Sr) AFHQ asks whether the Italian will undertake simultaneously to:

(1) Replace all uniformed labor,

(2) Take over, or replace, all non-uniformed labor, at present employed on shift or where work.

a. Director of Labor (Sr) also asks whether any approximate date or dates can be given when present Allied commitments will be taken over by the Italian authorities.

For Asst. Chief of Staff, G-5:

JULIUS HYLES,
Major, C.A.C.

Copy to: C(Maint)

187

Declassified E.O. 12065 Section 3-402/NNDG NO. 785021

BEST COPY POSSIBLE

Subject :- Financing of Labour etc.
Changes in Italian Ports.

Transportation (Dr) Main
G.H.Q.
Tel. Firebox Ext. 3333.
Outside Line 843487
Ref. No. A/T/77/39.

July 1943

To :- G-4 (Mov & Tn.)
A.F.H.Q.

Copy to:- D.D.Tn.(Dr), A.F.H.Q. - D.D.Tn.(Docks),
Tn Sub-Commission Rq, A.C. - H.Q.T.C., A.F.H.Q.
Director General, Merchant Shipping, Ministry of Marine.

1. It is considered by this Service essential that the Italian Port Authorities should take over the responsibilities of port operation as soon as possible. It is appreciated that this subject is already well in mind, and that AFHQ will shortly be getting into touch with the Italian Government, with a view to Category A & B ports being taken over for operating purposes by the Italian Authorities.

2. In order to facilitate the eventual withdrawal of military personnel, it is the opinion of this Headquarters that labour employed in the handling of military cargo, not only at Class 3 ports but also at Category C & D ports, should be arranged and paid for by the Italian Port Authorities, the Military Port Representatives merely giving receipts for services rendered. In the same manner, the Italian Authorities should accept and deal with accounts for the maintenance and repair of Italian owned port facilities.

3. At a meeting of the Campbell Committee held in U.N.R.R.A., Rome on 12 July, it was proposed by representatives from this Headquarters, and accepted in principle by representatives of the Italian Ministry of Marine, that arrangements for the employment and payment of port labour, maintenance and repair charges, should in future be carried out by the Italian Port Authorities.

4. The Italian representatives in accepting the principle proposed, agreed that the arrangements proposed would not only facilitate the subsequent withdrawal of British military personnel, but would assist in regularising matters by the utilisation of such

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785021

the operating proposed by the Italian authorities.

2. In order to facilitate the eventual withdrawal of military personnel, it is the opinion of this Headquarters that labour employed in the handling of military cargo, not only at Class I ports but also at Category C & D ports, should be arranged and paid for by the Italian Port Authorities, the Military Port Representatives merely giving receipts for services rendered. In the same manner, the Italian Authorities should accept and deal with accounts for the maintenance and repair of Italian owned port facilities.

3. At a meeting of the Campbell Committee held in U.N.R.R.A. HQ, Rome on 13 July, it was proposed by representatives from this Headquarters, and accepted in principle by representatives of the Italian Ministry of Marine, that arrangements for the employment and payment of port labour, maintenance and repair charges, should in future be carried out by the Italian Port Authorities.

4. The Italian representatives in accepting the principle proposed, agreed that the arrangements proposed would not only facilitate the subsequent withdrawal of British military personnel, but would assist in restricting inflation by the utilisation of cash under Treasury control. The Director General, Merchant Marine however required to have an estimate of the extent of the commitment in order to apply for the necessary budget appropriation from the Treasury, and accordingly details of approximate daily tonnages at British operated ports have been estimated and are shown at Appendix 'A'.

5. The Campbell Committee considered that the proposals might, with advantage, be extended to American operated ports so as to bring all all Italian ports into line from a financial standpoint. It is requested therefore that the views of Tn. (American) be ascertained and, if agreed, that a committee including representatives of Mov & Tn (Tr), Tn(American), Port & Warehouse Division A.F., Italian Ministry of Marine and other interested persons, be authorised to arrange the necessary procedure.

(W.D.PARKIN) Lt.Col., R.
for Brigadier.
Director of Transportation.

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785021

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1915

Average Daily Tonnage Estimates (British Ports)

Name of Ports	Category	General Stores		Coal	Total
		Military	Civil		
TARANTO (Arsenale)	D)	500	100	600	1200
TARANTO (Mercantile Port	C)				
BRINDISI	D (C in Sep)	1450	550	-	2000
BARI	B	4400	870	750	6020
ANCONA	B (C in Sep)	750	800	450	2000
VENICE	B	1000	1000	1500	3500
GENOA	B	350	2550	3500	6400
TOTALS		8450	5950	6800	21200

Declassified E.O. 12065 Section 3-402/NNDG NO. 785021

1 of 4

1865

Daily Tonnage Estimates (British Ports)

Total	Stores		Coal	Total
	Military	Civil		
		100	500	1200
		500	"	2000
		850	750	6000
		800	450	2000
		1000	1500	3500
		0850	3300	6300
		5950	6600	21000

Declassified E.O. 12065 Section 3-402/NNDC NO. 785021

19 Aug. 45

Mr. Proctor:

318

Meeting today at
41
3 PM — Room 45 — 3rd
Floor Annex — Port and
Warehouse Bureau

Call Ex. 290 for
further info Mr. ~~Hill~~ Shelland.

Ext. Plan:

Declassified E.O. 12065 Section 3-402/NNDG NO. 785021

/m1

EXTRACT FROM CAMPBELL COMMITTEE MEETING No. 9 HELD 4 JUNE 1945

74. Stevedoring costs and control. Colonel Sieff stated that this matter had been the subject of correspondence which had been taken up at MEDITO, where it had been agreed in principle that the Compagnia Portuale should be the only body to supply stevedore labour and establish with the interested parties the rates to be paid. In certain ports, however, in Italy through which the redeployment of Allied personnel was taking place the Military Authorities are opposed to the release of stevedores from military control, as suggested in A.C. memorandum of 26th May, para 4, and it was agreed that in ports which would not be required for redeployment contracts should be made through the Compagnia Portuale and the stevedores paid a daily wage to be agreed by A.C., and not on tonnage rates. It was agreed that before this is put into force some document must be prepared to be sent to all ports advising of the intention and also quote the approved rates of pay for each area. Transportation Sub-Commission, A.C. undertook to prepare a paper jointly with the Ministry of Marine to come into operation from the 1st. July.

EXTRACT FROM MEDITO MEETING NO. 142 HELD 24 JULY '45

2240. Italian Stevedoring contract. Ref.2221. The representatives of the Compagnia Portuale had put forward a tarrif of rates to be paid to stevedores but had not set out daily wages, on which basis Mr. Nicol felt the men should be paid. The Chairman agreed and said it was unacceptable that the Compagnia Portuale, through whom it was intended that labour be employed, should also act as contractors. He therefore asked A.C. to have proposed daily wages for stevedores put forward and said that the contractors should employ their labour through the Compagnia Portuale who should only act in this respect and not as contractors themselves.

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HEADQUARTERS ALLIED COMMISSION
APO 394
LABOR SUB-COMMISSION

FP/cmw

Tel. - 476888 - 104
24 July 1945

REF : LSC/811/515

SUBJECT: Wage Rates of Port Dredging Workers at Venice

TO : Public Works and Utilities Sub-Commission

1. Reference your 078/VE/I/PWU of 21st July 1945.

2. As the workers concerned are employees of the State, their rates of remuneration are governed by and are the responsibility of the Italian Government.

3. You will no doubt be aware that Italian public servants wage decrees, Nos. 185, 328 and 116 have recently been implemented in Northern Italy, thus bringing salary wage rates of public servants in that territory into line with those obtaining in Central and Southern Italy.

4. The last mentioned Decree, viz. No. 116, was implemented on 15th July 1945, with retroactive effect as from 1st August 1945, and it is thought that the Ministry of Public Works was not aware of this fact when their letter of 17th July, 1945 was written.

5. In all probability Decree No. 116 will be made retroactive to 1st May 1945 in the course of the next few days.

6. It is thought that the implementation of the above-mentioned Italian decrees, when applied to the workers of the Port Dredging Service at Venice will meet the position as described in the letter of 17th July 1945 from the Ministry of Public Works.

W. H. BRAINE
Director
Labor Sub-Commission

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FILE

HEADQUARTERS ALLIED COMMISSION
APO 394
LABOUR SUB-COMMISSION

Tel. 470904

REF. : LSC/515 (r283)

21 June 1945

SUBJECT: Cooperative Battellieri del Porto.

TO : The Ministry of Industry & Commerce.

In reply to your letter of the 12th May, I understand that a letter on the above subject was sent from Navy House Naples to Ufficio Regionale del Lavoro Napoli on the 7th June explaining that the controversy was not the concern of the Royal Navy.

No further employment exists in the Dockyard at the moment, and it is not considered that any useful purpose can be served by proceeding further with the matter at the moment.

DAVID C. [illegible]
Deputy Director
Labour Sub-Commission

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Declassified E.O. 12065 Section 3-402/NNDG NO. 785021

LSC/515

Office of Naval Officer in Charge,
Naples Area.

13th June, 1945.

No. 289/93.

HEADQUARTERS ALLIED COMMISSION,
LABOUR SUB COMMISSION.

CO-OPERATIVA BATTELIERI DEL PORTO DI NAPOLI.

With reference to your letter No. LSC/515 of 22nd May, this matter has already been raised by the Ministero Dell'Industria, Commercio e Lavoro, Napoli. Copy of the correspondence is attached for your information.

2. Personnel who are employed in the Royal Naval Dockyard, Naples are not employed through any Co-operative Society, but directly as individuals.

3. As advised in paragraph 2 of my letter of the 7th January to Ufficio Regionale, no further employment exists in the Dockyard at the moment, and it is not considered that any useful purpose can be served by proceeding further with this matter.

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CAPTAIN, ROYAL NAVY.

MINISTERO DELL'INDUSTRIA COMMERCIO E LAVORO

UFFICIO REGIONALE DEL LAVORO DELLA CAMPANIA

NAPOLI

Divisione LEGAL SYNDICAL DIVISION — Napoli, May 16th, 1945

N. dà prot. 4989-L8-II

Oggetto: Request for Information

To: Naval Officer in Charge in
N A P L E S.

Our Office has been requested by the superior Ministry to proceed to investigation concerning the cooperative association "Battellieri del Porto" (Port Boatmen) manned by 132 associates, all of them being out of work and represented by Mr. Barnaba' Giuseppe, who asserts that has been unable to get possibility of employment in favor of his dependers because, as he affirms, the "syndicate of the workers attending to the mooring" headed by Messrs. Di Lorenzo Arturo, Romano Simeone and others for the time being at your service is opposing an hostile and usurping action.

As we do not succeed in obtaining the pass to enter the port in order to collect more precise information, we beg of you, as we have to answer the superior Ministry, that you would give us some elucidation on the matter which might put the Ministry in a position to settle adequately the controversy between the cooperative association of the "Port Boatmen" and the syndicate of the mooring workers.

With thanks and best regards

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THE DIRECTOR

(Avv. Michele Cifarelli)

Declassified E.O. 12065 Section 3-402/NNDC NO. 785021

Oggetto: Request for Information

To: Naval Officer in Charge in
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As we do not succeed in obtaining the pass to enter the port in order to collect more precise information, we beg of you, as we have to answer the superior Ministry, that you would give us some elucidation on the matter which might put the Ministry in a position to settle adequately the controversy between the cooperative association of the "Port Boatmen" and the syndicate of the mooring workers.

With thanks and best regards

179

THE DIRECTOR

(Avv. Michele Cifarelli)

Declassified E.O. 12065 Section 3-402/NNDC NO. 785021

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Declassified E.O. 12065 Section 3-402/NNDG NO. 785021

Office of Naval Officer in Charge,
Naples Area.

7th June, 1945.

No.289/92

UFFICIO REGIONALE
DEL LAVORO DELLA CAMPANIA,
NAPOLI.

ASSOCIATION OF THE PORT BOATMEN.

With reference to your letter No. 4989 of 16th May, 1945, any controversy that exists between the Co-operative Association of the Port Boatmen and the Syndicate of the Mooring Workers is not the concern of the Royal Navy.

2. No further employment exists in the Royal Naval Dockyard at the moment and it is not considered that any useful purpose will be served by proceeding further with this matter.

(Sgd) JAMES C. COLVILL
CAPTAIN.
ROYAL NAVY.

Declassified E.O. 12065 Section 3-402/NNDG NO. 785021

LSC/515-

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 489081
Ref. AC/20/39/Tn6

UAG/mvm
16 July 1945

SUBJECT: Proposed New Stevedoring Tariff for Italian Ports

TO : See Distribution Below

1. Attached herewith is translation of tariff as submitted by the representatives of the Port Companies (Compagnie Portuali) of Italy at the final meeting which was held in Rome at the Direzione Generale della Marina Mercantile on 6 July 1945.

2. This Division is investigating and examining the above proposed new tariff and will report on same as soon as it has been possible to collect the necessary data.

3. You will be advised, in due course, of our conclusions.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Attachment:
As stated in para 1

DISTRIBUTION:

G4 (Mov & Tn) AFHQ
G5 AFHQ
Tn (A) AFHQ
Tn (B) Rome
Tn (B) AFHQ
PSTO (Med) AFHQ
Medbo Caserta (2).
MWT Rome (2)
WSA Rome (3)
Internal
Finance S/C
Accounts Br. Tn S/C
Labor S/C
Economic Section (Price Control)

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HEADQUARTERS ALLIED COMMISSION AT/fd
APO 394
Transportation Sub-Commission

Our ref.:AC/532/12/Tn 3 11 July 1945

STEVEDORING RATES

A meeting was held in Rome at the Direzione Generale Marina Mercantile from July 3rd to July 6th to discuss stevedoring rates for all Italian Ports.

After ample discussion in which workers' delegates from all ports in Italy took part, an agreement was reached on the following tariffs to be submitted to A.C. for approval.

The principles which have induced the representatives of all the Port Companies (Compagnie Portuali) of Italy to propose a sole tariff for all ports is summarized in the following points:

1. Output - It has been noticed that in the greatest part of the Italian ports the minimum outputs foreseen by regulations are of 70 to 80 tons per each gang. In consideration of the fact that said outputs have been recognized by the Allied Commands (reference is made to the various contracts); that often it is even impossible to accomplish the minimum outputs owing to lack of motor-transport, and that a normal port work is even more difficult owing to the existing destructions, it has been therefore agreed that the minimum outputs of 70 tons for general cargo and of 80 tons for coal will be the index which must be considered while compiling rates.

2. Composition of gangs - It has been noticed that gangs for loading and discharging in the various ports are generally composed of 11 men, namely 8 men in the hold and 3 on deck.

Considering the composition of said gang as a basis, other rates have been computed according to the fact that the number of workers will increase or decrease for the accomplishment of the various operations.

3. Average working days - From investigation of cost of living

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Considering the composition of said gang as a basis, other rates have been computed according to the fact that the number of workers will increase or decrease for the accomplishment of the various operations.

3. Average working days - From investigation of cost of living in the various ports, also in proportion with the daily wages paid to other categories of workmen assigned to heavy works, it has been noticed that the average monthly earning divided by 30 days varies from a minimum of 280 to over 500 lires a day and that the average working days, (without considering the small ports) varies from a minimum of 12 days to a maximum of 22 on a total of 30 days.

It has been also noticed a proportionate analogy between the average working days and the cost of living. In fact where the cost of living is low, the average working days is lower, where the cost is high the average working days is higher.

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As agreed by the Ministry of Marine it has been taken in consideration that port workers are compelled to answer every day to calls for work even if part of them have to return home without having worked. The money earned in the working days being used for living in the remaining days, the following computation has been made which shows that the average money collected per day actually worked (based on 12 days per month) is lire 625.

Daily	sum	for	living	250x30:12	Average	working	day	= 625	lires
"	"	"	"	300x30:15	"	"	"	= 600	"
"	"	"	"	320x30:15	"	"	"	= 640	"
"	"	"	"	350x30:17	"	"	"	= 620	"
"	"	"	"	400x30:20	"	"	"	= 600	"
"	"	"	"	420x30:20	"	"	"	= 630	"
"	"	"	"	450x30:22	"	"	"	= 615	"

In regard to coal it has been thought to increase the daily sum by 50 lires, owing to the greater consumption of shoes, clothes and to the high cost of soap.

Considering that the most important elements (outputs, gangs and working days) are as an average uniform, and that the present situation is rather exceptional, the port companies have deemed advisable to propose a sole national tariff, which could satisfy everybody's wishes and avoid competition.

When normal conditions will prevail again, the Port Company will be glad to revise all these situations, for the interest of the Country and of port traffic.

1) <u>General Cargo</u> : <u>Operations on ship with output of 70 tons per hand</u>.

a) loading or discharging general cargo	Lire 98 - p. metric tons
b) loading or discharging large heavy cases, cumbersome material difficult to handle, motor vehicles and empty barrels.	" 115 - " " "
c) loading or discharging of frozen or refrigerated meat.	" 150 - " " "

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When normal conditions will prevail again, the Port Company will be glad to revise all these situations, for the interest of the Country and of port traffic.

1) General Cargo : Operations on ship with output of 70 tons per hand.

a) loading or discharging general cargo	Lire 98 -	p. metric tons
b) loading or discharging large heavy cases, cumbersome material difficult to handle, motor vehicles and empty barrels.	" 115 -	" " "
c) loading or discharging of frozen or refrigerated meat.	" 150 -	" " "
d) loading or discharging horses, mules asses or cattle.	" 80 -	" head
e) ditto for sheep and swine	" 25 -	" "
f) cleaning ship's holds-per man per day	" 625 -	
g) winchmen, each	" 625 -	
h) putting cereals and vegetables in general into bags, or assistance during discharge (over and above the normal stevedoring gang)	" 80 -	" metric ton
i) shifting goods in the hold by means of hooks or by hand, over and above stevedoring tariff, an increase of	50%	

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1) General Cargo : Operations on ship with output of 70 tons per hand

k)	shifting from hold to 'tweendeck or vice-versa, increase over and above stevedoring tariff.	Lire	70% p. metric ton
j)	direct shifting from hold to next hold, increase over and above stevedoring tariff		100%
l)	discharge of grain by means of aspirators	"	100 " " "

2) GENERAL CARGO : OPERATIONS FROM UNDER SHIP'S TACKLE TO WHARF

a)	porterage from under ship's tackle, unhooking and delivery direct to ground, scales, cart rly. car or vice-versa within 10 metres (33 ft.)		
	for general cargo :.....	Lire	107 p.metric ton
	for large heavy cases, cumbersome material difficult to handle or motor vehicles and empty drums	"	107 " " "
	frozen meat	"	110 " " "
	horses, mules, asses and cattle	"	60 p. head
	sheep and swine	"	20 " "
b)	reloading from ground to scales, or truck or cart or vice-versa within 10 metres		
	general cargo	"	71 p. metric ton
	frozen meat	"	71 " " "
c)	reloading from ground or scales to rly. car or vice-versa within 10 metres		
	General cargo & frozen meat	"	98 " " "
d)	from under ship's tackle to lighter		

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and delivery direct to ground, scales, cart rly. car or vice-versa within 10 metres (33 ft.)

	for general cargo :.....	Lire 107	p.metric ton
	for large heavy cases, cumbersome material difficult to handle or motor vehicles and empty drums	" 107	" " "
	frozen meat	" 110	" " "
	horses, mules, asses and cattle	" 60	p. head
	sheep and swine	" 20	" "
b)	reloading from ground to scales, or truck or cart or vice-versa within 10 metres		
	general cargo	" 71	p. metric ton
	frozen meat	" 71	" " "
c)	reloading from ground or scales to rly. car or vice-versa within 10 metres		
	General cargo & frozen meat	" 98	" " "
d)	from under ship's tackle to lighter with stowage	" 53	" " "
e)	discharge from lighter to wharf or vice versa	" 107	" "175 "
f)	porterage beyond 10 metres and up to 20 metres, increase of	25%	
g)	porterage beyond 20 metres and up to 30 metres, increase of	50%	
h)	porterage beyond 30 metres - tariff to be arranged for each case.		

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3) VARIOUS:-

a) earthenware and building material in bulk, increase of	100%	
b) bagging bulk goods on board sailing vessels and motorschooners, increase of the stevedoring tariff of	50%	
c) labour for weighing goods, increase of	50%	
d) damaged goods - tariffs to be arranged in each case		

4) COAL, PHOSPHATES, PYRITES, SULPHUR, CHINA CLAY AND SIMILAR GOODS IN BULK WITH OUTPUT OF 80 TONS.

a) discharging with slings (tele giapponesi) UNHOOKING on ground or cars	Lire	143	p. metric ton (143)
b) hand shunting of cars and gathering up fallen bulk goods		30	" " "
c) discharging with baskets or large baskets	"	197	" " "
d) transhipment from lighter to lighter or sailing vessel	"	127	" " "
e) reloading with small baskets from stacks of bulk goods at ship's side to cars or to new stack within 15 metres, height metres 1.80 (6 ft.) or vice-versa	"	150	" " "
f) reloading direct from stack to cart or from rly. car to cart	"	127	" " "
g) discharging from cart to rly. car or from cart to stack, height m. 1.80	"	85	" " "
h) discharge from lighter to cart or wharf edge	"	127	" " "
i) discharge from lighter to stack or rly. car within 15 metres and heighth m.1.80	"	150	" " "

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UNHOOKING

	on ground or cars	Lire	243 p. metric ton (*)		
b)	hand shunting of cars and gathering up fallen bulk goods		30 "	"	"
c)	discharging with baskets or large baskets	"	197 "	"	"
d)	transhipment from lighter to lighter or sailing vessel	"	127 "	"	"
e)	reloading with small baskets from stacks of bulk goods at ship's side to cars or to new stack within 15 metres, height metres 1.80 (6 ft.) or vice-versa	"	150 "	"	"
f)	reloading direct from stack to cart or from rly. car to cart	"	127 "	"	"
g)	discharging from cart to rly. car or from cart to stack, height m. 1.80	"	85 "	"	"
h)	discharge from lighter to cart or wharf edge	"	127 "	"	"
i)	discharge from lighter to stack or rly. car within 15 metres and heighth m.1.80	"	150 "	"	"
l)	reloading above m.1.80 height up to 3 m. increase of		30%		
	from 3 to 4 metres, increase of		50%		

5) BUNKERING

a)	from lighter to rly. car, stack, edge of wharf to bunker with slings (giapponesi)	"	143 p. metric ton		
b)	ditto with handling on deck	"	310 "	"	"
c)	from lighter or rly. car, stack edge of wharf, to bunker with baskets, with ship alongside and with one stage	"	170 "	"	"
d)	for each additional stage, increase of	"	17 "	"	"

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5) BUNKERING

e) from cart to bunker with ship alongside, with baskets, without stages	Lire	85	p. metric	ton
f) from stock or rly.car by hand direct to bunker within 15 metres	"	170	" "	"
g) trimming (reckoned on total tonnage)	"	50	" "	"

6) VARIOUS, COAL, ETC.

a) beyond 15 metres and up to 30 metres increase of		50%		
b) beyond 30 metres, using carts				
c) coke, increase of		100%		
d) patent fuel, increase of		70%		
e) charcoal, increase of		50%		
f) asphalt and pitch - tariff to be fixed in each case				
g) hand weighing	Lire	20	p. metric	ton

7) DIVERS SERVICES FOR GENERAL CARGO, COAL, ETC.

a) Trouble-some & difficult work, increase of		20%		
b) men per day :				
General cargo.....	Lire	625		
Black goods.....	"	675		
The days are divided into half days only if the request is for the afternoon hours				
c) preparing ship, general cargo, per hatch	"	600		
d) preparing ship, coal and bulk goods, per hatch	"	3000		
e) opening hatch - each time	"	400		

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e) charcoal, increase of 50%

f) asphalt and pitch - tariff to be fixed in each case

g) hand weighing Lire 20 p. metric ton

7) DIVERS SERVICES FOR GENERAL CARGO, COAL, ETC.

a) Trouble-some & difficult work, increase of 20%

b) men per day :

General cargo..... Lire 625

Black goods..... " 675

The days are divided into half days only if the request is for the afternoon hours

c) preparing ship, general cargo, per hatch " 600

d) preparing ship, coal and bulk goods, per hatch " 3000

e) opening hatch - each time " 400

f) closing hatch - " " " 400

g) tallyclerks of stevedoring concern " 9 per ton

h) tallyclerks for master's a/c per day " 625

N.B. above tariffs are applied also for sailing vessels and motor-schooners, excluding the tonnage output per day.

8) LUGGAGE PORTERAGE:

a) for each passenger on steamers coming from or going to foreign ports. Lire 130

b) for each passenger on steamers coming from or going to Italian ports or colonies Lire 100

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8) LUGGAGE PORTERAGE

c) baggage room fees - for each item and per day Lire 5

d) motorcar belonging to passenger " 500

9) HOURS OF WORK AND COMPENSATION FOR OVERTIME

Ordinary work starts at 8 a.m. and is carried on till noon, and from 1300 to 1700, save in the case of contrary custom of the ports.

Overtime is reckoned from 1700 to 2000 and from 0600 to 0800 with increase of 25% on tariffs.

Work during ordinary hours on holidays: Tariff increased by 50%

Night work is reckoned from 2000 to 0600 with increase of 70% on tariffs.

Holiday night work is reckoned with increase of 100% on tariffs.

Work requested from 1200 to 1300 or anyway during mealtime is reckoned with increase of 100% on tariffs, if four hours work have already been done; otherwise 50% is reckoned

For holidays it is understood all Sundays and those days recognised by the State as holidays

10) EQUIPMENT:-

To carry out the above work, the stevedoring concerns, when the labour Company is not equipped due to present conditions, must supply all necessary equipment for the work to be carried out.

The following compensation is therefore fixed for use of equipent :

a) [illegible]

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Holiday night work is reckoned with increase of 100% on tariffs.

Work requested from 1200 to 1300 or anyway during mealtime is reckoned with increase of 100% on tariffs, if four hours work have already been done; otherwise 50% is reckoned

For holidays it is understood all Sundays and those days recognised by the State as holidays

10) EQUIPMENT:-

To carry out the above work, the stevedoring concerns, when the labour Company is not equipped due to present conditions, must supply all necessary equipment for the work to be carried out.

The following compensation is therefore fixed for use of equipent :

a) Japanese slings	Lire 8	p. metric ton
b) shovels, spades, planks and stages	" 2 "	" "
c) baskets	" 20 "	" "
d) scales	" 5 "	" "

11) SPECIAL COMPENSATION

a) hastening discharge is recompensed by a bonus of 25% reckoned on the greater output.

b) for work carried on in rainy or heavy weather or swell, the tariffs are increased by 50%

c) waiting and not working owing to causes not due to the workers lire 75 per hour and per man.

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11) SPECIAL COMPENSATIONS

a) engagement : workers engaged and not sent to work will be compensated with 100 Lire per man.

c) suspension of work due to rain, heavy weather or swell must be considered as non-working.

12) INCREASES AND CONTRIBUTIONS AS PER LAW

a) contributions for social, accident, etc insurance	31%	on total of invoice
b) reimbursements overhead and administration	10%	on sum of work

13) GENERAL RULES:

a) above tariffs are understood to be comprehensive of indemnities of presence, of indemnities for high cost of living and current indemnities.

b) option is allowed to each port to arrange tariffs for work of special character and of local character.

TRANSLATION BY :- Mr. B . Mac Donnel, P. & W. Div.
:- J. Bardigotto Tn. Sub-Comm.

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ranslation Latorraca - Baldazzi.

National Federation of Port Labourers.

After ample and calm discussions with the Port Labourers' representatives the following rates have been established:

1) Miscellanous: operations on boardship per 70 tons:

a) stowage and unstowage of various goods:	L. 98 per ton
b) " " " " heavy cheste, autovehicles and empty barrels	L.115 " "
c) stowage and unstowage of frozen meat to and from iceboxes	L.150 " "
d) stowage and unstowage of horses, mules donkeys and cows	L. 80 a pair
e) same for sheeps and hogs	L. 25 " "
f) cleaning of holds	L.625
g) Windless	L.625
h) Sacking of cereals, of vegetables	L. 80
i) shifting of merchandise in the holds by means of hooks or by hand besides stowage and unstowage rate increase of	50%
j) shifting from hold to corridor or viceversa increase on the stowage and unstowage rates of	70%
k) direct shifting from hold to hold increase on stowage and unstowage rates of	100%
l) unloading of wheat	L.100 per ton

2) Miscellanous: operations from teckle to quay:

a) porterage from tackle, unhooking and loading directly on weighing machine, on wagon or viceversa within 10 meters: for miscellanous merchandise:	L.107 per ton
for heavy cases, encumbering materials autovehicles empty barrels, frozen meat	L.110 " "
horses, mules, donkeys, cows, sheep and hog.	L. 20 a pair
b) reloading from ground to weighing machine, truck or wagon or viceversa within 10mtrs: miscellanous	L. 71
frozen meat	L. 71

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i) shifting of merchandise in the holds by means of hooks or by hand besides stowage and unstowage rate increase of 50%

j) shifting from hold to corridor or viceversa increase on the stowage and unstowage rates of 70%

k) direct shifting from hold to hold increase on stowage and unstowage rates of 100%

l) unloading of wheat L.100 per ton

2) Miscellanous: operations from tackle to quay:

a) porterage from tackle, unhooking and loading directly on weighing machine, on wagon or viceversa within 10 meters:
for miscellanous merchandise: L.107 per ton
for heavy cases, encumbering materials autovehicles empty barrels, frozen meat L.110 " "
horses, mules, donkeys, cows, sheep and hog. L. 20 a pair

b) reloading from ground to weighing machine, truck or wagon or viceversa within 10mtrs:
miscellanous L. 71
frozen meat L. 71

c) reloading from ground or from weighing machine to truck or viceversa within 10 meters:
miscellanous merchandise and frozen meat" 98

d) from tackle to barge with hold " 53

e) unloading from barge to quay or viceversa 103

f) porterage over 10 meters and up to 20 m. increase of 25%

g) porterage over 20 meters up to 30 meters increase of 50%

h) porterage over 30 meters - rate to be established case by case;

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3) miscellanous:

a) bricks and building materials increase of	100%
b) sacking of goods on board sailships increase on stowage and unstowage rates of	50%
c) weighing of goods increase of	50%
d) miscellanous - rates to be established case by case.	

4) Coal - Phosphates - Pyrites - Sulphur and like:

a) draught by means of Japanese clothes	L.143 per ton
b) maneuvering of trucks	" 30 " "
c) draught by means of large chests	" 197
d) transhipment from raft to raft	" 127
e) reloading on shoulder from heap to truck or to other heap within 15 meters of height or viceversa	150
f) direct reloading from heap to wagon or from truck to wagon	L.127
g) unloading from wagon to truck or from wagon to heap 1,80 m. high	" 85
h) unloading from raft to wagon	" 127
i) " " " " heap or truck within 15 meters of distance	" 150
l) reloading over 1,80 m. high up to 3 meters high increase of	30%
from 3 to 4 meters increase of	50%

5) Bunker:

a) from raft to truck, heap, pier, to bunker with Japanese cloth	" 143
b) idem maneuvering on board	" 310
c) from raft to truck, heap, pier to bunker of steamer with one bridge	" 170
d) for each additional bridge increase of	17
e) from truck to bunker of steamer with no bridges	85
f) from heap or truck directly to bunker within 15m.	170
g) stowage	50

6) Coal, miscellanous etc.

a) beyond 15 meters and up to 30 meters increase of	50%
b) " 30 " use of cars	
c) coke increase by	100%
d) paving-tiles, increase by	70%
e) charcoal increase by	50%

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1) [illegible]
increase of 50%
from 3 to 4 meters increase of

5) Bunker:
a) from raft to truck, heap, pier, to bunker " 143
with Japanese cloth " 310
b) idem maneuvering on board
c) from raft to truck, heap, pier to bunker of " 170
steamer with one bridge 17
d) for each additional bridge increase of 85
e) from truck to bunker of steamer with no bridges 170
f) from heap or truck directly to bunker within 15m. 50
g) stowage

6) Coal, miscellanous etc.
a) beyond 15 meters and up to 30 meters increase of 50%
b) " 30 " use of cars 100%
c) coke increase by 70%
d) paving-tiles, increase by 50%
e) charcoal, increase by
f) asphalt and pitch rate to be fixed in each case 20 lire p.t.
g) weighing on shoulders

7) Different services for sundry goods: coal etc.
a) work under uneasy conditions, increase by 20%
b) workingmen per day L.625
sundry goods " 675
black goods
working days can be divided into half days only if the
respective request is made for the afternoon hours.
c) to fit out the ship, sundry goods, for hatchway L. 600
d) " " " " " coal and sundry for hatchway L.1000
e) opening of hatchway, each time 400
f) closing of hatchway " " 400
g) clerks of the Firm 9 per ton
h) clerk captain, per day 625

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Night overtime is to be computed from 20 h. to 6 h., and on the basis of a 70% increase on the wage rates.

Holiday overtime is to be computed on the basis of a 100% increase.

Work requested from 12 h. to 13 h., or anyhow during meal time, is to be computed on the basis of a 100% increase on the wage rates, whenever more than 4 working hours have been worked, otherwise a 50% increase is calculated.

For Holiday one should mean all Sundays and holidays acknowledgeddas such by the laws of the State.

10) Tools

For carrying out the above mentioned works, the employers- whenever the Company, for contingent reasons, has not at its disposal the necessary equipment- must provide the necessary implements for carrying out the working operations.

In any way, the following indemnities are fixed for the use of tools:

a) Japanese tools	8 L. for ton
b) shovels, hoes, thick planks and bridges	2 " " "
c) tops	20 " " "
d) poise	5 " " "

11) Special rewards:

a) for the acceleration of the unloading a 25% bonus is granted, computed on the higher working output.
b) for the work carried on during rains, inclemency of weather or surfs, the rates are increased by 50%
c) waiting and inoperosity for causes not imputable to the workers, 78 L. per hour and per capita.
d) enrolment: workers enroled but not sent to work, will be indemnified with 100 lire per capita.
e) the stoppage of work due to rain, inclemency of weather or surfs is to be considered as inoperosity.

12) Increases and contributions according to law.

a) clearing-entries 31% on the bills.
b) reimbursement of general and administration expenses 10% on the labour cost

13) General rules:

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implements for carrying out the working operations.

In any way, the following indemnities are fixed for the use of tools:

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   d) enrolment: workers enroled but not sent to work, will be indemnified with 100 lire per capita.
   e) the stoppage of work due to rain, inclemency of weather or surfs is to be considered as inoperosity.

12) Increases and contributions according to law.
   a) clearing-entries 31% on the bills.
   b) reimbursement of general and administration expenses 10% on the labour cost

13) General rules:
   a) the above quoted rates are comprehensive of the presence indemnity, as well as of the carovita and emergency indemnities.
   b) the different harbours are empowered to adjust the rates according to the requirements of special and local operations.

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FEDERAZIONE NAZIONALE DEI LAVORATORI DEI PORTI ITALIANI

Dopo ampia e serena discussione, alla quale prendono parte i delegati dei lavoratori di tutti i porti d'Italia appositamente invitati con telegramma di Marimercant per prendere in esame le questioni tariffarie, sono state concordate le seguenti tariffe:

1°) - **Merci varie: OPERAZIONI DI BORDO CON RESA 70. TONN.**

a)	stivaggio o disistivaggio merci varie	£. 98.-	tonn.
b)	stivaggio o disistivaggio di cassoni pesanti materiale ingombrante di difficile maneggio, automezzi e fusti vuoti	" 115,-	"
c)	stivaggio o disistivaggio di carne congelata da od a frigorifero	" 180,-	"
d)	stivaggio o distivaggio cavalli, muli, asini e bovini	" 80,-	per capo
e)	idem per ovini e suini	" 95,-	"
f)	pulizia delle stive per uomo a giornata	" 625,-	
g)	verricelli, per uomo " "	" 625,-	
h)	insaccatura, con tumoli, di cereali e legumi in genere ed assistenza durante la discarica (oltre la retta normale di tiraggio)	" 80,-	tonn.
i)	spostamento di merci in stiva a mezzo di gancio o a mano, oltre la tariffa stivaggio e disistivaggio, aumento del	50%	
k)	spostamento da stiva in corridoio o viceversa, aumento, sulla tariffa stivaggio e disistivaggio del	70%	
j)	spostamento diretto da stiva a stiva adiacente, aumento della tariffa stivaggio e disistivaggio del	100%	
l)	sbarco grano a mezzo aspiratori da silos	£. 100,-	tonn.

2°) - **MERCI VARIE: OPERAZIONI DA SOTTOPARANCO E BANCHINA.**

a)	facchinaggio da sottoparanco, agangiamento e resa diretta a terra, bascula, carro, vagone o viceversa entro i 10 metri:	" 107,-	tonn.
	per merci varie:		
	per cassoni pesanti, materiale ingombrante di difficile maneggio o automezzi e fusti vuoti	" 107,-	"
		" 110,-	"

d)	stivaggio e distivaggio cavalli, muli, asini e bovini	"	80,-	per capo
e)	idem per ovini e suini	"	25,-	" "
f)	pulizie delle stive per uomo a giornata	"	625,-	
g)	verricelli, per uomo " "	"	686,-	
h)	insaccatura, con tumoli, di cereali e legumi in genere od assistenza durante la discarica (oltre la metta normale di tiraggio)	"	80,-	tonn.
i)	spostamento di merci in stiva a mezzo di gancio o a mano, oltre la tariffa stivaggio e disistivaggio, aumento del		50%	
k)	spostamento da stiva in corridoio o viceversa, aumento, sulla tariffa stivaggio e disistivaggio del		70%	
j)	spostamento diretto da stiva a stiva adiacente, aumento della tariffa stivaggio e disistivaggio del		100%	
l)	sbarco grano a mezzo aspiratori da silos	£.	100,-	tonn.

2°) - MERCI VARIE: OPERAZIONI DA SOTTOPARANCO E BANCHINA.

a)	facchinaggio da sottoparanco, agungiamento e resa diretta a terra, bascula, carro, vagone o viceversa entro i 10 metri:			
	per merci varie:	"	107,-	tonn.
	per cassoni pesanti, materiale ingombrante di difficile maneggio o automezzi e fusti vuoti	"	107,-	"
	carne congelata	"	110,-	"
	cavalli, muli, asini e bovini	"	80,-	per capo
	ovini e suini	"	80,-	" "
b)	ricarico da terra a bascula, o camion o carro oppure viceversa entro i 10 metri:			
	Merce varie	"	71,-	tonn.
	carne congelata	"	71,-	"
c)	ricarico da terra o bascula a vagone oppure viceversa entro 10 metri:			
	Marci varie e carne congelata	"	98,-	"
d)	da sottoparanco a barcaccia con stivaggio	"	85,-	"
e)	sbarco da barcaccia a banchina o viceversa	"	107,-	"
f)	facchinaggio oltre i 10 metri e fino a 20 metri aumento del		25%	
g)	facchinaggio oltre i 20 metri e fino a 30 metri aumento del		50%	

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h) facchinaggio oltre i 30 metri - tariffe da stabilirsi caso per caso

5°) - VARIE

a) terraglio e materiale da costruzioni alla rinfusa aumento del 100%
b) Insaccatura di merci alla rinfusa a bordo di velieri e motovelieri, aumento sulla relativa tariffa di stivaggio e disistivaggio 50%
c) Prestazioni di mano d'opera per la pesatura delle merci, aumento 50%
d) merci avariate - tariffe da convenirsi caso per caso.

4°) - CARBONI, FOSFATI, PIRITI, ZOLFI, CAOLINO E SIMILI ALLA RINFUSA CON RESA TONN. 90

a)	tiraggio con teli giapponesi con agguagliamento a terra o vagoni	£. 145,-	tonn.
b)	manovra vagoni a raccoglitori	" 30,-	"
c)	tiraggio con coffe o cestoni	" 197,-	"
d)	trasbordo da chiatta a chiatta o veliero	" 127,-	"
e)	ricarico a spalla da cumulo sottobordo a vagone o a nuovo cumulo entro i 15 metri altezza m.1,80 oppure viceversa	" 150,-	"
f)	ricarico diretto da cumulo a carretto o da vagone a carretto	" 127,-	"
g)	scarico da carretto a vagone o da carretto a cumulo altezza m. 1,80	" 85,-	"
h)	scarico da barcaccia a carretto o ciglio banchina	" 127,-	"
i)	scarico da barcaccia a cumulo o vagone entro i 15 metri e altezza di m. 1,80	" 150,-	"
l)	ricarico oltre m. 1,80altezza e fino a 3 metri aumento del	30%	
	da 3 a 4 metri, aumento del	50%	

5°) - SCHIOGGIO

a)	da chiatta a vagone, cumulo, ciglio banchina, a bunker con teli giapponesi	" 145,-	"

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a) tiraggio con teli giapponesi con sganciamento a terra o vagoni	£.	143,-	tonn.
b) manovra vagoni e raccoglitori	"	30,-	"
c) tiraggio con coffe o cestoni	"	197,-	"
d) trasbordo da chiatta a chiatta o veliero	"	127,-	"
e) ricarico a spalla da cumulo sottobordo a vagone o a nuovo cumulo entro i 15 metri altezza m.1,80 oppure viceversa	"	150,-	"
f) ricarico diretto da cumulo a carretto o da vagone a carretto	"	127,-	"
g) scarico da carretto a vagone o da carretto a cumulo altezza m. 1,80	"	85,-	"
h) scarico da barcaccia a carretto o ciglio banchina	"	127,-	"
i) scarico da barcaccia a cumulo o vagone entro i 15 metri e altezza di m. 1,80	"	150,-	"
l) ricarico oltre m. 1,80altezza e fino a 3 metri aumento del		30%	
da 3 a 4 metri, aumento del		50%	

5e) - SUNGHERAGGIO

a) da chiatta a vagone, cumulo, ciglio banchina, a bunker con teli giapponesi	"	145,-	"
b) idem con maneggio in coperta	"	310,-	"
c) da chiatta o vagone, cumulo, ciglio banchina, a bunker con coffe, con vapore affinato e con un ponte	"	170,-	"
d) per ogni ponte in più aumento	"	17,-	"
e) da carro a bunker con vapore affinato, con coffe senza ponti	"	85,-	"
f) da cumulo o vagone a spalla direttamente a bunker entro i 15 metri	"	170,-	"
g) stivaggio (conteggiato per il tonnellaggio complessivo)	"	50,-	"

6e) - VARIE CARBONE ECC.

a) oltre i 15 metri e fino a 30 metri aumento del 50%

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b) oltre i 50 metri, impiego di carri
c) coke aumento del 100%
d) mattonelle aumento del 70%
e) carbone vegetale aumento del 50%
f) asfalto e pece - tariffa da stabilirsi caso per caso
g) pesatura a spalla £. 20,- tonn.

7°) - PRESTAZIONI DIVERSE PER MERCI VARIE, CARBONE ECC.
a) lavoro disagiato aumento del 20%
b) uomini a giornata:
merci varie £. 625,-
merci nere " 675,-
Le giornate sono divisibili a mezzo giornate soltanto se la richiesta avviene per le ore pomeridiane
c) preparazione nave, merci varie, per boccaporto " 600,-
d) preparazione nave, carbone e rinfusa per boccaporto " 3000,-
e) apertura boccaporto per ogni volta " 400,-
f) chiusura boccaporto " " " " 400,-
g) comandi di impresa " 9,- tonn.
h) comandi capitano per giornata " 825,-

N.B. - Le suddette tariffe vanno applicate anche per i velieri e motovelieri con esclusione delle rose

8°) - SERVIZIO PORTABAGAGLI
a) per ogni passeggiero su piroscafi provenienti o diretti a porti esteri £. 150,-
b) per ogni passeggiero su piroscafi provenienti o diretti a porti italiani o coloniè " 100,-
c) deposito bagagli per ogni collo e per giornata " 5,-
d) autovettura a seguito di passeggieri " 500,-

9°) - ORARIO LAVORO E COMPENSI PER STRAORDINARI
resta fissato che il lavoro ordinario si svolge dalle otto alle 12 e dalle 13 alle 17, salvo gli usi particolari dei singoli porti.

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Le giornate sono divisibili a mezzo giornate soltanto se la richiesta avviene per le ore pomeridiane

c)	preparazione nave, merci varie, per bocaporto	£.	800,-
d)	preparazione nave, carbone e rinfusa per boccaporto	"	5000,-
e)	apertura boccaporto per ogni volta	"	400,-
f)	chiusura boccaporto " " "	"	400,-
g)	commessi di impresa	"	9,- tonn.
h)	commessi capitano per giornata	"	625,-

N.B. - Le suddette tariffe vanno applicate anche per i velieri e motovelieri con esclusione delle rose

8°) - SERVIZIO PONTA BAGAGLI

a)	per ogni passeggiero su piroscafi provenienti o diretti a porti esteri	£.	150,-
b)	per ogni passeggiero su piroscafi provenienti o diretti a porti italiani o colonie	"	100,-
c)	deposito bagagli per ogni collo e per giornata	"	5,-
d)	autovettura a seguito di passeggieri	"	500,-

9°) - ORARIO LAVORO & COMPENSI PER STRAORDINARI

resta fissato che il lavoro ordinario si svolge dalle otto alle 12 e dalle 13 alle 17, salvo gli usi particolari dei singoli porti.
Lo straordinario, pertanto, si conteggia dalle ore 17 alle 20 e dalle ore 6 alle ore 8 con l'aumento del 25% sulle tariffe.
Il festivo diurno si conteggia con l'aumento del 50% sulle tariffe.
Il notturno si conteggia dalle ore 20 alle 6 con l'aumento del 70% sulle tariffe.
Il festivo notturno si conteggia con l'aumento del 100 %
Il lavoro richiesto dalle ore 12 alle 13 o comunque nell'ore del pasto, si conteggia con l'aumento del 100% sulle tariffe, se superate le 4 ore di lavoro; differentemente si conteggia il 50 %.
Si intendono per giorni festivi tutte le domeniche e quelli riconosciuti tali dalle leggi dello Stato.

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10°) - ATTREZZI:

Per la esecuzione dei lavori suddetti, i datori di lavoro, qualora la Compagnia non sia attrezzata per ragioni di carattere contingente, devono fornire tutta l'attrezzatura occorrente per le operazioni da svolgere.

Si stabiliscono comunque i seguenti compensi per uso attrezzi

a) giapponesi	£.	8,-	tonn.
b) pale, zappe, tavoloni e ponti	"	2,-	"
c) coffe	"	20,-	"
d) bilico	"	5,-	"

11°) - COMPENSI PARTICOLARI:

a) l'acceleramento di discarica viene compensato con un "bonus" del 25% calcolato sul maggiore rendimento

b) per il lavoro eseguito con tempo piovoso o con intemperie o risacche le tariffe vengono maggiorate del 50%

c) attesa e improduttività per cause non imputabili ai lavoratori £. 78; per ora e per uomo

d) ingaggio: i lavoratori ingaggiati e non avviati al lavoro verranno compensati con Lire 100 per uomo

e) la sospensione di lavoro dovuta a pioggia, intemperie o risacca devesi considerare come improduttività.

12°) - MAGGIORAZIONI E CONTRIBUTI DI LEGGE

a) partite di giro — 3% sul totale fatture

b) rimborso spese generali e di amministrazione — 10% sull'importo lavoro

13°) - NORME GENERALI:

a) Le suddette tariffe si intendono comprensive delle indennità di presenza, delle indennità caravita e delle indennità di contingenza.

b) si lascia in facoltà i singoli porti di adeguare le tariffe per le operazioni speciali e di carattere locale

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rendimento

b) per il lavoro eseguito con tempo piovoso o con intemperie o risacche le tariffe vengono maggiorate del 50%

c) attesa e inoperosità per cause non imputabili ai lavoratori £. 78; per ora e per uomo

d) ingaggio: i lavoratori ingaggiati e non avviati al lavoro verranno compensati con Lire 100 per uomo

e) la sospensione di lavoro dpvuta a pioggia, intemperie o risacca devesi considerare come inoperosità.

12°) - MAGGIORAZIONI E CONTRIBUTI DI LEGGE

a) partite di giro — 3% sul totale fatture

b) rimborso spese generali e di amministrazione — 10% sull'importo lavoro

13°) - NORME GENERALI:

a) Le suddette tariffe si intendono comprensive delle indennità di presenza, delle indennità carovita e delle indennità di contingenza.

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Translation Baldazzi /JB

The leading principles which have caused the representatives of all the Harbour Companies of Italy to propose a unique wages rate, can be summarized as follows:

1° - Yields.

It has been remarked that in most of the Italian harbours, the minime labour yields contemplated by the regulations are numbering about 70 or 80 tons per workers' gang. Considering that the said yields have been acknowledged by the Allied Commands, as it is confirmed by the various agreements actually in force, considering furthermore that owing to the lack of means of transportation, even the minimum labour yields are sometimes impossible to attain, and taking into consideration the fact that owing to the ruins existing in the harbours it is difficult to resume the work in a normal way, it appears that the minimum labour yield of 70 tons for sundry goods and of 80 tons for coal are the very index-numbers to be always kept in mind for the establishment of wage rates.

2° - Composition of working ganks.

By adopting an almost uniform criterion, it has been remarked that the gangs working in the harbours for carrying out the operations of stowage and of clearage of the ships cargo, are composed of 11 men, that is: 8 men on the hold and 3 men on the deck.

By taking as a basis the composition of this gang, the other items of the wages rate have been fixed according to the higher or lower number of men employed in the various operations.

3° - Living day-working day-average working day.

On a basis of calculations made on the spot about the cost of living in the various port-towns, even in comparison with the earnings per day received by other categories of workers occupied in very heavy works, it has been proved that the living days are ranging from a minimum of 250 lire to 500 lire and more.

It was seen also that = with exception of very small port-towns = the average of working days are varying from a minimum of 12 days to a maximum of 22 days on avery 30 days.

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Likewise a proportional analogy has been noted between the average working days and the cost of living. In fact, where the cost of living is lower, the average number of working days is also low, while everywhere the high cost of living is higher, the average number of working days is also high.

This Ministry has considered that in fixing the wage rates in question, it must be taken account of the fact that the harbour-workers are under obligation to be present and to answer everyday the calls, while they can rely only on a few working days, the earnings of which must be used for satisfying their every-day needs. The result of the following calculations is an average working day of 625 lire.

Living day	250 x 30 : 12	average working days	= 625
	300 x 30 : 15		= 600
	320 x 30 : 15		= 640
	350 x 30 : 17		= 620
	400 x 30 : 20		= 600
	420 x 30 : 20		= 630
	450 x 30 : 22		= 615

For the coal it was deemed just to increase the working day pay by 50 lire, owing to the higher consumption in shoes and clothing and to the high cost of soap.

Inasmuch as the three principal factors: labour yield, workers' gangs and working days are uniform in their average, taking account also of the exceptional period in which we are living now, the harbour employees and employers have been led to propose an unique national wages rate, which would satisfy the desires of everybody and at the same time avoid all competitions.

But when a normal situation will be re-established, the harbour employees and employers will be glad to consider again these rates, both in the interest of the nation at large and of the harbour traffic.

I criteri informatori che hanno condotto i rappresentanti di tutte le Compagnie portuali d'Italia a proporre una tariffa unica possono riassumersi nei seguenti concetti:

1°) - Rese

Si è riscontrato come per la massima parte dei porti italiani, le rese minime previste dai regolamenti si aggirano dal 70 alle 80 tonn. per ogni vetta. In considerazione che dette rese sono state riconosciute da parte dei Comandi Alleati come rilevasi dai vari contratti in corso; tenuto conto che per le deficienze dei mezzi di trasporto spesso le rese anche minime si rendono impossibile; tenuto conto che per le distruzioni esistenti nei porti si rende ancora più difficile una normalità di lavoro; le rese minime di 70 tonn. per le merci varie e di 80 tonn. per i carboni sono gli indici da tenere presente per la compilazione delle tariffe.

2°) - Composizione delle vette - Con criterio quasi uniforme, si è rilevato come le vette per lo stivaggio e disistivaggio nei vari porti sono composte di 11 uomini, e cioè 8 in stiva e 3 in coperta.

Prendendo a base la composizione di questa vetta le altre voci di tariffa si sono determinate a secondo che il numero degli uomini aumenta o diminuisce per lo svolgimento delle varie operazioni.

3°) - Giornata vissuta - giornata lavorata e giornate medie di lavoro. Dai calcoli eseguiti sul costo della vita nei vari porti, anche in rapporto con le giornate guadagnate da altre categorie di lavoratori addetti a lavori pesantissimi, si è riscontrato che le giornate vissute variano da un minimo di lire 250,- ad oltre lire 500,-

Si è rilevato anche che le medie di giornate lavorate, senza tener conto dei piccolissimi porti, variano da un minimo di 12 giornate ad un massimo di 22 su ogni 30 giorni;

Si è pure riscontrato una analogia proporzionale tra le giornate medie lavorate ed il costo della vita. Infatti dove meno è il costo della vita più basse sono le giornate medie lavorate, mentre dove più alto è il costo della vita più alto sono le giornate medie lavorate.

Poichè il Ministero ha ritenuto equo stabilire che nella determinazione delle tariffe, bisogna tener conto che i portuali sono tenuti tutti i giorni a rispondere alle chiamate, mentre possono fare assegnamento su alcune giornate di lavoro, col provento delle quali debbono provvedere ai loro bisogni per tutti i giorni, dai calcoli che sopra, ne è risultato una giornata media lavorata di lire 605

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2°) - Composizione delle vette - Con criterio quasi uniforme, si è rilevato come le vette per lo stivaggio e disistivaggio nei vari porti sono composte di 11 uomini, e cioè 8 in stiva e 3 in coperta.

Prendendo a base la composizione di questa vetta le altre voci di tariffa si sono determinate a secondo che il numero degli uomini aumenta o diminuisce per lo svolgimento delle varie operazioni.

3°) - Giornata vissuta - giornata lavorata e giornate medie di lavoro. Dai calcoli eseguiti sul costo della vita nei vari porti, anche in rapporto con le giornate guadagnate da altre categorie di lavoratori addetti a lavori pesantissimi, si è riscontrato che le giornate vissute variano da un minimo di lire 250,- a oltre lire 500,-

Si è rilevato anche che le medie di giornate lavorate, senza tener conto dei piccolissimi porti, variano da un minimo di 12 giornate ad un massimo di 22 su ogni 30 giorni;

Si è pure riscontrato una analogia proporzionale tra le giornate medie lavorate ed il costo della vita. Infatti dove meno è il costo della vita più basse sono le giornate medie lavorate, mentre dove più alto è il costo della vita più alto sono le giornate medie lavorate.

Poichè il Ministero ha ritenuto equo stabilire che nella determinazione delle tariffe, bisogna tener conto che i portuali sono tenuti tutti i giorni a rispondere alle chiamate, mentre possono fare assegnamento su alcune giornate di lavoro, col provento delle quali debbono provvedere ai loro bisogni per tutti i giorni, dai calcoli che seguono ne è risultata una giornata media lavorata di lire 625.

Vissuta	250 x 30 : 12	giornate medie	=	lire	625
"	300 x 30 : 15	" "	=	"	600
"	320 x 30 : 15	" "	=	"	640
"	350 x 30 : 17	" "	=	"	620
"	400 x 30 : 20	" "	=	"	600
"	420 x 30 : 20	" "	=	"	630
"	450 x 30 : 22	" "	=	"	615

Per i carboni si è ritenuto elevare la giornata di lire 50,- per il maggior consumo di scarpe e di indumenti e per l'alto costo del sapone.

./.

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Poichè i tre fattori principali: rese, vette e giornate lavorate, nelle medie sono uniformi, tenuto anche conto del periodo eccezionale che si attraversa, ha indotto i portuali a proporre una tariffa unica nazionale che risponde ai desideri di tutti ed evita le concorrenze.

Quando si ritornerà alla normalizzazione, i portuali saranno lieti di rivedere tutte queste situazioni nell'interesse della nazione e del traffico portuale.

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HEADQUARTERS ALLIED COMMISSION
AFO 394
LABOUR SUB-COMMISSION

TEL. : -Ext. 493. 10 July 45.

REF. : LSC/515.

SUBJECT: Stevedore Labour - Palermo.

TO : Economic Section
(attention: Capt. Highland)

1. Reference Cable No.E/8157 regarding the Compagnie Portuale di Palermo.

2. The Compagnie Portuale is a State decasualisation dockworkers scheme and is in no way a "Fascist" organisation, merely because it is the only stevedore organisation recognised in Italian Ports. The Compagnie Portuale were originally established by Italian law in 1920 (two years prior to the Fascist regime). Private industry stevedore organisations, such as the Longshoremen mentioned in the cable which crept in are now being frozen out.

3. The matter has been discussed with Transportation Sub-Commission and with General Mattaini of the Ministry of Marine and it appears that Director Pirrone has made repeated representations to the Italian Ministry on the lines of the present cable. Indeed considerable correspondence has taken place between Pirrone and the Ministry during the past twelve months. General Matteini has undertaken to furnish to the Sub-Commission a copy of the whole of the correspondence in the course of the next few days.

4. Epuration of Fascist elements of the Portuale is stated to have taken place last year and General Mattaini is of opinion that the allegation that such elements are now within the portuale should be discredited.

5. It seems that the Longshoremen Organisation in Palermo represents about 30 casual workers, who have not been absorbed into the Compagnie Portuale, which latter has now 580 permanent

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workers on its pay roll. These 80 men are called for work only when the Portuale's staff is insufficient to cope with the work on hand.

6. The Italian Ministry of Marine are in constant touch with the position at Palermo, and the question of the Longshoremen Union is under constant review.

7. Confidentially it was stated that Pirrone who is really a contractor, is a disreputable person and is to be regarded as an unsatisfactory employer, who exploits workers.

8. It is suggested that a reply to the cable is not necessary.

DAVID C. SACHS
Deputy Director
Labour Sub-Commission

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The 'Compagnia portuale' is the only ~~Fascist~~ organisation recognised in the Italian ports - They have been established on bases laid down at La Spezia in 1920 (i.e. two years before Fascism came to power)

Epuration of fascist elements took place since last years in Southern Italy and in the Islands - It might only happen that very few cases may arise since liberation of Northern Italy from where elements of accusations may have been found - (although this would hardly happen for an ordinary labourer)

In some cases Consuls (Heads of Compagnia Portuale) have been dismissed because found with a political background of fascist colour -

In Palermo the Consul has been removed and the Prefect has appointed on June 1944 a Commissary - This appointment has been confirmed on July 1st 1945 by the Direct General Merchant

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of Northern Italy from where elements of
anarchists have been found - (although this
would hardly happen for an ordinary labourer)

In some cases Consuls (heads of Compagnia
Portuale) have been dismissed because found
with a political background of fascist colour -

In Palermo the Consul has been removed
and the Prefect has appointed on June 1944 a Commissary - This appointment has been confirmed
on July 1st 1945 by the Allied General Headquarters - Rome -

Under these circumstances it should
be discarded the possibility that fascist
elements are within the Compagnia Portuale.

As for the particular case of the Compagnia portuale headed by Smaga and
Pirone there are the facts:

1/

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shortly before Allied landing in Sicily men of the workers disbanded and returned to forts under new groups - one of them was organized by Siragna, and Pirrone - who are really "contractors", and engages lots of labourers who were workers of ports -

Furthermore it seems that their police records is not too clean and the way they treat labourers not the best desired -

In June 1944 a Commission has been appointed with the purpose to come to an agreement - The undersecretary to Ware. Marine went to Palermo in March or April - subsequently an agreement has been reached by ~~electro~~ Compagnia Portuale and Cooperativa Portuale with the supervision of the Captain of the Port, by which all permanent workers of Cooperative were absorbed into the Compagnia (which has 580 permanent workers) - only 80 ~~war~~ casual workers of cooperative remain under Siragna - Pirrone - Whenever required

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Palermo in March or April - subsequently
an agreement has been reached by ~~the~~
Compagnia Portuale and Cooperativa Portuale
with the supervision of the Captain of the
Port, by which all permanent workers of
Cooperative were absorbed into the Compagnia
(which has 580 permanent workers) - only 80
~~was~~ casual workers of cooperative remain
under Compagnia - Pirone - Whenever required
they are called to work by Compagnia Portuale
but remain to be administered by Cooperativa
Portuale (Compagnia - Pirone) -
More evidence can be submitted
with some correspondence exchanged on
the subject between - various bodies existed
in Palermo and the Direct Genera Mar.
Marine - Copy of such correspondence will
be submitted as soon as possible —

9/7/1945 - Anton

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HEADQUARTERS ALLIED COMMISSION
APO 394
LABOUR SUB-COMMISSION

FP/js

Tel. 478328 - Ext.204
5 July 1945

REF. : LSC/515

SUBJECT: Rates of Pay - Stevedore Labour

TO : A.F.L.R.S. Rome Area Allied Command
(Attention Lt.Col.B.K.Michaelson)

1. Reference is made to your minute (LRS/214D/285) of 28th June 1945.

2. Appropriate rates of pay for stevedore labour have not yet been agreed. Discussions between the Ministry of Marine and the Italian Port Labour Offices are still proceeding and it is expected that wage rates will be formulated at a meeting to be held on Friday next 6th July 1945 at the Ministry of Marine.

3. As soon as details of the agreed rates are available you will be advised.

W.H.Braine

W.H.BRAINE
Director
Labour Sub-Commission

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Enclosure to LSC/515

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: .....
Date/Time of Origin: .....

Message Centre No: E/8157
Date Time Rec'd: July 05
Precedence: ROUTINE

FROM: PALERMO

TO : AMMIRAL STONE ALLIED COMMISSION ROME

IN CLEAR.

Our Longshoremen Union whichhas been re-organized after the Allied Ban of 1945, until today has fulfilled with discipline and diligence the unloading of coal from steamsships in the port of PALERMO, thus preventing other port unions from causing distur bances with strikes and senseless troubles, while the war was going on. Our union, well organized and equipped has always been opposed by Fascists still controlling the "Compagnia Portuale Di Palermo" (Port Company Of Palermo) and seeking to obtain mon- opilization of labor in order to impose excessive teriffs and to come into possession of our contrects, which can be evidenced by investigations carried out by the Allied Military Police of PALERMO. Since two years we have been working for the state railways, which, through our collaboration have made a saving of many millions of lires. The Ministry of Merchant Marine informs todey that it has obtained from the Allied Command the authorization to commit that work exclusively to the Port Unions thus affecting our independent organization, which is composed of efficient workers and men w who have been persecuted by Fascism. Back in 1929 they were opposed same as today. Therefore we beg you to intervene in order that under a regime of Freedom, a new attempt against our organization be avoided.

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The Allies have fought and shed their blood to give us that Freedom which today after the liveration, they want to deny us. We have always opposed fascism and for that reason we have suffered persecutions; therefore we have the right to get back our jobs again. Today they follow the same old system and avail themselves fo a Fasciat Law to deprive us of our work. We ask your intervention also as a reward for

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the collaboration we gave to the Allied Troops since the first day they liberated our city from Nazi-Fascist tyranny. We thank you.

Director Giuseppe Pirrone
Via Ruggero Settimo Palazzo Scalea Palermo

NOTE:
Translation

DISTRIBUTION:
Action: Labor S/C
Info: Chief Commissioner
Econ Sec
Tn S/C 2
Coal Div
File 2
Float

SECTION

HEADQUARTERS
5 JUL 1945
A.C.

1063

Declassified E.O. 12065 Section 3-402/NNDC NO. 785021

FP/ce

Memorandum for Mr. BRAINE. 6 July 45.

SUBJECT: Stevedore Rates of Wages.

1. At the invitation of the Ministry of Merchant Marine I attended on behalf of Labour Sub-Commission a meeting on the 3rd July when the question of the appropriate rate of pay for stevedore labour in Italian ports was discussed.

2. A further meeting was held on the 6th June when it was proposed by the Ministry of Marine that a wage tariff based on the model of that which was in operation at Palermo, should be applied to the whole of the Italien ports with the exception of those five ports which are still under the Allied Military control, e.g. Naples, Leghorn, Bari, Taranto and Trieste.

3. General Matteini, who presided both meetings, pointed out that it was desirable that one basic rate should be approved for all ports (with the exception of the five ports mentioned above), subject to variations as may be required to accord with the cost of living of the various ports. The comprehensive basic tariff would include all "indennità" as provided by Italian laws.

4. On this basis it was suggested that a daily basic rate of 250 lire for a guaranteedweek should be temporarily approved. Within this basis variations of remuneration to cover specific kinds of cargoes, e.g. coal, were to be discussed and a final meeting to definitely fix the basic rate and variations thereof would be convened at an early date.

5. The representative of the Labour Sub-Commission pointed out to the Ministry of Marine the desirability of fixing a uniform rate, subject to cost of living variations, which would compare with the present level of wages paid to craftsmen in the various areas in which the ports are situated. The responsibility for fixing the rates of pay was that of the Ministry of Marine in collaboration with Italian Port Labour Offices and in consultation with the Transportation Sub-Commission of the Allied Commission.

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6. Col. Sellars of the Ministry of Communications who is interested in Military ports expressed the fear that the basic rate of 250 lire per day, if finally approved, was likely to have repercussions in the shape of demands for increase of rates of remuneration from workers in Allied Military ports who would in due course become aware of new increase of rates payable to stevedores in adjoining non-military ports. It was pointed out to Col. Sellars that this Sub-Commission was not responsible for the fixing of the rates to be paid, ~~under~~ as such responsibility rested entirely with the Italian Government. In the course of the meeting it was revealed that the Federation of Stevedores now represented the whole of the dock labour throughout Italian territory, all other trade union movements now being convened under this new federation.

7. At the close of the meeting a discussion arose regarding the position of stevedores employed in the port of Naples who were engaged in the handling of private Italian shipping and were not in fact Armed Forces workers. General Matteini was subsequently advised on this point to the effect that such workers were regarded as in the employ of private industry and as such they were at liberty to negotiate new agreements. As however the Naples area is still under A.M.G. control, it would be necessary for any such agreement to be submitted to the Allied Authorities for approval.

F. PROCTOR
L/S/C.

N.B. It is confirmed that the basic wage of L250 per day is to be paid under such principle across the board

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Translation Beldezzi /is

MEMORANDUM

As a result of agreements reached between the Allied Military Authorities and the Italian Authorities, on the 3rd of May last, a stretch of the quay harbour was given over to the city of Naples for the maritime traffic.

In the before mentioned agreements there was emphasized the principle that the discipline of the traffic was directly entrusted with the Commander of the Royal Harbour-Office, who was responsible for complying with and enforcing the Italian laws of navigation, which were governing the Harbour traffic.

It was under such conditions that the two harbour companies of shippers and unloaders resumed, at least in part, their activity, above all by making use of those workers who were out of employment in consequence of the decline in work that had taken place in the port of the Allied Command. It is an irrefutable fact that the said workers had been dismissed by the contractors: Accigni, Castellano, Chiappatelli, Leinati, Migliano, Società C.C.G.A.R., Tevoli Romero and others, to whom their contracts with the Allied Command had been cancelled. As a consequence, the Command took the decision of dissolving the respective workers' battalion, so that an additional number of workers became available, besides those already mentioned.

Inasmuch as it was impossible to apply the pre-existing wage rates (1938), in conformity with Italian laws, there was called a meeting, all private persons and agencies interested in the maritime traffic, that is: maritime agents, shipowners, contractors, Commerce Chambers, industrialists, Labour Office and harbour companies, and the new port wage rates were fixed, on the basis of those already in force in the near by ports of Torre Annunziata, Castellammare di Stabia and Palermo. The workers whose names had been regularly entered in the harbour lists, started their activity on May 3rd last and they were praised by the Allies for the technical precision and rapidity with which the work entrusted to the Harbour Companies had been carried out. This activity would have followed its regular course, were it not for an unexpected notice that the Royal Harbour-Office received on 13 May last from

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the Allied Headquarters of the VIII Port of shipment, concerning the level of wage rates to be adopted. Here is the letter in question:

GENERAL HEADQUARTERS
VIII Shipment Port

23 May 1945

"Subject: Maximum wage rates for stowage draught and goods transportation in the areas of the port of Naples belonging to both the Allied Command and the Italian authorities.

"I. In this letter are fixed the maximum wage rates for stowage, draught and goods transportation in the whole of the port of Naples, to be immediately effective.

The aggregate maximum rate for all the operations of stowage, draught and transportation of goods in the quays, must never exceed 150 (one hundred and fifty) lire per ton.

Hereinafter specification of the above aggregate maximum price for the different operations:

a) for unloading from the hold to the outside of the ship, not more than 100 (one hundred) lire per ton;

b) for loading from the outside of the ship stowage comprised, not more than 100 (one hundred) lire per ton;

c) for load displacement from the outside of the ship to the vehicles or to the deposit piles, not farther than 50 metres from the ship side, not more than 50 - fifty - lire per ton;

d) for displacement of loads from the vehicles or the piles up to a point outside of the ship (not farther than 50 meters from the side of the ship), not more than 50 (fifty) lire per ton.

2. The above quoted prices in Italian lire have been calculated on the basis of the actual quotations of money exchange, at a rate of 100 lire per American dollar.

3. The specified wage rates will be modified, where necessary, in consequence of a change which might take place in the actual economic situation. The said rates are to remain in force up to the time in which they will be abolished by the authorities of the American States.

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4. It is reminded that the prices set forth above are the maxima ones to be paid, and that, dependently on the special kind of goods, a good many loading and unloading operations must be carried out on a basis of lower wage rates".

We take the liberty to remind that the Allied Headquarters has caused the greatest perplexdness to the workers, who have continued, with discipline, to work only because they are quite sure that the Allied Authorities, on our request, will reconsider the situation and modify it in a spirit of fairnes and justice.

We went to inform you that the stretch of quay handed over to civilians' commerce, besides being damaged, does not allow free movment of vehicles for a prompt exit, therefore the team assigned for working (cottolorde) close to the ship, could not be composed of a number of four men, as it happens in all military ports, but only of two, just as those working on board.

We want furthermore to make you understand that the Harbour Companies are compelled to pay Insurance contributions to the Insurance Institute, and that these contributions are not paid by private contractors, and out of the wage rates fixed by the Allies they are compelled to pay the Maritime Agencies a 10% contribution and 25% shere to the contractors.

By deducting from the 100 lire per ton fixed by the Allies the above mentioned contributions, as well as the cost of inactiveness, of night and holidays work, all that is left to the workers in the amount a poor little day wage for 8 working hours, without the benefit of a daily soup and piece of bread that all other workmen in the employ of the Allies are regularly receiving.

For all the resons set forth above it has been impossible up to the present, that is from the 23rd of May until to-day, to make a distribution of the collected sums among the interested private persons and agencies (agents, contractors, insurance institutes and workers' companies) in connection with the harbour work already carried out, because let us repeat it = out of the sum collected = on the basis of the very poor rate fixed by the Allies, it has been possible to distribute only a scanty amount among the workers.

We wish that thanks to an action to be taken by the competent Authority, it may be found a way out of this sad situation, which has become intollerable for the workers of the port of Naples.

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HEADQUARTERS ALLIED COMMISSION
APO 394
LABOUR SUB-COMMISSION

WP/js

Tel. 478828 - Ext.204
5 July 1945

REF. : LSC/515

SUBJECT: Rates of Pay - Stevedore Labour

TO : A.F.L.R.S. Rome Area Allied Command
(Attention Lt.Col.B.K.Michaelson)

1. Reference is made to your minute (LRS/214D/285) of 28th June 1945.

2. Appropriate rates of pay for stevedore labour have not yet been agreed. Discussions between the Ministry of Marine and the Italian Port Labour Offices are still proceeding and it is expected that wage rates will be formulated at a meeting to be held on Friday next 6th July 1945 at the Ministry of Marine.

3. As soon as details of the agreed rates are available you will be advised.

W.H.BRAINE
Director
Labour Sub-Commission

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ALLIED FORCE LOCAL RESOURCES SECTION
A.F.H.Q.

Postal Address:
AFLRS, Rome Area Allied Command,
C. M. F.

Tel: ROME 66545.

LRS/214D/285.

28 June 1945.

SUBJECT : Rates of Pay -
Stevedore Labour.

TO : HQ ALCOM,
Labour Sub-Commission,
(for attention W.H. Braine Esq.)

Reference is made to HQ ALCOM Transportation Sub-Commission letter AC/501/56/Tn 3 of 21 June 45, subject Shipping Instruction No. 14.

1. It is noted that the rates of pay for stevedore labour are being agreed with the Italian Port Labour Offices.

2. May this Section be informed whether these rates of pay vary with those set forth for this category in the Allied Force Basic Wage Scale.

B.K. MICHAELSON, Lt. Col.
A.Q.M.G.
for Chief of Section (Br),
A.F.L.R.S.

BKM/hws.

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25 5/5-15
G3/m1

TRANSLATION

Ministry of Marine
General Department of Merchant Marine.

Division IV
Ref : 2208/P

Rome 2 July 1945

TO : Allied Commission
Transportation Sub Commission

SUBJECT : Meeting held at the General Department of Merchant Marine to examine rate problems.

On July 3rd at 10 hrs a.m., a meeting will be held in the premises of the General Department of Merchant Marine to examine the rates which must be reckoned in the various ports turned over to the Italian Administration for the loading, discharge and movement of commodities and materials.

At this meeting all the officers in charge of supervising the work of mentioned port and the consuls and administrative managers of the port companies of those ports will be present.

We would appreciate very much if the Allied Commission will send its representatives.

FOR THE MINISTER
(sgd. illegible)

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Waiver 51c.

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

GBG/mi 450/515
450/113

Ref. : AC/501/56/In 3

21 June 1945

Shipping Instruction No 14

Stevedoring Costs and Control

1. Provision of Stevedore Labour

a) With effect from the 1st July the Compagnia Portuale will, in accordance with previous practice, be the responsible authority for all stevedore labour in all Italian ports, with the exception of those ports listed in paragraph 3 (a) below, where the existing system will continue unless modified by the Military Authorities.

b) The Allied Shipping and Military Authorities have agreed that with effect from the 1st July whether they employ stevedore labour direct or through agents, this labour will be obtained through the sole agency of the Compagnia Portuale. Any contract concluded for the discharge or loading of ships will stipulate that stevedore labour must be obtained through the Compagnia Portuale.

2. Rates of Pay

a) The Ministry of Marine in collaboration with the Allied Commission, will agree with the Italian Port Labour Offices, the appropriate rates of pay for stevedore labour.

b) The Allied Shipping and Military Authorities will pay the appropriate rates as agreed with the Italian Port Labour Offices as in (a) above.

3. a) Ports which are excepted from the above procedure due to military necessity, are as follows :-

Taranto

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authority for all stevedore labour in all Italian ports, with the exception of those ports listed in paragraph 3 (a) below, where the existing system will continue unless modified by the Military Authorities.

b) The Allied Shipping and Military Authorities have agreed that with effect from the 1st July whether they employ stevedore labour direct or through agents, this labour will be obtained through the sole agency of the Compagnia Portuale. Any contract concluded for the discharge or loading of ships will stipulate that stevedore labour must be obtained through the Compagnia Portuale.

2. Rates of Pay

a) The Ministry of Marine in collaboration with the Allied Commission, will agree with the Italian Port Labour Offices, the appropriate rates of pay for stevedore labour.

b) The Allied Shipping and Military Authorities will pay the appropriate rates as agreed with the Italian Port Labour Offices as in (a) above.

3. a) Ports which are excepted from the above procedure due to military necessity, are as follows :-

Naples	Taranto
Leghorn	Trieste
Bari	

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b) These ports will come into line with the above procedure as soon as the Compagnia Portuale are in a position to take over and function to the satisfaction of all concerned.

...2

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C10/924

4. This Instruction has been agreed with P.S.T.O.(MED), Tn (American), Tn (British), M.W.T. and W.S.A. A.F.H.Q.

For the Chief Commissioner :

M.H.TAYLOR,
Director,
Transportation S/C.

Distribution :

Ministry of Marine (attn. Gen. Matteini) (50)
P.S.T.O. (MED) A.F.H.Q. (30)
Tn. (A) A.F.H.Q. (30)
M.W.T.) Rome (30)
W.S.A.) (30)
Navy S/C (10) (For distribution to Port Labour Officers)
Labour S/C (10) (For distribution to Port Labour Officers)
Tn. British Main C.M.F.
Tn. British A.F.H.Q.
G-4 (Mov & Tn) A.F.H.Q.
Medic A.F.H.Q.
G-5 A.F.H.Q.
Shipping Sub Commission
Labour Sub Commission
Economic Section
" " (Price Control)
Ports & Whse Division
Finance Sub-Commission
R.C. HQ Emilia Region (8))
R.C. HQ Venezia Region (12))
R.C. HQ Lombardia Region (12)) For distribution to
R.C. HQ Liguria Region (12)) Transportation Officers
R.C. HQ Piemonte Region (12))
Senior Tptn. Officer Palermo
" " " Napoli Caserta (2)

Declassified E.O. 12065 Section 3-402/NNDC NO. 785021

Navy S/C (10) (For distribution to Port Labour Officers)
Labour S/C (10) (For distribution to Port Labour Officers)
Tn. British Main C.M.F.
Tn. British A.F.H.Q.
G-4 (Mov & Tn) A.F.H.Q.
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Shipping Sub Commission
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R.C. HQ Emilia Region (8))
R.C. HQ Venezia Region (12))
R.C. HQ Lombardia Region (12)) For distribution to
R.C. HQ Liguria Region (12)) Transportation Officers
R.C. HQ Piemonte Region (12))

Senior Tptn. Officer Palermo
" " " Reggio Calabria (2)
" " " Bari (2)
" " " Naples (3)
" " " Rome
" " " Ancona (2)
" " " Florence
Port Liaison Officer Civitavecchia
" " " Piombino (thr. S.P. France)
" " " Leghorn (2)
" " " Venice
" " " Genoa
AMG Lombardia Region (Maj. Talbot)

Declassified E.O. 12065 Section 3-402/NSDC NO. 785021

C 5c/575-

HEADQUARTERS ALLIED COMMISSION GSG/mdp
APO 394
Transportation Sub-Commission

Ref. : AC/501/53/Tn 3 10 June 1945

SUBJECT : Stevedoring Costs and Control.

TO : G-4 (Mov & Tn) A.F.H.Q.

1. Attached is a draft Shipping Instruction detailing the procedure as regards the provision of stevedore labour and rates of pay for such labour, which was agreed in principle by the Mediterranean Board of Shipping.

2. This Instruction has been agreed with A.C.C. and U.S.A. in Rome as well as with Labour Sub-Commission of this H.Q. and the Italian Ministry of Marine.

3. It would be appreciated if you would arrange for the Authorities quoted in paragraph 4 of the Instruction to signify their agreement to this Instruction, and to concur with the distribution list as stated.

4. It will be noted that it is proposed to make the procedure effective from the 1st July, and it is therefore requested that this Instruction be returned with approval or comments to this H.Q. not later than by 15th June, in order that it may be issued in good time to become effective.

Declassified E.O. 12065 Section 3-402/NNDC No. 785021

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2. This Instruction has been agreed with M.E.T. and M.S.A. in Rome as well as with Labour Sub-Commission of this H.Q. and the Italian Ministry of Marine.

3. It would be appreciated if you would arrange for the Authorities quoted in paragraph 4 of the Instruction to signify their agreement to this Instruction, and to concur with the distribution list as stated.

4. It will be noted that it is proposed to make the procedure effective from the 1st July, and it is therefore requested that this Instruction be returned with approval or comments to this H.Q. not later than by 15th June, in order that it may be issued in good time to become effective.

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For the Chief Commissioner :

G.B. GODFREY,
Major I.E.

Copy to : Port & Warehouse Division
Economic Section
Labour Sub-Commission
M.E.T. } Rome
M.S.A. }
Ministry of Marine (attn. Gen. Matteini)

Note : Appendix "A" to the Instruction not yet submitted by Italian Authorities.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785021

DRAFT

HEADQUARTERS ALLIED COMMISSION C30/mdp
APO 394
Transportation Sub-Commission

Ref. : AC/361/62/Tn 3 10 June 1945

Shipping Instruction No
Stevedoring Costs and Control

1. Provision of Stevedore Labour

a) With effect from the first of July the Compagnia Portuale will, in accordance with previous practice, be the responsible authority for all stevedore labour in all Italian ports, with the exception of those ports listed in paragraph 3 (a) below, where the existing system will continue unless modified by the Military Authorities.

b) The Allied Shipping and Military Authorities have agreed that with effect from the 1st July whether they employ stevedore labour direct or through agents, this labour will be obtained through the sole agency of the Compagnia Portuale. Any contract concluded for the discharge or loading of ships will stipulate that stevedore labour must be obtained through the Compagnia Portuale.

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2. Rates of Pay

Declassified E.O. 12065 Section 3-402/NNDC NO. 785021

of those ports listed in paragraph 3 (a) below, where the existing system will continue unless modified by the Military Authorities.

b) The Allied Shipping and Military Authorities have agreed that with effect from the 1st July whether they employ stevedore labour direct or through agents, this labour will be obtained through the sole agency of the Compagnia Portuale. Any contract concluded for the discharge or loading of ships will stipulate that stevedore labour must be obtained through the Compagnia Portuale.

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2. Rates of Pay

a) The Ministry of Marine in collaboration with the Allied Commission, will agree with the Italian Port Labour Offices, the appropriate rates of pay for stevedore labour.

b) The Allied Shipping and Military Authorities will pay the appropriate rates as agreed with the Italian Port Labour Offices as in (a) above.

c) Attached as appendix "A" are the stevedore rates and charges which have at present been agreed upon for different areas within Italian Government Territory.

Declassified E.O. 12065 Section 3-402/NNDC NO. 78502

3. a) Ports which are excepted from the above procedure due to military necessity, are as follows:-

Naples	Taranto
Leghorn	Venice
Bari	Trieste

b) These ports will come into line with the above procedure as soon as military operations permit.

4. This Instruction has been agreed with P.S.T.O. (MED), Th (American), M.E.F. and U.S.A. A.F.M.G.

For the Chief Commissioner :

R.M. TAYLOR,
Director,
Transportation S/T.

Distribution :

Ministry of Marine (attn. Gen. Matteini) (6C)
P.S.T.O. (MED) A.F.M.G. (3C)
Th. (A) A.F.M.G. (2C)
M.E.F.) None (4C)
U.S.A.) (3C)
All A.C. Regions
All Th. & Labour Officers in Regions
Th. British Element
G-4 (Mov & Tn) A.F.M.G.
Leghe A.F.M.G.
G-5 A.F.M.G.
Shipping Sub-Commission
Labour Sub-Commission
Economic Section

Declassified E.O. 12065 Section 3-402/NNDC NO. 785021

For the Chief Commissioner :

N.N. TAYLOR,
Director,
Transportation S/C.

Distribution :

Ministry of Marine (attn. Gen. Mattaini) (3C)
P.S.T.O. (SEA) A.F.H.Q. (3C)
Tn. (A) A.F.H.Q. (3C)
R.E.F. } None (3C)
R.S.A. } (3C)
All A.C. Regions
All Tn. & Labour officers in Regions
Tn. British Inarsmal
G-4 (Mov & Tn) A.F.H.Q.
Sadbo A.F.H.Q.
G-5 A.F.H.Q.
Shipping Sub-Commission
Labour Sub-Commission
Economic Section
" " (Price Control)
Port & Warehouse Division
Finance Sub-Commission

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785021

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
LABOUR SUB-COMMISSION

FP/pm

Tel. 489081 - Ext. 204

RIF. : LSC/515 5 Giugno 1945

OGGETTO : Cantieri Navali di Castellamare.

AL : Ministero dell'Industria, Commercio e Lavoro.

1. Con riferimento alle vostre lettere del 13 aprile e del 19 maggio 1945, Prot. N. 2231/I/50/15 ci è stato comunicato dalle Sotto-Commissioni dei Trasporti e della Navigazione, presso la Commissione Alleata, che i cantieri per riparazioni navali di Castellamare hanno ripreso in pieno il lavoro e stanno procurando impiego al massimo numero di personale.

2. In conseguenza è poco probabile - almeno per un considerevole periodo di tempo - che si presenti il problema di un'eccedenza di mano d'opera da occupare.

W. H. BRAINE
Director
Labour Sub-Commission

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Declassified E.O. 12065 Section 3-402/NNDG NO. 785021

This is most important and should be studied by all Officers.

A reference should be made in the monthly Report of Successful experiments.

Note specially the attachment about Carbon Monoxide.

Nov 9 1913. JP

Lebanon SC

...e : Ext 318 ...ADQUARTERS ALLIED COMMISSION MJS/fd
APO 394
Transportation Sub-Commission LSC/515

Our ref.: AC/532/6/Tn 3 26 May 1945

SUBJECT : Stevedoring Costs and Control

TO : MEDBO A.F.H.Q. (6)

1. Reference (a) Medho Minute 2052, (b) Memorandum dated 20th May of the Headquarters 8th Port of Embarkation, subject "Differences between Stevedore Rates in the Military and Civilian Section of Naples Port", attached as Appendix "A", and (c) letter dated 10th May from the War Shipping Administration, subject "Stevedoring Control", attached as Appendix "B".

2. Under normal conditions stevedoring in Italian Ports is organized by a Compagnia Portuale. The Compagnia Portuale is under control of the Capitano di Porto, and so ultimately under the control of the Ministry of Mercantile Marine.

3. Reference Appendix "A", when the Allies liberated Naples, the Allied Military Authorities engaged their civilian stevedores directly through contractors. The Naples Compagnia Portuale had not been reconstituted in the confusion, which followed the liberation of the city. When a section of Naples Port was handed over to the Italian Authorities for the working of Civil Supplies, the Compagnia Portuale was reconstituted to organise stevedore labour for that section of the Port. The Shipping programme for the Military Section of the Port assured stevedores of full employment throughout the month; the local Italian Authorities considered that the programme at that time for the Civil Section of the Port only assured work for one third of the month; so they provisionally made the rate of pay three times that of the Military Labour. In actual fact the programme for the civil section is already increasing, and the wage rates have not been approved by the Ministry of Merchantile Marine. However, the provisional rates have attracted military stevedores away to the Civil

Declassified E.O. 12065 Section 3-402/NNDC NO. 785021

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4. It is suggested, to overcome this difficulty, that the Compagnia Portuale be reconstituted to provide stevedores for both the Military and Civil Sections of Naples Port. The Military Authorities and Civil Agents would then demand on the Compagnia Portuale for such stevedores as they require. The Compagnia Portuale actually work through contractors, so there would in fact be nothing to prevent the present contractors, if suitable, from being employed, but through the Compagnia Portuale. Work, however, would be spread, and there would be one stevedore rate for the entire port. In a port such as Naples the Compagnia Portuale would agree rates of pay with the Allied Military and Shipping Authorities.

Declassified E.O. 12065 Section 3-402/5(B)(3) NO. 785021

5. If MEDBO approve this suggestion and it proves successful at Naples, it is proposed that the system be extended to other Military controlled ports. This would be in line with present general policy to delegate responsibility to the Italian Authorities. This suggestion has been discussed with the Director General of the Mercantile Marine and the Labour S/C.

6. Appendix "B" was also discussed. There is no National Organization of stevedores in Italy, but there are local and Regional Organizations, controlled through the Compagnie Portuale. These are under the control of the Capitano di Porto, and so ultimately under the Ministry of Mercantile Marine.

7. Until recently the Ministry of Mercantile Marine has not exercised effective control, but following the representations made, is now exercising a more direct control. It has been pointed out to the Ministry of Mercantile Marine that control must not only ensure that wage rates are reasonable, but that on no account must ships be delayed due to disputes over rates of pay.

8. The Ministry of Mercantile Marine has now taken the necessary steps at both Civitavecchia and Genoa to stabilise rates of pay and speed up ships' discharge.

9. Should this control prove ineffective the Ministry of Mercantile Marine are in agreement that Military Labour should be employed to prevent delay to ships, while civilian disputes are resolved.

10. In view of the above it is recommended that a trial period be given before a signal of the nature suggested in the W.S.A. letter, (Appendix "B"), be sent to Washington.

11. It is proposed to raise the above points at the next MEDBO Meeting to be held at AFHQ.

For the Chief Commissioner:-

M.J. SIEFF, Colonel

Declassified E.O. 12065 Section 3-402/NNDC No. 4850721

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For the Chief Commissioner:-

M.J. STEFF, Colonel

Copy to :- W.S.A. Rome (2)
H.M.T. Rome (2)
Shipping Sub-Comm.
G-4 (Mov & Tn) br.AFHQ
Tn (A), AFHQ
G-5 AFHQ
Labour Sub-Comm.
Economic Section
Ports & Warehouses Div., Tn. H/C

Declassified E.O. 12065 Section 3-402/NNDC NO. 75502

APPENDIX "A"

HEADQUARTERS
6TH PORT OF EMBARKATION
APO 780

RAC/gs

20 May 1945

MEMORANDUM TO:- Colonel Pete, C.O., 6th POE

1. The following is a digest of the comparison of stevedore costs for the Army portion of the Port of Naples, the Italian part and pre-war tariff;

a. The following represent maximum costs for different types of cargo, discharging and loading Army cargo :

(1) Discharging:

Bagged Grain - 84 ¢ per long ton
Bagged Flour - $1.15 per lon ton
Ammunition - 89¢ per long ton
American General (consisting of QM, Ordance and Engineer) - ¢1.53 per lon ton
British General - $1. 6 per lon ton
British Ordance, RE & Vehicles - $1.22 per long ton
Sugar - $1.04 per long ton
Refrigerated Cargo - $1.33 per long ton
British Rations - 89 ¢ per lon ton.

(2) Loading:

Flour, sugar & rations - $1.12 per lon ton
British Paint & Engines - $1.48 per long ton
Salvage Cargo & Vehicles - $1.18 per long ton
Vehicles & organizational Equipment - $1.41 per lon ton
Salvage Tires & Radiators - $1.37 per long ton
Vehicles - $1.04 per long ton
General Cargo - $1.20 per lon ton
Bagged Flour - 77¢ per long ton
POL only - $1.82 per lon ton

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Declassified E.O. 12065 Section 3-402/NNDC No. 785021

British General - $1. 8 per lon ton
British Ordance, ME & Vehicles - $1.22 per long ton
Sugar - $1.04 per long ton
Refrigerated Cargo - $1.33 per long ton
British Rations - 89 ¢ per lon ton.

(2) Loading:

Flour, sugar & rations - $1.12 per lon ton
British Paint & Engines - $1.48 per long ton
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Vehicles & organizational Equipment - $1.41 per lon ton
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Vehicles - $1.04 per long ton
General Cargo - $1.20 per lon ton
Bagged Flour - 77¢ per long ton
POL only - $1.82 per lon ton

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From a consideration of these figures it seems that our maximum cost of discharge was $1.33 per lon ton. Our maximum cost of loading was $1.82 per lon ton. Cost of discharging the Italian Port under present wage scale under the tariff now set up by the Italian authorities, the following is the approximate cost per long ton for loading or discharging general cargo:
$2.50 from hold to truck or truck to hold. To this must be added 24% to cover the various phases of social insurance plus 30% which goes to the contractor and to the company for profit and overhead. In addition, the labor is paid 25% for work time over 8 hour per day.

Declassified E.O. 12065 Sec. 3.402/NND NO. 785021

plus 50% for work after 2000 hrs, plus 50% for work on holidays, plus 60% for work on holiday nights. It would therefore cost about $3.85 per long ton on cargo for 8 daytime hours of loading or discharge. When the various percentage for overtime are added to this figure the cost becomes truly astronomical.

2. It is of interest to note the tariff obtaining in 1939, as established by Arturo Assante's Manual entitled 'The Port of Naples' , edition of 1939. At that time the following charges were made:

a. For steamers with more than 3,000 gross tons of general cargo the cost was 6.10 lire, U.S. equivalent about 30½ ¢. For steamers with less than 3,000 tons of gross general cargo, the cost was 4.85 lire, U.S. equivalent about 24 1/4 ¢. For steamers with not more than 500 tons of gross general cargo, cost was 5.25 lire, U.S. equivalent about 26 1/4 ¢. For sailing vessels cost was 4.35 lire, U.S. equivalent about 21 3/4¢. For rock asphalt stowed loose, cost was 4.0 lire, U.S. equivalent about 22¢. For frozen meats cost was 8.95 lire, U.S. equivalent about 44 3/4 ¢. (Note : In 1939 the value of the lire was approximately 5¢ U.S. currency).

3. It can be seen that the Italian Port is ridiculously out of line with the wage levels in the U.S. Army controlled port. The result is a tendency of the labor to flow to the Italian Port, resulting in a shortage of labor to the Army Port. Furthermore, from a long range view a commercial wage scale is being established which would well nigh prohibit post war shipping operating in the Port of Naples.

R.A. CLIFFE
Major, TC
Exec. Officer

Declassified E.O. 12065 Section 3-402/NNDC NO. 785021

APPENDIX 'B'

WAR SHIPPING ADMINISTRATION

A. F. H. Q.

May 10, 1945.

TO : Mr. Stephen Regan; WSA Rome

FROM : Regional Director, W. Med. WSA

SUBJECT : Stevedoring - Civitavecchia

I have today had a visit from the agents of American Export Line for Civitavecchia with regard to stevedoring conditions at that port, when they presented me with a demand amounting to approximately 30% increase in stevedoring rates at that port to cover a demand by Labour Unions at Civitavecchia.

As you are aware, the Union is paid on a tonnage basis with a specified number of men per gang, and the new rates not approximately 400 lire for 8 hour day work, straight time.

This question of stevedoring is one which I view with concern, not for the cost but rather for the apparent lack of central control that exists in Civitavecchia particularly, and which is extending to other ports based on the continual demands made at Civitavecchia.

The time has come when a definite decision must be made by the Authorities interested in such matters, both in the Allied Government and in the Allied Commission as to the policy we must pursue in meeting such demands in order to get the ships discharged in Italian ports. It is all very well to say that this is our concern. That is true, and as the ships are being involved in delays through the slowing up of work by stevedores until their demands are met, and as ships' time is concerned, it will be our painful duty to have to advise our principals in Washington that this is the situation in Italy. The world's shipping situation is too critical to permit of sabotage of this nature.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785021

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110

I request that you take this matter up either through the Campbell Committee, or through the Allied Commission, or direct with the Ministry of Marine, and ascertain :-

1) Is any Authority in Rome prepared to give a decision of policy on such matters.

2) Would the Italian Government be prepared to use Army personnel for the discharge of ships where labor has proven irresponsible as in the case of Civitavecchia.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785021

3) Would any Department of Allied Commission coordinate a signal to be made by us to Washington, indicating the situation at Italian ports is such that delays to shipping are likely to occur.

Please take this matter up in Rome, and give me the benefit of your views prior to coming to a decision as to the course we should pursue.

Robert Dicel
Regional Director, W. Mediterranean

Declassified E.O. 12065 Section 3-402/NNDC No. 785021

Declassified E.O. 12065 Section 3-402/NNDC NO. 785021

Translation : BALDAZZI

GENERAL DIRECTION OF LABOUR

Division III

Prot. 2231/J/50/15

Rome, 19.5.45

TO : The Allied Commission

ROME

SUBJECT : Ship-building yard of Castellamare di Stabia.

We kindly ask this Allied Commission to let us know if, and what provisions have been adopted to relieve the workers employed with the ship-building yard of Castellamare di Stabia of the critical situation which is impending on them, just as we have stated in our preceding note on the same subject, dated 13 April last.

for the Minister
Messina

1390

Declassified E.O. 12065 Section 3-402/NNDC NO. 785021

LABOR 5/2

MINISTERO DELLE CORPORAZIONI

Direzione Generale
del Lavoro e del Segretariato delle Corporazioni

Lee 5/12

Direz.Gener.del Lavoro Div.III^

Prot. N° 2231/7/50/15 *Allegati*

Risposta al f. N° *del*

Roma 19. 5. 45

OGGETTO: Cantiere Navale di Castellammare di Stabia.

All'On.Commissione Alleata

~~R. 3014~~

Si prega codesta On.Commissione Alleata di voler cor= tesemente far conoscere se e quali provvedimenti siano sta= ti adottati per alleviare la situazione di crisi cui vanno incontro i lavoratori addetti al Cantiere Navale di Castel= lammare di Stabia, giusto quanto prospettato al riguardo da questo Dicastero con la precedente nota di pari numero ed oggetto, del 13 aprile u.s.

IL MINISTRO

Ps/Se.

Mercuri

138

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Declassified E.O. 12065 Section 3-402/NNDG NO. 785021

LSC/515

HEADQUARTERS ALLIED COMMISSION
APO 394
LABOUR SUB-COMMISSION

Tel. 689081 - 394

REF : LSC/515 22 May 1945

SUBJECT: Cooperativa Battellieri del Porto di Napoli

TO : Navy House, Naples

1. Attached is a copy and a translation of a letter received from the Ministry of Labour concerning the above named port organization of harbour craftsmen.

2. Please consider the contents of the letter to determine if it is possible to comply with the request of the Minister.

For the Director Labour Sub-Commission

JOSEPH M. PEEK
Labour Relations Adviser

137

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Declassified E.O. 12065 Section 3-402/NNDG NO. 785021

MINISTERO DELL'INDUSTRIA, DEL COMMERCIO E DEL LAVORO
Direzione Generale Lavoro - Div. VII

Prot. No. 1283

Roma, 12 Maggio 1945

Alla COMMISSIONE ALLEATA

OGGETTO: Cooperativa Battellieri del Porto di Napoli

R O M A

La Cooperativa "Battellieri del Porto" di Napoli ha fatto presente di essere da tempo priva di lavoro a causa della concorrente attivita' del Sindacato Ormeggiatori e del mancato nulla osta del Comando Alleato "Navy House", di Napoli, al quale la richiesta di esercizio della sua attivita' venne trasmessa con avviso favorevole della Capitaneria di Porto e dall'Ufficio Collegamento della Marina Italiana.

L'Ufficio Regionale del Lavoro di Napoli, nel confermare la fondatezza dei motivi addotti dalla suddetta Cooperativa, ha dichiarato che il Sindacato Ormeggiatori ha potuto costituirsi e funzionare sorpendo la buona fede delle Autorita' Alleate ed Italiane, mentre la Cooperativa Battellieri e' l'unico ente che per la competenza e la capacita' degli aderenti, per l'attrezzatura di cui e' fornita e per la sua legale costituzione, puo' assolvere il servizio di sbarco ed imbarco di cose e persone nel Porto di Napoli, quello di diporto dei battelli a vela ed a remi, la fornitura dei pontili di imbarco e sbarco dei piroscafi affiancati alle banchine, il noleggio dei battelli ad uso delle operazioni di ormeggio e disormeggio dei piroscafi.

In relazione a quanto precede, questo Ministero sarebbe grato a codesta Commissione se volesse segnalare al competente Ufficio "Navy House" di Napoli l'opportunita' che per le sue esigenze si rivolga esclusivamente alla Cooperativa Battellieri.

Si gradira' un cortese cenno di riscontro.

IL MINISTRO

1099

Declassified E.O. 12065 Section 3-402/NNDG NO. 785021

LABOR S/C LABOR S/C

MINISTERO DELLE CORPORAZIONI

Direzione Generale

del Lavoro e del Segretariato delle Corporazioni

Direzione Gen. Lavoro Div.VII

Roma 12 MAG. 1945

Prot. N. 1283 *Allegati*

Risposta al f. N.

del

Alla COMMISSIONE ALLEATA

OGGETTO: Cooperativa Battellieri del Porto di Napoli - R O M A

LC/SS

La Cooperativa "Battellieri del Porto" di Napoli ha fatto presente di essere da tempo priva di lavoro a causa della concorrente attività del Sindacato Ormeggiatori e del mancato nulla osta del Comando Alleato "Navy House", di Napoli, al quale la richiesta di esercizio della sua attività venne trasmessa con avviso favorevole della Capitaneria di Porto e dell'Ufficio Collegamento della Marina Italiana.

L'Ufficio Regionale del Lavoro di Napoli, nel confermare la fondatezza dei motivi addotti dalla suddetta Cooperativa, ha dichiarato che il Sindacato Ormeggiatori ha potuto costituirsi e funzionare carpendo la buona fede delle Autorità Alleate ed Italiane, mentre la Cooperativa Battellieri è l'unico ente che per la competenza e la capacità degli aderenti, per l'attrezzatura di cui è fornita e per la sua legale costituzione, può assolvere il servizio di sbarco ed imbarco di cose e persone nel Porto di Napoli, quello di diporto dei battelli a vela ed a remi, la fornitura

./.

ca/da

13376 -

Declassified E.O. 12065 Section 3-402/NNDC NO. 785021

dei pontili di imbarco e sbarco dei piroscafi affiancati alle banchine, il noleggio dei battelli ad uso delle operazioni di ormeggio e disormeggio dei piroscafi.

In relazione a quanto precede, questo Ministero sarebbe grato a codesta Commissione se volesse segnalare al competente Ufficio "Navy House" di Napoli l'opportunità che per le sue esigenze si rivolga esclusivamente alla Cooperativa Battellieri.

Si gradirà un cortese cenno di riscontro.

IL MINISTRO

18 MAG

Declassified E.O. 12065 Section 3-402/NNDG NO. 785021

From: MINISTRY OF INDUSTRY AND COMMERCE
To : A.C. - Rome
Date: 12 May '45
Ref.: 1283

Subject: "Cooperativa Battellieri del Porto" - Naples.

The above, "Harbour Craftmen's Coop. Socty." have pointed out that for some time they have been unable to work due to the activities of the "Sindacato Ormeggiatori" (Mooring Syndicate) and the lack of Navy House Naples' approval, despite favourable recommendation by Captaincy of the Port and I.R.N. Liaison Office.

The Regional Labour Office at Naples, when confirming that the Cooperative's petition is well-founded, states that the "Sindacato Ormeggiatori" has been able to form itself and function, surprising the good faith of Allied and Italian Authorities (i.e., under false pretences), while the "Coop. Battellieri" is the only reliable Society, due to the capabilities of its members, its gear and equipment and the fact that it is legally constituted, to carry out embarkation and disembarkation of persons and goods in Naples Harbour, supply catamarans for loading and unloading, and to moor and unmoor M/Vs., etc.

In view of the above, this Ministry would be grateful if A.C. would suggest to Navy House Naples that the "Coop. Battellieri" be authorized, exclusively, to carry out above-mentioned Harbour services.

Please acknowledge receipt.

(Sgd) THE MINISTER

DG/P.

Declassified E.O. 12065 Section 3-402/NNDC NO. 78502

GENOVA

Report of 17 May, 1945

Every industry marking time; will do so until shipments of coal arrive.

Socialization - Measures taken by Fascist Government were never put into effect. The two Decrees of 12 February and 12 Oct. 1944, which provided for socialization contained certain regulations for filing of reports, etc., and completing formalities; the time limit expired in April. Legislation, by the force of events, therefore, remains a dead-letter. Although labor in the North as a whole never took these 11th hour promises of socialization seriously (nor did it ever have any hope of attaining the advantages that it pretended to offer), the fact that such promises had been obtained from capital interests by an anti-Democratic regime, may be used as an argument in the discussions on fundamental readjustments of capital and labor relationships.

Industries - Capelli Ferrania [redacted] (film factory), one of the largest in Europe, is undamaged.
Ansaldo Shipbuilding Yards at Sestri - 3, 9,000 ton tankers; 1, 10,000 ton cargo on stocks, 75% finished. 2, 10,000 toners started; all plant and materials available.
3,500 men working; full capacity, 5,000.
Allcatimento at Sampierderena - 3,000 men working; full capacity, 5,000.

Report of 25 May, 1945

Authority of CLN waning because playing politics and neglecting reconstruction. Need coal and raw material urgently to offset idleness that is leading to terrorism.

Most factories functioning below normal rhythm.

Liberation bonus means that firms cannot continue part-time wages for more than one month. Soup kitchens being prepared in anticipation of unrest.

In Savona 12 contractors worked on Todt fortifications and employed 3,000 to 4,000 workers. Pay was 20% higher than normal and 2 to 3 hours per day overtime was worked at an extra 20%.

Wages on 8/9/43: (Todt) Worker - 60 lire per day
Foremen - 100 lire per day

Wages during Summer, 1944: 200 lire per day

Wages on 20/9/44: Further increases, but on piece-work basis.

Report of 5 June, 1945

Anseldo Shipbuilding Yards at Sestri - 3, 9,000 ton tankers; 1, 10,000 ton cargo on stocks, 75% finished. 2, 10,000 toners started; all plant and materials available.
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Foremen - 100 lire per day

Wages during Summer, 1944: 200 lire per day

Wages on 20/9/44: Further increases, but on piece-work basis.

Report of 8 June, 1945

Unemployment - Estimated by Camera del Lavoro:

Iron and steel	30,000
Seamen	14,000
Port laborers	3,000
Building	12,000
Miscellaneous	11,000
Total	70,000

Numbers likely to increase because of:
(a) Dismissed, idle workers from stagnating factories;
(b) Labor deportees and POWs returning ex-Germany;
(c) Refugees returning ex-South;
(d) Partisans.
Note: - These figures do not include workers who are drawing wages but for whom there is no work.

5,500 normally employed in Genova Port; now only 200 working (on the beaches).
Germans paid stevedores 178 lire, married men; 167 lire, unmarried men.

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785021

M I L A N

Report of 19 May, 1945

Housing - 10.6% of total of 969,400 habitable rooms destroyed.
4.8% of total of 969,400 habitable rooms seriously damaged.

Normal increment of 25,000 rooms per year not achieved for last six years. Total of 300,000 rooms now required.

With materials could build 60,000 per year, i.e., five-year program.

Industry - Needs 300,000 tons of coal per month. During May industrial production was one-tenth of normal output.

Shortage of cotton, celulose, scrap iron, fertilizers.

Report of 2 June, 1945

"The Italian worker has lost the habit of working"

T U R I N

Report of 22 May, 1945

Housing - 100,000 rooms out of 620,000 destroyed.

Industry - 308,700 industrial workers. Trade anion organization progressing quickly.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785021

Report of 2 June, 1945

"The Italian worker has lost the habit of working"

T U R I N

Report of 22 May, 1945

Housing - 100,000 rooms out of 620,000 destroyed.

Industry - 308,700 industrial workers. Trade union organization progressing quickly.

G O R I Z I A

Report of June, 1945

MONFALCONE - Shipbuilding yards before war employed 14,000 persons - now 5,200 on payroll, but actual work for only 3,200.

Declassified E.O. 12065 Section 3-402/NND NO. 785021

1061

Declassified E.O. 12065 Section 3-402/NNDC NO. 795021

HEADQUARTERS ALLIED COMMISSION
APO 234
LABOR SUB-COMMISSION

LSC/rmw

TEL : Ext. 416 11 May 1945

SUBJECT: Family Allowances for the Workers of the Harbor Companies in Naples

REF : LSC/304-515

Sirs:

This is in reply to your letter of 5 April, 1945, concerning the above subject.

It is understood that the question presented is limited to the period preceding September, 1945, and that it involves the problem of whether or not L'Istituto nazionale della previdenza sociale should reimburse the harbor companies for family allowances paid to workers with respect to days on which no work was performed.

It is the opinion of the Allied Commission that this question should be determined on the basis of applicable Italian law prevailing at that time. It is our understanding that under the law family allowances are not paid unless the worker performs at least 24 hours of work during the week for operai, or 20 hours in the case of impiegati. These provisions would seem to be applicable to port workers who report for work, but who, in fact, do not work. This opinion is corroborated by the fact that in other instances where the family allowance is paid despite the fact that the employee does not work, such as illness, industrial accidents, call to military duty, there is special provision establishing the right to family allowance. It is further considered that the family allowances were not paid under these circumstances previously, except under a misunderstanding.

The foregoing is predicated upon the position that reimbursement can be made only under authority of Italian law. It is strongly urged that, if possible, this law should be interpreted in order to permit reimbursement of these payments. The worker who is under obligation to be available for work is not on his own time, and his position should be considered to be more like a worker who is employed. In addition, some weight should be given to the fact that the family allowance system is not entirely compensation for work performed, but was instituted to some degree on the basis of family needs.

131

DAVID C. BACON
Deputy Director
Labor Sub-Commission

Ministry of Industry, Commerce
and Labor

1107

Declassified E.O. 12065 Section 3-402/NNDC NO. 795021

HEADQUARTERS ALLIED COMMISSION
APO 394
LABOUR SUB-COMMISSION

FP/61

REF. : LSC/515 May 10, 1945

SUBJECT: Port Workers of Castellammare

TO : Director of Mechanical Engineering.
A.F.H.Q.

1. With reference to my memo of 4th May 1945, we have now been advised by the Transportation and Navy Sub-Commissionsthat the Naval repair yards at Castellammare are again working to capacity and are providing work for the maximum number of employees.

2. The situation regarding redundant labour is, therefore, not likely to arise again for some considerable time.

W.H. Braine,
Director,
Labour Sub-Commission

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Declassified E.O. 12065 Section 3-402/NNDC NO. 795081

1081

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2354
5 May 1945.

From: Navy Sub-Commission, HQ., Allied Commission.
To : Flag Officer Northern Area Mediterranean.

Subject: Ship Repair Facilities at Castellammare, utilization of.

References: (a) Navy Sub-Commission ltr. NSC/2205 of 20 April 1945, same subject.

1. Reference (a) forwarded a copy of Labor Sub-Commission, AC, letter LSC/315 of 19 April 1945, on the subject of the utilization of labor and ship repair facilities at Castellammare and requested information as to whether the Navy Sub-Commission should take any action with the Ministry of Marine.

2. The Navy Sub-Commission now has been informed by the Transportation Sub-Commission that the naval repair yards at Castellammare are again working to capacity and are providing work for the maximum number of employees. The Transportation Sub-Commission has stated that the unemployment situation described in Labor Sub-Commission letter LSC/315 of 19 April 1945 is not likely to arise again for some considerable time.

H. W. ZIROLI
Commodore, U. S. Navy,
for
REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
ZIROLI
Labor S/C
Shipping S/C
Economic Section, AC.
KENDRO.
TRANSPORTATION S/C.

129

FILE

HEADQUARTERS ALLIED COMMISSION
APO 394
LABOUR SUB COMMISSION

REF : LSC/515 10 Maggio 1945

OGGETTO: Cantieri Navali di Castellammare

ALLA : Confederazione Generale Italiana del Lavoro

1. In seguito alla richiesta fatta dai rappresentanti dei lavoratori presso questo Ufficio il 16 Aprile 1945, le seguenti informazioni sono state ricevute dalle Autorita' Navali Alleate della regione di Castellammare.

2. La disoccupazione tenuta per i cantieri non avverra', dato che attualmente nuovi lavori sono stati affidati ai suddetti cantieri, e la richiesta continua per la mano d'opera di questa categoria.

fo: A. H. ADACHAUER
Direttore della
Sottocommissione del Lavoro.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785021

Comitati Misti di Castellammare

ALLA : Confederazione Generale Italiana del Lavoro

1. In seguito alle richieste fatte dai rappresentanti dei lavoratori presso questo Ufficio il 16 Aprile 1945, le seguenti informazioni sono state ricevute dalle Autorita' Navali Alleate della regione di Castellammare.

2. La disoccupazione tenuta per i cantieri non avverra', dato che attualmente nuovi lavori sono stati affidati ai suddetti cantieri, e la richiesta continua per la mano d'opera di questa categoria.

fo: Adechauer

F. M. MARTINO
Direttore della
Sottocommissione del Lavoro.

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785021

Declassified E.O. 12065 Section 3-402/NNDG NO. 785021

L5C/515

INTER OFFICE MEMO

AC/Sa

Our Ref :- AC/544/35/Tn.3. 4 May 1945

SUBJECT :- Port Workers at Castellammare.

TO :- Economic Section.

1. Further to this office letter AC/544/34/Tn.3. dated 24 April 1945, it was stated at the Hedbo meeting of 1 May '45 that the Naval Repair Yards under discussion are again working to capacity and are providing work for the maximum number of employees.

2. The unemployment situation described in Labour Sub-Commission's letter to you, reference L5C/515 dated 10 April 1945 is not likely to arise for some considerable time.

For the Director:

M.J. SIMS,
Colonel

Copy to : Labour Sub-Commission
Navy Sub-Commission
Shipping Sub-Commission
Secretary Mediterranean Shipping Board

127

Declassified E.O. 12065 Section 3-402/NNDG NO. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
LABOUR SUB-COMMISSION

YP/fg

Tel. 489081 - 204

REF : LSC/515

4 May 1945

SUBJECT: Port Workers of Castellamare

TO : Director of Mechanical Engineering
A.F.H.Q.

2. We have been informed by the Industry Sub-Commission of the Allied Commission that you are anxious to employ some hundreds of machine-tool operators in the Naples area and that the recruitment of such workpeople is being carried out by the Italian authorities.

2. You may be interested to learn, that there may be some considerable redundancy of this class of worker due to the probable curtailment of work at the Castellamare shipyards in the immediate future and it is thought that such redundant workers may be suitable for employment as machine tool operators in Naples.

W. H. HAIES
Director,
Labour Sub-Commission

Copy to:

Industry Sub-Commission (att. Maj. McNaughton Wright)
Economic Section (att. Capt. Atkins)

126

Declassified E.O. 12065 Section 3-402/NNDG NO. 785021

AC/5700/

AMGK/62

Tel. 391

Ref. AC/5700/IND 27 April 1945

SUBJECT : Port-Workers of Castellammare

TO : Economic Section
(Attn.: Capt. Atkins)

FROM : Industry Sub-Commission

1. Your 14.04/IS dated 20 April 1945, is subject.

2. In para. 3 of a/m letter the point at issue is surely a domestic one, the solution of which lies with the Italian Government, through the Ministry of Industry, Commerce and Labour.

3. There are innumerable plants in and around Castellammare which could no doubt absorb a large number of workers. In addition, it is known to this Sub-Commission that EMF, A.F.H.Q. is anxious to employ some hundreds of machine-tool operators in the Naples area, and is searching for such people through the local Italian authorities.

[signature]

W.J. MASKREY
Lt. Colonel,
Deputy Director,
Industry Sub-Commission.

Copy to:-
Labour Sub-Commission
Navy Sub-Commission

Duncan Wheel Engineering
AFHQ

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Declassified E.O. 12065 Section 3-402/NNDG NO. 785021

AMT oc/fd
CS 4515

INTER OFFICE MEMO

Our ref.: AC/544/34/Tn 3 24 April 1945

SUBJECT : Portworkers at Castellammare

TO : Economic Section

1. Further to this office letter AC/544/33/Tn 3 dated 22 April '45, the question of employment of the 2000 workers at Castellammare was raised at the Medbo meeting yesterday, and the suggestions put forward in Labour Sub-Commission's letter LSC/315/ dated 19 April were discussed.

2. The Chairman agreed to take the matter up, and recommendations will be made in due course.

For the Director :

A.M.McCLURE
Major, R.A.

Copy to : Navy S/C.
Labour S/C.
Shipping S/C.

124

Declassified E.O. 12065 Section 3-402/NNDG NO. 785021

LSC/511

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2239
24 April 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Economic Section, Hq. AC.

Subject: Ship Repair Facilities - CASTELLAMARE.

Reference: (a) Transportation Sub-Com. ltr AC/541/33/Tn 3 of 22 April 1945.

Enclosure: (A) Navy Sub-Com. ltr NSC/2205 of 20 April 1945.
(B) Copy Italian Ministry of Industry, Commerce and Labour ltr 1679/1/50 of 13 April 1945.

1. In connection with reference (a), no action is contemplated by the Navy Sub-Commission, Hq. AC, other than that indicated in enclosure (A) in which the Flag Officer Northern Area, Mediterranean, was requested to advise whether any action should be taken with the Ministry of Marine to increase the utilization of ship repair facilities at CASTELLAMARE for the repair of Italian Naval and Merchant vessels.

2. In addition, the Flag Officer Northern Area, Mediterranean, was furnished with a copy of enclosure (B) from the Italian Ministry of Industry, Commerce and Labour. In view of the general recommendations which will be submitted by the "Campbell Committee", it is not considered that any affirmative action will be taken through that channel in the immediate future to alleviate the situation at CASTELLAMARE.

H. ST. J. BUTLER,
Captain, U. S. Navy,
for
REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
Transportation SC.AC.
Labor Sub-Commission, AC.
Shipping Sub-Commission, AC.

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Declassified E.O. 12065 Section 3-402/NNDG NO. 785021

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2205
20 April 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Flag Officer Northern Area, Mediterranean.

Subject: Ship Repair Facilities CASTELLAMARE - Utilization of.

1. A copy of Labor Sub-Commission, Hq. AC letter LSC/515 of 19 April 1945, in connection with the labor situation and ship repair facilities at CASTELLAMARE is forwarded herewith.

2. Information would be appreciated whether it is desired that any action be taken with the Ministry of Marine to increase the utilization of the ship repair facilities at CASTELLAMARE for the repair of Italian Naval and Merchant vessels.

H. St. J. ...LER
Captain, U. S. Navy,
for REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
FCTALI
LABOR SC, AC

122

COPY

(ENCLOSURE (A)).

Declassified E.O. 12065 Section 3-402/NNDC NO. 785021

TRANSLATION

MINISTRY OF INDUSTRY, COMMERCE AND LABOUR
LABOUR GENERAL DIRECTION

DIV III

Ref: 1679/1/50

Rome 13/4/1945.

TO: Allied Commission
ROME

SUBJECT: Ship Building Yard of Castellammare di STABBIA.

1. The factory Commission of the ship building yard of Castellammare di Stabbia, has pointed out to this Ministry that the workmen of these yards - nearly 2,000 persons will surely be reduced to beggary, and increase the number of unemployed labourers, in consequence of the scarce work which has been allocated to theseyards.

2. We call the attention of the Allied Commission on this fact, so that in all future repair works concerning navy industry, it should be considered the application of the factory Commission of the above mentioned yards of Castellammare di Stabbia.

3. We would appreciate very much to know, as soon as possible, all the measures which will be adopted by that Allied Commission to help the crisis of those working classes.

THE MINISTER

(not illegible)

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COPY: (ENCLOSURE (B)).

Declassified E.O. 12065 Section 3-402/NNDC NO. 785021

HEADQUARTERS, ALLIED COMMISSION
APO 394
Navy Sub-Commission

NSC/2818

29 April 1945.

From: Navy Sub-Commission, Rq, AC.
To : Economic Section, Rq, AC.

Subject: Port Workers of Castellamare.

Enclosure (A): Copy NSC/2805 dated 20 April 1945, to FAN.

With reference to the Economic Section's communication 14.00/23 of 23 April to the Industry, Commerce, and Transportation Sub-Commissions, enclosure (A) is forwarded herewith for information.

H. ST. J. BUTLER,
Captain, U. S. Navy,
for
REAR ADMIRAL,
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
Industry Subcom, Rq, AC.
Commerce Subcom, Rq, AC.
Labor Subcom, Rq, AC.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785021

COPY

HEADQUARTERS, ALLIED COMMISSION
NAVY Sub-Commission APO 394.

NSC/2806

20 April 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Flag Officer Northern Areas, Mediterranean.

Subject: Ship Repair Facilities CASTELLAMMARE - Utilization of.

1. A copy of Labor Sub-Commission, Hq. AC letter LSC/315 of 19 April 1945, in connection with the labor situation and ship repair facilities at CASTELLAMMARE is forwarded herewith.

2. Information would be appreciated whether it is desired that any action be taken with the Ministry of Marine to increase the utilization of the ship repair facilities at CASTELLAMMARE for the repair of Italian Naval and Merchant vessels.

(Sgd) E. St. J. Butler,
Captain, U. S. Navy,
Senior Member,
Navy Sub-Commission, AC.

Copy to:
FOTAF
LABOR SC.AC.

COPY

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1121

Declassified E.O. 12065 Section 3-402/NNDG NO. 785021

LSC/515

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/2205
20 April 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Flag Officer Northern Areas, Mediterranean.

Subject: Ship Repair Facilities CASTELLAMARE - Utilization of.

1. A copy of Labor Sub-Commission, Hq. AC letter LSC/515 of 19 April 1945, in connection with the labor situation and ship repair facilities at CASTELLAMARE is forwarded herewith.

2. Information would be appreciated whether it is desired that any action be taken with the Ministry of Marine to increase the utilization of the ship repair facilities at CASTELLAMARE for the repair of Italian Naval and Merchant vessels.

H. ST. J. BUTLER,
Captain, U. S. Navy,
for REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
FOTALI
LABOR SC.AC.

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Declassified E.O. 12065 Section 3-402/NNDG NO. 785021

Labor S/C
LSC/515

Port Workers of Castellamare 14.04/ES

Transportation Sub-Committee 20 April 5

Herewith copy of letter Ref. LSC/515 dated 19 April from Labor Sub-Commission. Will you please forward your comments on the points raised therein as to providing employment for the workers referred to?

C. W. ATKINS, Capt. R.A.
S.O. III (C.A.)
Economic Section

cc to:
Labor S/C
Navy S/C

Enclosure
As above

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1 1 2 21

Declassified E.O. 12065 Section 3-402/NNDG NO. 785021

Labor
LSC/515

CWA/emg

Port Workers of Castellamare	14.04?TS	
Industry Sub-Commission	20 April	5
Commerce "	"	

Reference leter from Labor Sub-Commission LSC/515, dated 19 April 1945, to this Section, copy to you. Will you please forward your comments on the points raised therein as to providing temporary employment for the workers referred to?

C. W. Atkins Capt

C. W. ATKINS, Capt. R.A.
S.C. III (C.A.)
Economic Section

cc to:
Labor S/C
Navy S/C

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Declassified E.O. 12065 Section 3-402/NNDG NO. 785021

630/map

25C/515

HEADQUARTERS ALLIED COMMISSION
AFO 394
Transportation Sub-Commission

Our ref. : AC/344/33/Tn 3 22 April 1945

SUBJECT : Port Workers of Castellammare.

TO : Economic Section.

I. With reference to your letter I4.04/35 dated 20th April, the question of providing work for the Castellammare shipyards is being handled jointly with the Navy Sub-Commission and the "Campbell" Committee and an agreed recommendation will be submitted shortly to the Mediterranean Shipping Authorities.

For the Director :

T.B. CORKEY,
Major I.A.

Copy to : Navy Sub-Commission.
Labour Sub-Commission.
Shipping Sub-Commission.

FILE

HEADQUARTERS ALLIED COMMISSION
APO 394
[illegible]

REF : L20/515

19 April 1945

SUBJECT: Port Workers of Castellammare

TO : Economic Section

1. A request was made by the SCAC for the Director of this Sub-Commission to receive representatives of workers in the port of Castellammare.

2. The Delegation was composed of a Trade Union representative, the Secretary of the Castellammare Camera del Lavoro, workers' and employees' representatives, who spoke for the 2000 men employed in the ship-yards. Since the liberation of the port, these ship-yards have done repair and construction work for the Allies, principally for the Royal Navy, mainly on light craft. Up to now the work has been sufficient for all, and the supplies of material at Castellammare have been used for the construction and repair. Now work is dwindling and in the near future only 60 or 70 men will be employed, and no supplies are left for the ship-yards to undertake work of civilian nature.

3. The delegation asked for two things: that the Allies furnish them with work until they are in condition to return to work for the Italian Merchant Navy, and: obtain transport for material and supplies now available at Terni to undertake work of civilian nature.

4. I said that I could not promise anything, but that I would put their points to the proper authorities. It would appear to be in the interests of all concerned if they could be given some work with the necessary material to bridge them over the interim between fulfilment of work on wartime productions and the taking up of work of a civilian nature. Could some small assignment of Naval work be made from Taranto, Bari, Naples or even Malta, and could other work be put their way.

Declassified E.O. 12065 Section 3-402/NNDC NO. 785021

Allied Force Officers of Castellammare

TO : Economic Section

1. A request was made by the AMGOT for the Director of this Sub-Commission to receive representatives of workers in the port of Castellammare.

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W.H. Brains

W. H. BRAINE
Director,
Labour Sub-Commission

Copies to:
Industry S/C
Commerce S/C
Naval S/C

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Declassified E.O. 12065 Section 3-402/NNDC NO. 785021

Declassified E.O. 12065 Section 3-402/NNDG NO. 785021

file

HEADQUARTERS ALLIED COMMISSION
AFO 394
LABOUR SUB-COMMISSION

/01

REF. : LSC/515 April 19, 1945

SUBJECT: Harbour Workers in Sicily.

TO : Ian D. Campbell Esq.
D.M.W.T.R. (Med).

1. Attached for your information is a copy of a telegram transmitted to this Sub-Commission by the Secretary for Labour of the Italian Government.

2. It is assured that the workers referred to are employed in private industry and it follows that any question of increase in the recognized wage agreements, is one to be dealt with by collective negotiations between the representatives of the industry concerned and representatives of organised labour.

F. PROCTOR

for W.H. Braine
Director
Labour Sub-Commission

113

FILE

HEADQUARTERS ALLIED COMMISSION
A.C. 394
LABOUR SUB COMMISSION

1033/ac

REF : LSC/216 17 April 1945

SUBJECT: Electricity for Printing Press in Foligno

TO : Lt. Col. Latimer,
Regional Engineer, Umbria-Marche Region.

Enclosed is a letter from the Confederazione Generale Italiana del Lavoro concerning the above mentioned subject.

It would be appreciated if you can give consideration to this request and advise this Sub-Commission when it will be possible to comply therewith.

F. H. BAILEY
Director,
Labour Sub-Commission.

The original letter from C.G.I.L. is in LSC/203.

Declassified E.O. 12065 Section 3-402/NNDC No. 785021

Enclosed is a letter from the Confederazione Generale Italiana del Lavoro concerning the above mentioned subject.

It would be appreciated if you can give consideration to this request and advise this Sub-Commission when it will be possible to comply therewith.

F. H. MAIRE
Director,
Labour Sub-Commission.

The original letter from C.G.I.L. is in LSC/203

Declassified E.O. 12065 Section 3-402/NNDC NO. 75502

Declassified E.O. 12065 Section 3-402/MNDG NO. 785021

Translation La torraca /js

CONFEDERATIONE GENERALE ITALIANA DEL LAVORO

12 March 1945

TO : Mr.W.H.BRAINE
Director
Labour Sub-Commission
Rome

In Foligno, province of Perugia, there exists a Printing Press Plant that could engage about 200 or more workers.

The abovementioned plant cannot resume its activity since it has not been granted electric current.

The Electric Co U.M.E.S. has informed the plant that the granting of electricity depends on Captain Spriggs, an englishman, Public Works, Piazza Amzidei 4, Perugia.

The city of Foligno is seriously damaged and unemployment is widespread; the functioning of the Printing Press Plant would procure the means of existence to 800 families.

We are sure, Mr.Braine, that you will pass word on to Captain Spriggs in order to obtain the necessary electricity for the functioning of the plant in question.

Best regards

THE SECRETARIAT
(signed) Lizzadri

HEADQUARTERS ALLIED COMMISSION
APO 394
LABOUR SUB COMMISSION

LSC/ac

REF : LSC/516 17 April 1945

SUBJECT: Electricity for Printing Press in Foligno.

TO : Secretariat of Confederazione Generale Italiana del Lavoro.

This is in reply to your letter of 12 March 1945 concerning the above mentioned subject. Your request has been forwarded to the appropriate authorities and this sub-Commission will advise you if any action is taken.

W. H. BRAINE
Director,
Labour sub-Commission

Declassified E.O. 12065 Section 3-402/NNDC NO. 785021

This is in reply to your letter of 12 March 1945 concerning the above mentioned subject. Your request has been forwarded to the appropriate authorities and this Sub-Commission will advise you if any action is taken.

W. M. MAIER
Director,
Labour Sub-Commission

Declassified E.O. 12065 Section 3-402/NNDC No. 785021

Declassified E.O. 12065 Section 3-402/NNDG NO. 785021

LSC/515

JI/ak

INTER OFFICE MEMO.

16 March, 1945

Tel: 478867

Ref: 61-1/14-/FSCD

SUBJECT: Port Workers

FROM : Food Sub-Commission

TO : Labour Sub-Commission

1. Reference your LSC/515 of 13 March, 1945.

2. It is not possible to put ships into Torre Annunziata instead of Castellammare owing to the limited depth of water at the former port. Ships will presumably continue to go into Torre Annunziata for final discharge after partial discharge at Castellammare.

W.J. LEGG
Colonel
Director, Food Sub-Commission

Declassified E.O. 12065 Section 3-402/NNDG NO. 785021

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

LSC/515

Originator's Reference: 77000
Date Time of Origin: MAR 14

Message Centre No: D/5041
Date Time Rec'd: MAR 14/1550
Precedence: ROUTINE

FROM: BARI

TO : COMMISSIONE ALLEATA ROMA

IN CLEAR.

Workers employed by BARI's Port Enterprise claim for payment of "1944 BONUS" and the provised increased in salaries. We beg to take some action in order to meet the worker's requirements.

ACTION

DIST

Action: Labour S/C
Info: A/PRESIDENT
CHIEF COMMISSIONER
ECON SEC
FILE 2
FLOAT

H/C NOTE:

This is a translation from Italian.

15 MAR 45 C.

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HEADQUARTERS ALLIED COMMISSION
APO 394
LABOUR SUB-COMMISSION

ALD/fg

LSC/315
see file # LSC/208

24 February 1945

SUBJECT: Threatened Strike - Castellamare

TO : Mr. W.H. Braine - Director Labour Sub-Commission

1. In accordance with your memorandum of 18 February, I visited Naples and herewith make the following report.

2. I conferred with Major R.B. Easton, Base Purchasing Agent, Pennbase (PBS) South on all phases of the subject. He stated that his office came into the picture, upon receipt of a cable from Ntousa which referred to an HQ.AC., Food Sub-Commission Report, to the effect that there was a "Labour Shortage" at Castellamare which interferred with unloading of foodstuffs.

Upon Ntousa's order he proceeded to Castellamare, on about 15 February, and investigated the matter reporting the reasons and recommendations thereupon, by cable. He interviewed Capt. Palmer at Castellamare who failed to mention the action taken by Maj. Scicluna and Mr. Di Fede of the Labour Sub-Commission and Capt. Botham of the Regional Labour Office. Capt. Palmer did not mention that he receives the advance notices of arrivals or that he can readily obtain them at the Port. Capt. Palmer failed to mention that there was an available Portual (Labour Supply) Company Office or that he objected to and was prejudiced against that organization.

3. I then visited the War Shipping Administration and spoke with Mr. Herrick, Operation Officer and Mr. Dryzoni, his Italian assistant. They stated that Castellamare was one of the few ports that up to a short time ago had caused lots of trouble. First, because cargo unloading there were slow and inefficiently managed, averaging less than 250 tons per day as compared to other nearby ports averaging 450 tons per day, under similiar conditions of ships, men and cargo. Second, that there was no shortage of labour there as the Local Portual (Labour Supply) Company was not called upon to furnish help. And third, that the claim that no advance notices of arrival were given is far fetched and erroneous because arrival notices are relayed to the Port soon after manifest sheets are received and shipping and clearance orders are issued.

4. From all facts obtained and in summation it appears:

a. That Capt. Palmer, Food Sub-Commission, Officer in Charge of warehouses, at Castellamare was lax and inattentive in his duties. That he receives ample notice of shipments, receiving the manifests and arrival, notices at about the same time as the War Shipping Administration and the Port Authorities. In

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addition, the Port Authorities at Castellamare are informed in advance of ship arrivals, for in most cases the average ship must be prior lightened at other ports before docking at Castellamare because of the shallow water there.

b. That Capt. Palmer is not cooperative with the Portual Company, the basic accredited Port Labour Supply Unit and organization of the Ministry of Merchant Marine. That he would rather rely upon and do business with private and independent contractors than the agency of the Italian Government.

c. That Capt. Palmer inadvertedly or otherwise failed to inform Major (then Capt.) Easton of Peenbase (PBS) South that the HQ.AC. Labour Sub-Commission and the Southern Region Labour Office had been working on the matter, from about 24 January onwards. That they had made full and adequate arrangements with the Italian Ministry of Merchant Marine to supply the Port of Castellamare, through its Portual Company Offices with additional Labourers. Further, that they had satisfactorily taken care of all the labour ills at Castellamare.

5. Maj. Easton and Mr. Herrick were advised that all labour matters in that area should properly be referred to Capt. Botham, Southern Region Labour Officer who is stationed at Naples for that purpose.

6. Mr. Herrick informed us that a Mr. Nichols, official of WSA May be in Rome sometime this week to discuss other Port Labour matters.

ALFRED L. DORF
Captain QMC,
Field Control Section

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HEADQUARTERS ALLIED COMMISSION
APO 394
LABOUR SUB-COMMISSION

JDF/js

REF. : LSC/515

Tel.478828
25 February 1945

TO : Signor MARINO DI STEFANO
Federazione Italiana Lavoratori Dei Porti
Via Tarsia, 31 - Napoli

La ringrazio vivamente per la Sua cortesia ed interessamento ai problemi relativi ai lavori di scarico a Castellammare e Torre Annunziata.

La Sua lettera indirizzata a Mr.Di Fede è stata trasmessa alla Sotto Commissione per l'alimentazione per essere presa in considerazione.

Abbiamo preso nota delle Sue proposte circa le compagnie portuali e in particolare tutto quello che Lei ha fatto per aiutare queste compagnie di lavoratori a svolgere il loro compito.

Cordiali saluti

W.H.BRAINE
Director
Labour Sub-Commission

Declassified E.O. 12065 Section 3-402/NNDG NO. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
LABOUR SUB-COMMISSION

JDF/js

Tel. 384
13 March 1945

REF. : LSC/515
SUBJECT: Port Workers
TO : Food Sub-Commission

1. Attached is a copy of letter sent to us by Signor Marino Di Stefano, organizer of the port workers of Naples and vicinity. *

2. Since Signor Di Stefano makes some recommendations with respect to unloading of wheat at Castellammare and Torre Annunziata we are referring his letter to you for consideration.

JOSEPH DI FEDE
Labour Sub-Commission

* Letter dated Feb 45 from Fed. Naz. Lavoratori Portuali (N° 28)

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[redacted] FILE

HEADQUARTERS ALLIED COMMISSION
APO 394
LABOR SUB-COMMISSION

TEL : Ext. 104

REF : LSC/908 (S1B)

SUBJECT: Rates for Sicily Stevedores.

TO : Captain C. F. Mason, R.A.
Regional Labor Officer
Sicily

JFS/rmw

19 Feb '45

1. This will confirm wire of recent date authorising execution of a contract involving new wage rates for Sicily stevedores. Rates contained therein can be approved without submission to AFHQ inasmuch as they are in conformity with recent increases in the Allied Forces Wage Scale.

W. H. BRAINE
Director
Labor Sub-Commission

Declassified E.O. 12065 Section 3-402/NNDC NO. 785021

LSE/5715

ECcmew

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

Ref: 28/6.05

17 Feb 45

SUBJECT: Port Labor for Castellamare

TO : Mr. Braine, Director, Labor Sub-Commission

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1. I was very much interested in your memo of 6 Feb on port labor for Castellamare, and in the attached report by Joseph Di Fede on the same subject.

2. I hope you will pass on to Mr. Di Fede congratulations on an excellent report.

3. It occurs to me that this type of work represented by Mr. Di Fede's mission, which resulted in the report referred to, is the sort of thing which AC can usefully do without trespass beyond the terms of our 'new directive.'

HARLAN CLEVELAND
Executive Director
Economic Section

Distribution:
Econ Sec Files (2)
Ex Dir Bd (1)

1. Mr J. Di Fede — Please note the Executive Director's congratulations on your good work. You already know my appreciation of your efforts.

L. W. Brown
Lt. Col. AUS

2 Cleveland & Staff

2 Robertson

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[redacted] FILE

HEADQUARTERS ALLIED COMMISSION
APO 534
LABOR SUB-COMMISSION

IN: : Ext. 434 JHS/rsw

YOUR : LSC/308 (515) 16 February 1943

SUBJECT: Stevedore Rates

TO : Captain C. P. Anson, R.A.
Regional Labor Officer
Sicily

1. Reference is made to your letter SLA/346 dated 4 February 1943 on the subject of stevedore rates in the Port of Catania. Formal approval of your action with respect to payment of dispatch money on certain types of cargo will not be necessary providing such additional payment, when added to the workers regular pay, does not exceed the Armed Forces Wage Scale for similar employment.

W. H. BRAINE

W. H. BRAINE
Director
Labor Sub-Commission

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FILE

HEADQUARTERS ALLIED COMMISSION
APO 394
LABOUR SUB COMMISSION

JHS/ac

REF : L30/402

, 8 February 1943

SUBJECT: Approval of New Wage Rates for Sicily Stevedores.

TO : Mr. Brains.

1. New contract for setting up increased tonnage rates for work done by Sicily stevedores was submitted by Lt. Mason (now Captain) on behalf of the unauthorized Labor and Wages Committee and the defunct Sicilian Local Resources Board. The matter was considered by the Labor and Wages Control Committee at its December meeting, and decision taken that the submission of such a matter must go through proper channels.

2. In the meantime, the subject was again raised directly with this office by Captain Mason as being urgent. I then conferred with the Resources Section of the AFHQ to determine, first, whether interim action could be taken by myself as Chairman of the Committee, and secondly, whether a decision could be made by this Sub-Commission without reference to AFHQ. We had already studied the details of the new rates and determined that they did not exceed the Armed Force Wage Scale. In fact, the rates are lower than those used for similar work on the mainland.

3. Inasmuch as there was no question of changing or exceeding the Armed Force Wage Scale, it was agreed between the Resources Section and myself that the matter need not come under consideration by either the Labor and Wages Control Committee or the Resources Board.

4. The answers to the questions posed in your memo are therefore as follows:-

(a) This new wage contract can be approved without permission of AFHQ.

(b) Neither Finance nor Transportation have customarily been consulted in matters affecting wage changes within the restrictions set up by AFHQ, though I agree that important changes should be so cleared, if for no other reason than to maintain proper liaison and coordination.

(c) It will not be necessary to inform other bodies of the decision made.

(d) The wage rates approved are definitely in order.

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(e) An earlier reply was not sent to Captain Mason's minute since I was awaiting submission through normal channels as agreed upon by the 16 December committee meeting, and took the action indicated when the urgency of the matter was again stressed.

3. I believe Mr. Smiths' proposed letter should be changed to make reference only to the approval. Para 1 would then read:

"This will confirm wire of recent date authorising execution of contract submitted. Rates contained therein can be approved without submission to AFLSH, inasmuch as they are in conformity with recent increases in the Allied Force Wage Scale."

para 2 should be deleted, and para 3 be subject of a separate letter.

JULIUS C. SMITH
Deputy Director,
Labour Sub-Commission

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HEADQUARTERS ALLIED COMMISSION
APO 394
LABOUR SUB COMMISSION

PRAGUE FILE

MB/ac

REF : LSC/515

6 February 1945

SUBJECT: Port Labour for Castellammare - Port Companies.

TO : Acting D.C.O.S. Economic Section,
Director, Food Sub-Commission,
Captain Botham, Naples,
Brigadier Waghorn, M.R.E.

1. Reference is made to Labour Sub-Commission minute LSC/515 of 6 February 1945 regarding port labour for discharge of ships at Castellammare and to the operation of the revived Port Company (Compagnia Portuale).

2. As the result of discussion with the Italian Ministry of Mercantile Marine, that authority has undertaken to despatch a competent official immediately to Castellammare to stimulate the Port Captain, the Director of the Port Labour Office, and the Manager of the Port Company.

3. The head of the Port division at the Italian Ministry of Mercantile Marine also undertook to consider the appointment of officers at Castellammare, who will assume greater initiative in the recruitment of workers.

W. L. BRAINE
Director,
Labour Sub-Commission

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HEADQUARTERS ALLIED COMMISSION
APO 394
LABOUR SUB-COMMISSION

JDF/fg

REF : LSC/515 8 February 1945

SUBJECT: Visit to Ministry of Merchant Marine on Port Workers for Castellamare

TO : Mr. W.H. Draine, Director Labour Sub-Commission

1. On February 7 I visited the Ministry of the Merchant Marine to discuss with the competent officials the results of our inspection of the port labour situation at Castellamare.

2. His Excellency Montalbano was not in Rome. His personal secretary, Ingegnere Selerio arranged a meeting in his office and invited Commendatore Gambioli, Doctor Ibba and Doctor De Martinis to be present. Comm. Gambioli who is the official at the head of the port division of the Ministry was aware of the problem under discussion because we had visited him prior to our departure for Castellamare.

3. They were advised of our finding that the Port Company at Castellamare had been unable to provide the necessary number of workers for the expeditions unloading of ships carrying much needed wheat and other food supplies for Italy. That while the Labour Sub-Commission favoured the principle of de-casualization of port labour through state recognition of the port company we believe that both the company and the Ministry should accept the responsibility for efficient operation of the port.

4. It was also pointed out that while the problem resolves itself into two phases - the war and post-war operations - the allied authorities were chiefly concerned with the first phase in order to utilize to the fullest extent all available shipping space.

5. Ingegnere Selerio and Comm. Gambioli agreed to dispatch a competent official to Castellamare immediately in order to discuss the problem with the port-captain, the director of the port labour office and the vice-consul of the port-company. Comm. Gambioli further suggested that following this meeting the Ministry may consider the appointment of a consul and a director of the labour office who will assume greater initiative in the recruitment of workers.

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6. The officials interviewed promised that the Ministry will intervene actively in this matter and will keep us advised as to new developments.

Joseph Di Fede

JOSEPH DI FEDE
Labour Relations Adviser

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FILE COPY

HEADQUARTERS ALLIED COMMISSION
APO 394
LABOR SUB-COMMISSION

MSB/mw

TEL : Ext. 1104

6 February 1945

REF : LSC/M18

SUBJECT: Port Labor for Castellammare

TO : Economic Section

1. Food Sub-Commission complained of insufficient labor to unload ships at Castellammare and their local officer attributed this to the re-establishment of the "Compagnie Portuale". The "Compagnie Portuale" is instituted by the State with a view to the de-casualization of port transport workers by the registration of regular workers. The principle is to relate the number of registered workers to the anticipated volume of work at the port; to give registered regular workers preference in engagement, and to engage casual workers only after all registered regular workers have been engaged. In this way the maximum number of men are given full employment so far as possible, and the fringe of casual workers obtaining a few days work per week only is reduced. This is a sound principle which has been adopted elsewhere outside Italy and should be encouraged, and any attempt to return to casual engagements of casual workers should be discouraged.

2. At the same time, if the Port Companies and the Italian Government assume the responsibility for these measures of de-casualization they will also have to insure the efficient working of the system. In particular, the number of registered men to be given preference must be regulated in conformance with the anticipated volume of work. If it is feared that the registered men would be too many in the light of future developments then military traffic may be seriously reduced, there should be established first and second preference groups, the first preference group being related to the normal volume and the second preference men being those to be released from registration and from any rights under registration as military volume decreases.

3. The report of Mr. El Fady of Labor Sub-Commission on his investigation of January 1945 shows that he has encouraged the measures for increased efficiency on the spot and that the number of squads of workers at Castellammare had doubled from 24 January to 29 January. Further increases are expected.

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e. The Italian Ministry of Merchant Marine are responsible at Rome for the development and operation of the Port Company system. Steps are being taken by Labor Sub-Commission to impress upon the Italian Ministry of Merchant Marine the necessity of increasing efficiency, particularly at Castellamare. If, in the meantime, contingency action should be necessary arrangements will be made with the Italian Ministry of Merchant Marine for the exceptional engagement of unregistered men to the requirements of the combat ground.

[illegible] also at Palermo and will arise in connection with Genova and other ports in North Italy as that territory is liberated. Contact will be maintained with the Italian Ministry of Merchant Marine on these points.

f. Attached, for your information, is a copy of Mr. Di Vada's report of 6 February.

W. H. BRAINE

W. H. BRAINE
Director
Labor Sub-Commission

Encl. (1)

cc: Food Sub-Commission

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HEADQUARTERS ALLIED COMMISSION
APO 394
LABOR SUB-COMMISSION

Tel. 48908

REF. : LSC/515 6 February 1945

SUBJECT: Port Labor for Castellamare

TO : Mr. W.H. BRAINE,
Director Labour Sub-Commission

1. On Wednesday, January 24th, Major Sciaiuna and I went to Castellamare to discuss the port labour situation with Captain Palmer of the Food Sub-Commission who is in charge of the warehouses in that port.

2. Captain Palmer stated that he had been unable to unload ships in good time because the "Compagnia Portuale" (Port Company) had been unable to supply the necessary number of workers. He was particularly distressed over this delay because valuable shipping space was being lost at a time when there is a disturbing scarcity of shipping in this theatre.

3. The availability of labour in that region was discussed. Captain Palmer stated that while there was a surplus of labour in Castellamare the workers were not attracted to the port because of a ministerial order (Ministry of the Merchant Marine) which has re-activated the Compagnie Portuale. Under existing Italian Law covering Italian ports, all workers must be supplied by the port company. Those workers on the permanent roll of the company would receive first preference whenever a call for men came in to the company through the office of the port-captain. Because of this preference casual workers refused to make themselves available on the probability that they would be called from time to time.

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4. Captain Palmer stated that Signor Cozzolini, an independent contractor who had been engaged by the Allied Authorities to do all the unloading at the port of Castellamare when the port was still under military control had been very successful in recruiting the necessary labour. Signor Cozzolini had indicated to him that he would have no difficulty at all to engage the necessary workers if he were not expected to give first preference to the workers on the permanent roll of the port company.

5. Following a general discussion with Captain Palmer a series of conferences were held with all the persons who were interested in this problem. Signor Cozzolini who had written a letter to the Food Sub-Commission complaining about the Port Company was not available on that day. His daughter who acted as Captain Palmer's interpreter advised us that Signor Cozzolini had been called away to Naples on business. Since we were anxious to talk with him we had called Castellmmare the previous day to arrange to have him present at Captain Palmer's office. But his business engagement had apparently intervened.

6. Signor Melchiore Chiosso, acting consul (president) of the Compagnie Portuale of Castellammare, Lt. Col. Tomaselli, port captain and Major Martone, director of the "Ufficio del Lavoro" (Labor Office) for the port were asked to come to Captain Palmer's office.

7. Signor Chiosso stated that the Compagnie del Porto had seventy-five men on its permanent roll. In the early months of the allied occupation of the port all these men and hundreds of casual workers had been steadily engaged there. In the past several months, however, the available work had been sporadic and the permanent workers had not been regularly utilized. Because of this several of these workers, a number varying from twenty to twenty-five had found work in the port of Naples and several others had gone into other lines of work. The number of permanent workers who were

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actually available and on call had thus been reduced to about thirty.

8. Since the demand for workers had not been consistent the port labour office had not instituted a roll of casual workers as provided in port legislation. In view of the increased number of ships now going to Castellamare and in view of Captain Palmer's request that more workers be recruited Major Martone and Signor Chiosso had written to all the workers on the permanent roll to hold themselves available for work at Castellamare. The men who had gone elsewhere were given to February first to return to the port company. Those who failed to respond would be dropped from the roll.

9. It was suggested to the Consul of the Compagnia Portuale that the permanent roll be enlarged to one-hundred and that a roll of "avventizi" (casual workers) be constituted. The vacancies on the permanent roll would not be filled at the present time and it should be made known to all those interested that such vacancies would be filled at some future date from the roll of avventizi. This would serve as an inducement to workers not on the permanent roll to come into port labour.

10. The Captain of the port and the director of the port labour office, as well as Signor Chiosso, agreed to follow this procedure. The captain of the port further indicated that he would have a notice published through the mayor's office announcing the formation of a roll of "avventizi". The notice would explain that a number of places on the permanent roll were available and would be filled by men who responded to this call.

11. The port captain, the director of the port labour office and the Consul of the Port Company agreed to cooperate in a concerted effort to recruit the necessary workers.

12. Following this conference, Signor Sirings,

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a port contractor from Torre-Annunziata was called in. He stated that he was operating very successfully with the port company in his port. He indicated that when workers were needed he would first apply to the port company and when their supply of men was exhausted he would then employ others directly.

13. On Tuesday, January 29, pursuant to a call from Captain Palmer I went back to Castellamare. The captain stated that our previous meeting had produced no results. He stated he was going to Rome the following day to obtain permission to hire the necessary workers directly and not through the Port Company. He was concerned over the fact that the Port Company had been unable to produce workers for the night shift.

14. Signor Cozzolini was called to the office. He brought with him a draft of legislation which would set up a union of port workers but one which would be entirely different from the present Port Company. He again stated that if he were allowed to by-pass the company he would have no difficulty recruiting the necessary workers.

15. At my suggestion Major Martone and Signor Chiosso were asked to come to Captain Palmer's office. Signor Chiosso stated that since our previous meeting (January 24) four workers who were on the permanent roll had responded to the notices mailed to them. That in addition, he had been able to recruit several casual workers and that he now had four squads of workers - on January 24 he had two squads. He spoke confidently that given a little more time he would be able to recruit a sufficient number of workers for the night shift.

16. Major Martone stated that notice of the formation of a new roll of "avventizi" had been published through city hall and that notices had been mailed to all the permanent members of the Port Company. Good progress had already been made in the formation of the auxilliary roll in that sixty men had already been recruited.

17. Signor Cozzolini asked why Signor Siringo in

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Torre Annunziata was able to operate without recourse to the Port Company. I called Signor Sirinas on the telephone in their presence to ascertain this rumor. Signor Sirinas stated (over the telephone) that he was still operating through the Port Company and that he was allowed to engage workers directly only when the Company had placed all its permanent members.

18. The information obtained on January 29 gives proof of progress in the recruiting of port workers for Castellamare. It may be stated that Signor Chiosso and Major Martone are not men of initiative. With more competent leadership in the Port Company and in the port labour office much more could be accomplished.

19. On my return to Naples I called Signor Di Stefano, organizer for the port workers and Avv. Rubinacci of the Regional Labour Office. I advised them of the situation in Castellamare and urged them to intervene in an effort to recruit more workers for that port. Both men promised to go to Castellamare at the conclusion of the C.G.I.L. congress and do everything possible to relieve the shortage of workers in that port.

JOSEPH DI FEDE
Labour-Relations Adviser.

cf/

LSC/515

Roma li 1 Febbraio 1945

Ministero dell'Industria del Commercio e del Lavoro

Sottosegretariato di Stato al Lavoro
Segreteria Particolare

Divisione _____ *N. di prot.* _____

Risposta a nota LSC/515 29/1/45

Allegati _____

QUARTIER GENERALE DELLA COMMISSIONE
ALLEATA - APO 394 -
SOTTOCOMMISSIONE PER IL LAVORO

R O M A

alla cortese attenzione del Sig. David C. ZACHS.

OGGETTO - Sciopero lavoratori portuali di Catania.=

Si ringrazia codesta Sottocommissione della cortese nota contenuta nel foglio al quale si risponde relativa ai miglioramenti salariali recentemente concordati in favore dei lavoratori del porto di Catania.

IL CAPO DELLA SEGRETERIA

Declassified E.O. 12065 Section 3-402/NNDC NO. 795021

OGGETTO - Sciopero lavoratori portuali di Catania.=

alla cortese attenzione del Sig. David C. SACHS.

Si ringrazia codesta Sottocommissione della cortese nota contenuta nel foglio al quale si risponde relativa ai miglioramenti salariali recentemente concordati in favore dei lavoratori del porto di Catania.

IL CAPO DELLA SEGRETERIA

A/15

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Declassified E.O. 12065 Section 3-402/NNDC NO. 78502

Declassified E.O. 12065 Section 3-402/NNDC NO. 785021

raunlabia:

Many thanks for your letter of 29 Jan. 45 regarding wage adjustment recently agreed upon for the dock workers of Catania -

Signed - Altavilla.

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FILE COPY 515 copy 808 / 1002

HEADQUARTERS ALLIED COMMISSION
APO 534
LABOR SUB-COMMISSION

DCB/rmw

TEL : Ext. 204 23 January 1945

SUBJECT: Strike of Dock Workers at Catania.

Sir:

This will confirm our conversation of 25 January concerning the above subject.

We have requested an investigation of the causes of this strike.

In the meantime the Labor Sub-Commission has approved a new contract covering stevedore labor for Sicilia. This contract will provide, in substance, for an increase which will permit an increase in rates of pay for workmen of 15% plus a carovita of 35 lire per day. It is suggested that this new contract will probably meet the demands which formed the basis of the work stoppage referred to. You are authorized to transmit this information to anybody concerned.

Yours very truly,

DAVID C. SACHS
Labor Sub-Commission

H.E. Dott. Angelo Altarelli
Ministry of Industry, Commerce and Labor
Italian Government
Rome

8251
C7

Declassified E.O. 12065 Section 3-402/NNDC NO. 785021

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ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
LABOUR DIVISION
APO 394

CFM/gs

File RLA/248 19 January 1945

SUBJECT: Stevedores Contract

TO : A.C. Headquarters
(Attn. Labour Sub-Commission)

1. With reference to my RLA/248 of 26 December 1944, enclosing copy of the proposed revised Stevedores Contract, the urgency of this matter is again brought to your attention and it is requested, please, that approval to apply the new rates be given at the earliest possible moment.

2. These new rates were compiled as the result of certain demands made by the stevedores of Sicily for an Increased Cost of Living Bonus and unless they can be put into effect with the least possible delay, labour disorders will inevitably ensue.

3. It is pointed out that Allied shipping is involved and that any strike or labour disorder would undoubtedly be harmful to the war effort.

For Brigadier Carr:

C.F. MASON
Lt. R.A.
Regional Labour Officer

Copies to:
M.W.T. Palermo
M.W.T. Catania

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ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
APO 394

4692

CFM/gs

File RLA/248

26 December 1944

SUBJECT: Stevedores Contract

TO : A.C. Headquarters
(Attention, Labour Sub-Commission)

1. After the dissolution of the AFLR (S1) B. and its various sub committees in Sicily, Labour representatives of the various employing services have met at this office from time to time in order to discuss matters affecting labour and wages.

2. The minutes of a meeting held on 22 November 1944 - copy attached - were forwarded to the Labour and Wages Control Committee for consideration but it is noted from minute Nº 63 of the twentysixth meeting of that Committee held on 14 December 1944, that matters affecting Labour in Sicily will be dealt with through normall staff channels.

3. Transmitted herewith is a copy of the Stevedores Contract which has been in force in Sicily since April 1944 together with a copy of the proposed revised contract shewing an upward revision of tonnage rates. The increased rates have been computed on a 15% increase in the base pay plus Lire 35 per day for Increased Cost of Living Bonus.

4. The stevedore labour situation in Sicily is extremely delicate at the present moment and it has been only with the greatest difficulty that a serious strike in the Port of Palermo has been averted during the past week. It is requested, please, that authority be given to pay the new rates with the least possible delay.

5. It is understood that Allied rates on the mainland are considerably higher that those in Sicily, and it would be appreciated if you would let us have some information on the subject

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of the twentysixth meeting of that Committee held on 14 December 1944, that matters affecting Labour in Sicily will be dealt with through normall staff channels.

3. Transmitted herewith is a copy of the Stevedores Contract which has been in force in Sicily since April 1944 together with a copy of the proposed revised contract shewing an upward revision of tonnage rates. The increased rates have been computed on a 15% increase in the base pay plus Lire 35 per day for Increased Cost of Living Bonus.

4. The stevedore labour situation in Sicily is extremely delicate at the present moment and it has been only with the greatest difficulty that a serious strike in the Port of Palermo has been averted during the past week. It is requested, please, that authority be given to pay the new rates with the least possible delay.

5. It is understood that Allied rates on the mainland are considerably higher that those in Sicily, and it would be appreciated if you would let me have some information on the subject.

For Brigadier Carr.

85

C.F. MASON
Lt. R.A.
Regional Labour Officer.

2 - Inclosures

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COPY NO: 109

ALLIED FORCE
LOCAL RESOURCES (SICILIAN) BOARD
c/o HQ, I.B.S.
APO 512, U.S. ARMY

Ref. Si/4B/26.

26 APRIL 1944.

SUBJECT : Stevedore Contracts.

1. Attached hereto is a copy of the Standard Contract agreed for Stevedor work in Sicily. This form of contract, with minor changes, is at present used by H I.B.S. and it is recommended that it is adopted immediately by all employing Service thus standardising all such work throughout the Island.

2. As agreed by the Labour and Wages Control Committee and promulgated by the Board at its eighth meeting held on 15 April 1944, the following rates of paymen are fixed as maximum rates and must not be exceeded for Stevedore Contracts in Sicily.

Para.2.	a.	34 lire per long ton
" 2.	b.	52 lire per long ton
" 2.	c.	43 lire per long ton
" 2.	f. (1)	315 lire per hatch per hour
	(2)	430 lire per hatch per hour
" 2.	g. (1)	315 lire per hatch per hour
	(2)	430 lire per hatch per hour

3. The above rates and details of the Contract are shown at Appendix 'A' to the Minutes of the Seventh Meeting of the Labour and Wages Control Committee.

R.M. Stearns

R.M. STEARNS,
Lt.Col., F.D., Asst.G-4,
Vice Chairman (US).

A.W.C. MAJOR,
Lt.Col., A.Q.M.G.,
Vice-Chairman (HR)

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8218

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" 2. b. 52 lire per long ton

" 2. c. 43 lire per long ton

" 2. f. (1) 315 lire per hatch per hour
(2) 430 lire per hatch per hour

" 2. g. (1) 315 lire per hatch per hour
(2) 430 lire per hatch per hour

3. The above rates and details of the Contract are shown at Appendix 'A' to the Minutes of the Seventh Meeting of the Labour and Wages Control Committee.

R.M. STEARNS,
Lt.Col., F.D., Asst.G-4,
Vice Chairman (US).

A.W.C. MAJOR,
Lt.Col., A.Q.M.G.,
Vice-Chairman (BR)

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8 DDL, HQ, AAI (Rear Adm Ech)
9 Col.i/c Adm., HQ, No.1 District
10-11 ADL, " " "
12 S.S.T.O. " " "
13 DADL(Civil) 2903 Civil Labour Unit, c/o 56 Area
14-15 BPA, I.B.S.
16-17 Transportation Division, I.B.S.
18 S.N.O., Eastern Sicily
19 N.O.I.C., Messina
20 Commandant, USNOB
21 Lt. Dudley, USNOB
22 ACC, Sicily Region HQ
23 ACC Labour, Palermo
24 ACC Legal, Palermo
25 ACC Labour, Catania
26 ACC Labour Sub-Commission, Naples
27 ACC Labour, Naples
28 War Shipping Administration, APO 391
29 Ministry of War Transport
30-32 Progress Report
33 File (AFLR(Si)B)
34-50 Spare.

8248

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STANDARD CONTRACT
TO BE USED FOR STEVEDORE CONTRACTS
IN SICILY

This contract, entered into this.....day of....., 1944 by and between ....., represented by.....(V), and....., of.....Sicily hereinafter called the Contractor, witnesseth that:-

1. SERVICES TO BE FURNISHED: The Contractor will rig and unrig ship; remove, replace and batten hatches; discharge or load cargo, including lashing and unlashing and handling of dock cargo to or from vehicle, dock, and/or craft alongside. Contractor shall supply all necessary foremen, winchmen, laborers and will safely and properly work the cargo with all possible dispatch.

2. RATES OF SERVICES: The Contractor shall be compensated for services rendered at the following rates, weight to be based on the Army completion report:-

a. At a rate of 34 (X) lire per long ton (2240 lbs) of weight, for unloading of any type of cargo from any part of vessel, and placing on vehicle or craft or on dock alongside when vehicle or craft is not available, or for loading any type of cargo to any part of vessel, from a vehicle, craft or dock alongside, during the day shift.

Alternatively (W)

a. At a rate of 52 (X) lire per long ton for any of the foregoing operations performed during the night shift.

Alternatively (W)

a. At a rate of 43 (X) lire per long ton for operations performed during a continuous day and night shift.

b. At a rate equal to 50% of whichever of the foregoing rates is applicable, for discharging from craft or vehicle to dock, or for loading from dock to craft or vehicle only.

c. For work performed on Sundays, feast days and other holidays at the foregoing rates without special pay.

d. For time lost as result of the following military causes, while loading or discharging cargo to or from ships; waiting for trucks, breakdown of machinery, air-raid alerts, shifting of ships, and waiting for lighters: at the following rate

(1) Three hundred and fifteen (315.00) lire (X) per hatch per hour between 0600 and 1800 hours.

(2) Four hundred and thirty (430.00) lire (X) per hatch per hour between 1800 and 0600 hours.

8217

e. For time taken to rig and unrig ship, remove, replace and batten hatches clean holds, lash and unlash dock cargo, and erect or remove dock-cargo cribs: at the following rates:

(1) Three hundred and fifteen (315.00) lire (X) per hatch per hour between 0600 and 1800 hours.

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Alternatively (W)

a. At a rate of 52 (X) lire per long ton for any of the foregoing operations performed during the night shift.

Alternatively (W)

a. At a rate of 43 (X) lire per long ton for operations performed during a continuous day and night shift.

b. At a rate equal to 50% of whichever of the foregoing rates is applicable, for discharging from craft or vehicle to dock, or for loading from dock to craft or vehicle only.

c. For work performed on Sundays, feast days and other holidays at the foregoing rates without special pay.

d. For time lost as result of the following military causes, while loading or discharging cargo to or from ships; waiting for trucks, breakdown of machinery, air-raid alerts, shifting of ships, and waiting for lighters: at the following rates:

(1) Three hundred and fifteen (315.00) lire (X) per hatch per hour between 0600 and 1800 hours.

(2) Four hundred and thirty (430.00) lire (X) per hatch per hour between 1800 and 0600 hours.

8247

e. For time taken to rig and unrig ship, remove, replace and batten hatches clean holds, lash and unlash deck cargo, and erect or remove deck-cargo cribs: at the following rates:

(1) Three hundred and fifteen (315.00) lire (X) per hatch per hour between 0600 and 1800 hours.

(2) Four hundred and thirty (430.00) lire (X) per hatch per hour between 1800 and 0600 hours.

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3. HOURS OF OPERATION: The Contractor is to operate on two (2) shifts, from 0600 to 1800 hours and from 1800 to 0600 hours respectively, on each day as required with one (1) hour out of each shift for meals and rest.

4. NOTICE TO THE GOVERNMENT OF LABOR DISPUTES: Whenever any actual or potential labor dispute is delaying or threatens to delay the timely performance of this contract, the Contractor will immediately give notice thereof to the.....(V) Officer. Such notice shall include all relevant information with respect to such dispute.

5. LIABILITY: The Contractor shall assume all liability for injury to persons or damage to property incident to the performance of this contract. The Contractor agrees to provide insurance to cover insurable liabilities.

(V)(W)(X)(Y)(Z) See notes on attached sheet.

...../6. .....

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6. DELAY: Should the Contractor show evidence of incompetence or should his methods of work, in the opinion of the.....(V) Officer, unduly delay the discharging of cargo, he may be summarily removed without recourse by the verbal order of aforesaid officer. The Contractor is, however, to be paid at the agreed rate for work accomplished.

7. LABOR:

a. The Contractor will employ labor by direct negotiation and not through any labor organization or labor service.

b. The Contractor certifies that an Enemy State is not a party to the contract, either directly or indirectly.

c. The Contractor will be bound by the labor laws of the area in which he operates and is not exempt by reason of being employed on military projects.

d. The Contractor will be required to make customary employee payroll deductions and benefit payments as may be directed or authorized by law, and will not make any deductions on behalf of any labor organization, society, or individual or for any similar reason.

e. The Contractor will be required to maintain existing wage rates and working conditions prevailing in the area.

f. The Contractor will be responsible for employees injured or killed while working on military projects and no responsibility will devolve on.....(Y) for care or treatment other than emergency First Aid.

8. NOT EXCLUSIVE: It is understood that this contract is not exclusive and the.....(V) reserves the right to enter into other contracts of a same or similar nature in this Port.

9. DISPUTES: All disputes arising under this contract shall be decided by the.....(V) Officer as designated herein, subject to written appeal by the Contractor within fifteen (15) days to the.....(Z) whose decision shall be final. Pending final decision, the Contractor shall diligently proceed with the contract.

10. TERMINATION: The.....(Y) may at any time terminate this contract in whole or in part by a notice in writing from.....(V) Officer to the Contractor that this contract is terminated under this clause. Such termination shall be effected in the manner and upon the date specified in said

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d. The Contractor will be required to make customary employee payroll deductions and benefit payments as may be directed or authorized by law, and will not make any deductions on behalf of any labor organization, society, or individual or for any similar reason.

e. The Contractor will be required to maintain existing wage rates and working conditions prevailing in the area.

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8. NOT EXCLUSIVE: It is understood that this contract is not exclusive and the.....(V) reserves the right to enter into other contracts of a same or similar nature in this Port.

9. DISPUTES: All disputes arising under this contract shall be decided by the.....(V) Officer as designated herein, subject to written appeal by the Contractor within fifteen (15) days to the.....(Z) whose decision shall be final. Pending final decision, the Contractor shall diligently proceed with the contract.

10. TERMINATION: The.....(Y) may at any time terminate this contract in whole or in part by a notice in writing from.....(V) Officer to the Contractor that this contract is terminated under this clause. Such termination shall be effected in the manner and upon the date specified in said notice. If Contractor is engaged in operations under this contract on date of expiration of contract, the.....(Y) reserves the right to require operations to continue under the provisions of this contract until such operations are completed.

(V)(W)(X)(Y)(Z) See notes on attached sheet.

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NOTES ON ATTACHED STANDARD STEVEDORE CONTRACT.

(V) The appointment of the officer making the contract should be filled in here (e.g. Purchasing and Contracting Officer, IBS).

(W) One of these paragraphs should be used according to whether the Contract is for day work only (0600 - 1800 hrs), night work only (1800 - 0600 hrs) or continuous work throughout the 24 hours.

(X) The rates shown are the MAXIMUM rates agreed to by the Labour & Wages Control Committee. They should not be exceeded but Services are, of course, at liberty to accept more advantageous terms if available.

(Y) The name of the Contracting Service (e.g. U.S. Army) should be filled in here.

(Z) The appointment of the officer who will make the final decision (e.g. Commanding Officer, IBS) should be filled in here.

COPY NO 43

ALLIED COMMISSION SICILIA REGION HEADQUARTERS

ALLIED SERVICES CO-ORDINATION BOARD

LABOUR & WAGES SUB-COMMITTEE.

MINUTES OF THE FIRST MEETING OF THE LABOUR & WAGES SUB-COMMITTEE HELD AT 8 VIA BARI, PALERMO, AT 15.30 HRS WEDNESDAY 29 NOVEMBER 1944.

PRESENT :

Chairman Commander A.A. CHAPPELL, R.N. — S.B.O. MESSINA.

Major P.G. HARRIS, — D.A.D.L. (Civil)
Captain H. CHANDLER, — C.L.O. 2901 C.L.U.
Mr. R.J. STOKER, — D.A.W.T.R. Sicily.
Secretary Lieut. C.F. MASON, — Reg. Labour Officer, A.C.

1. CHANGE OF TITLE.

The Chairman explained that as the result of the dissolution of the A.F.L.H. (Sicilian) Board, the Labour & Wages Control Committee could not carry out the functions it had performed in the past. The need for a Committee to co-ordinate labour problems in Sicily was evident and it was decided to continue the old Labour & Wages Control Committee under the name of Labour & Wages Sub-Committee. The new Committee will co-ordinate matters relating to labour in Sicily and make recommendations to the A.F.L.H.B. Sicilian Section for transmission to the Labour & Wages Control Committee of the A.F.L.H. (Italian) Board.

2. MINUTES OF THE LAST MEETING.

The minutes of the thirteenth Meeting of the Labour & Wages Control Committee held on the 7 November 1944 were read. It was agreed that paragraph 4 should be deleted in light of new Instructions issued by the A.F.L.H.B.

3. STEVEDORE CONTRACTS.

(a) In consideration of the Italian Government's recent announcement to pay an Indemnity for Higher Cost of Living, the matter of Stevedores Contracts was reviewed. The new rates as recommended by this Sub-Committee are attached in Appendix "A" and it is requested that the Board will give immediate and favourable consideration to their proposals. The Stevedore Labour situation is extremely delicate at the present moment, and unless rates are increased with the least possible delay, it is felt that labour disturbance will ensue.

4. CHRISTMAS DAY.

It is recommended that Christmas Day 1944 be observed as a holiday

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committee to co-ordinate labour problems in Sicily was evident and it was decided to continue the old Labour & Wages Control Committee under the name of Labour - Wages Sub-Committee. The new Committee will co-ordinate matters relating to labour in Sicily and make recommendations to the A.F.H.Q. Civilian Labour for transmission to the Labour & Wages Control Committee of the A.F.H.Q. (Italian) Board.

2. MINUTES OF THE LAST MEETING.

The Minutes of the Thirteenth Meeting of the Labour & Wages Control Committee held on the 7 November 1943 were read. It was agreed that paragraph 4 should be deleted in light of new instructions issued by the A.F.H.Q.

3. STEVEDORE CONTRACTS.

(a) In consideration of the Italian Government's recent announcement to pay an indemnity for the high Cost of Living, the matter of Stevedores Contracts was reviewed. The new rates as recommended by this Sub-Committee are attached in Appendix "." and it is requested that the Board will give favourable consideration to their proposals. The Stevedore labour situation is extremely difficult at the present moment, and unless rates are increased will, in the least possible delay, it is felt that labour disorders will ensue.

4. CHRISTMAS DAY.

It is recommended that Christmas Day 1943 be observed as a holiday with pay for all Allied Force employees, subject to the exigencies of the service.

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5. CONDITIONS OF EMPLOYMENT.

It was decided, subject to the approval of the A.F.H.Q. (Italian) Board to substitute the "Conditions of Employment" issued by A.F.H.Q. for those as given in the Sicily Wage Scale, with the following exceptions :- 81

(i) That the preliminary period should be 14 instead of 7 days.
(ii) That night work should be paid at time and one quarter of the basic rate and not 30 lire extra, this having been paid in Sicily since the occupation. This rate to be applicable only in Sicily.

Declassified E.O. 12065 Section 1-402/NNDC No. 785021

6. MINUTES OF THIS MEETING.

(a) It is recommended that these minutes should not be published or put into force until approval has been given through ...F.I.R.B.

(b) The Labour & Wages Sub-Committee recommend that in future the Minutes of the Labour & Wages Control Committee should be forwarded to all members of this Sub-Committee.

C.F. M...on,
Regional Labour Officer,
Allied Commission.

DISTRIBUTION :

Copy No: 1. Chairman, Allied Services Co-ordination Board.
2-4. ...F.I.R.B., E.....C., C.M.F.
5-6 ...F.I.R.B. (Italian) Board.
7 L.E.C. H.Q. .....t.
8 A.F.H.Q.M.G. (Legless) Area.
9 D.D.I. Main .....t.
10 E.....t.C. (Capt. [illegible] and C.I.O.
11 S.H.E. Advance Party.
12 U.S.I., Caserta.
13 S.S.O. Caserta.
14 Comdt. E.....C.E.
15 Supt. of Hospitals, U.S.....O.E.
16 Lieut. L. Dawson, U.S.....O.E.
17 Capt. H. Chandler, R.A., 2907 C.I.U.
18 Capt. M. Tyson, 823 Signal Battalion.
19 S.O.S. No. 3 District.
20 OSC. S/S ...ct., No. 3 District.
21 S.I., No. 3 District.
22 D.D.S.I. " "
23 D.D.S.S. " "
24 D.D.L. " "
25 H.Q. ...F. Caserta.
26 I.S.O. ...F. Caserta.
27 ...t. Colonel [illegible]

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8. Brig.Gen. T.F. Farrell, (Deputy) Manhattan District, Oak Ridge, Tenn.
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10. Col. J.A. Derry, Manhattan District, Oak Ridge, Tenn.
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32. Dr. G.B. Pegram, Columbia University, New York, N.Y.
33-34. Dr. J.R. Dunning, Columbia University, New York, N.Y.
35. Dr. Hugh S. Taylor, Princeton University, Princeton, N.J.
36. Dr. Willard F. Libby, University of California, Berkeley, Calif.
37. Dr. E.P. Wigner, Princeton University, Princeton, N.J.
38. Dr. T.A. Welton, Clinton Laboratories, Oak Ridge, Tenn.
39. Dr. A.C. Graves, Los Alamos, N. Mex.
40. Dr. R.R. Wilson, Cornell University, Ithaca, N.Y.
41-42. Dr. J.H. Manley, Metallurgical Laboratory, Chicago, Ill.
43. Dr. J.G. Hamilton, Washington University, St. Louis, Mo.
44. Dr. Leona Woods Marshall, Metallurgical Laboratory, Chicago, Ill.
45. Dr. Joseph G. Hoffman, Metallurgical Laboratory, Chicago, Ill.
46. Dr. Samuel K. Allison, Metallurgical Laboratory, Chicago, Ill.
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48. Dr. Eugene P. Wigner, Argonne National Laboratory, Chicago, Ill.
49. Dr. Alexander Langsdorf, Argonne National Laboratory, Chicago, Ill.
50. Dr. Robert S. Mulliken, Argonne National Laboratory, Chicago, Ill.
51. Dr. Warren C. Johnson, Argonne National Laboratory, Chicago, Ill.
52. Dr. Manson Benedict, Massachusetts Institute of Technology, Cambridge, Mass.
53. Dr. Percival C. Keith, Tennessee Eastman Corporation, Kingsport, Tenn.
54. Dr. Charles A. Thomas, Monsanto Chemical Company, St. Louis, Mo.
55. Dr. Crawford H. Greenewalt, E.I. du Pont de Nemours & Company, Wilmington, Del.
56. Dr. Simon H. Wandiss, Vanadium Corporation of America, New York, N.Y.
57. Dr. Charles Allen Thomas, Monsanto Chemical Company, St. Louis, Mo.
58. Dr. Roger Williams, Texas Research Foundation, Renner, Texas.
59. Dr. Warren C. Johnson, Argonne National Laboratory, Chicago, Ill.
60-61. Dr. Arthur C. Jones, Jr., Argonne National Laboratory, Chicago, Ill.
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65. Dr. Thomas H. Johnson, Argonne National Laboratory, Chicago, Ill.
66. Dr. Walter Bartky, Argonne National Laboratory, Chicago, Ill.
67. Dr. Enrico Fermi, Argonne National Laboratory, Chicago, Ill.
68. Dr. Albert Wattenberg, Argonne National Laboratory, Chicago, Ill.
69. Dr. Frank Spedding, Ames Laboratory, Ames, Iowa.
70. Dr. Wilder D. Bancroft, Cornell University, Ithaca, N.Y.
71. Dr. Hugh M. Cassel, Iowa State College, Ames, Iowa.
72. Dr. Arthur V. Grosse, Houdry Process Corporation, Marcus Hook, Pa.
73. Dr. Lyman J. Briggs, National Bureau of Standards, Washington, D.C.
74. Dr. Gaylord P. Harnwell, University of Pennsylvania, Philadelphia, Pa.
75. Dr. Hugh S. Taylor, Princeton University, Princeton, N.J.
76. Dr. Arthur H. Compton, Metallurgical Laboratory, Chicago, Ill.
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444.

APPENDIX "A"

STANDARD CONTRACT
TO BE USED FOR STEVEDORE CONTRACTS
IN SICILY.

This contract, entered into this.....day of..... 1944
by and between..... represented by.....
and..... of.....
Sicily hereinafter called the Contractor, witnesseth that:-

1. SERVICES TO BE FURNISHED: The Contractor will aid and unrig ship; remove replace and batten hatches; discharge or load cargo, including lashing and unlashing and handling of dock cargo to or from vehicle, dock, and/or craft alongside. Contractor shall supply all necessary foremen, winchmen, labourers and will safely and properly work the cargo with all possible dispatch.

2. RATES OF SERVICES: The Contractor shall be compensated for services rendered at the following rates, weight to be based on the Army completion report:-

a. At a rate of 48 lire per long ton (2240 lbs) of weight, for unloading of any type of cargo from any part of vessel, and placing on vehicle or craft or on dock alongside when vehicle or craft is not available, or for loading any type of cargo to any part of vessel, from a vehicle, craft or dock alongside, during the day shift.

b. At a rate of 72 lire per long ton for any of the foregoing operations performed during the night shift.

Alternatively

c. At a rate of 60 lire per long ton for operations performed during a continuous day and night shift.

8284

d. At a rate equal to 50% of whichever of the foregoing rates is applicable for discharging from craft or vehicle to dock, or for loading from dock to craft or vehicle only.

e. At the rate of 72 lire per long ton for work performed on Sundays.

f. For time lost as result of the following military causes, while loading or discharging cargo to or from ships; waiting for trucks, breakdown [illegible] filling of holes, and waiting for lighters:

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rendered at the following rates, weight to be based on the Army Compilation Report:-

a. At a rate of 48 lire per long ton (2240 lbs) of weight, for unloading of any type of cargo from any part of vessel, and placing on vehicle or craft or on dock alongside when vehicle or craft is not available, or for loading any type of cargo to any part of vessel, from a vehicle, craft or dock alongside, during the day shift.

b. At a rate of 72 lire per long ton for any of the foregoing operations performed during the night shift.

alternatively

c. At a rate of 60 lire per long ton for operations performed during a continuous day and night shift.

8244

d. At a rate equal to 50% of whichever of the foregoing rates is applicable for discharging from craft or vehicle to dock, or for loading from dock to craft or vehicle only.

e. At the rate of 72 lire per long ton for work performed on Sundays.

f. For time lost as result of the following military causes, while loading or discharging cargo to or from ships; waiting for trucks, breakdown of machinery, air-raid alarms, shifting of ships, and waiting for lighters: at the following rates.

(1) Four hundred and forty five (445) lire per hatch per hour between 0600 and 1800 hours.

80

(2) Six hundred and six (606) lire per hatch per hour between 1800 and 0600 hours.

g. For time taken to rig and unrig ship, remove, replace and batten hatches, clear holds, lash and unlash deck cargo, and erect or remove deck-cargo rails: at the following rates:

(1) Four hundred and forty five (445) lire per hatch per hour between 0600 and 1800 hours.

(2) Six hundred and six (606) lire per hatch per hour between 1800 and 0600 hours.

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3. HOURS OF OPERATION. The Contractor is to operate on two (2) shifts, from 0600 to 1800 hours and from 1800 to 0600 hours respectively, on each day as required with one (1) hour out of each shift for meals and rest.

4. NOTICE TO THE GOVERNMENT OF LABOUR DISPUTES: Whenever any actual or potential labour dispute is delaying or threatens to delay the timely performance of this contract, the Contractor will immediately give notice thereof to the Contracting Officer. Such notice shall include all relevant information with respect to such dispute.

5. LIABILITY: The Contractor shall assume all liability for injury to persons or damage to property incident to the performance of this contract. The Contractor agrees to provide insurance to cover insurable liabilities.

6. DELAY: Should the Contractor show evidence of incompetence or should his methods of work, in the opinion of the Contracting Officer, unduly delay the discharging of cargo, he may be summarily removed without recourse by the verbal order of aforesaid officer. The Contractor is, however, to be paid at the agreed rate for work accomplished.

7. LABOUR:

a. The contractor will employ labour by direct negotiation and not through any labour organization or labour service.

b. The Contractor certifies that an Enemy State is not a party to the contract, either directly or indirectly.

c. The Contractor will be bound by the labour laws of the area in which he operates and is not exempt by reason of being employed on military projects.

d. The Contractor will be required to make customary employee payroll deductions and benefit payments as may be directed or authorized by law, and will not make any deductions on behalf of any labour organization society, or individual or for any similar reason.

e. The Contractor will be required to maintain existing wage rates and working conditions prevailing in the area.

f. The Contractor will be responsible for employees injured or killed whilst working on military projects and no responsibility will devolve on the Canadian Service for care or treatment other than emergency first Aid.

8. NOT EXCLUSIVE: It is understood that this contract is not

Declassified E.O. 12065 Section 3-402/NNDC NO. 785021

7. LABOUR:

a. The Contractor will employ labour by direct negotiation and not through any labour organization or labour service.

b. The Contractor certifies that an Enemy State is not a party to the contract, either directly or indirectly.

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d. The Contractor will be required to make customary employee payroll deductions and benefit payments as may be directed or authorized by law, and will not make any deductions on behalf of any labour organization society, or individual or for any similar reason.

e. The Contractor will be required to maintain existing wage rates and working conditions prevailing in the area.

f. The Contractor will be responsible for employees injured or killed whilst working on military projects and no responsibility will devolve on the Contracting Service for care or treatment other than emergency first aid.

8. NON EXCLUSIVE: It is understood that this contract is not exclusive and the Contracting Service reserves the right to enter into other contracts of a same or similar nature in this Post.

9. DISPUTES: All disputes arising under this contract shall be decided by the Contracting Officer as designated herein, subject to written appeal by the Contractor within fifteen (15) days to the.....
.....(The appointment of the officer who will make the final decision should be filled in here) whose decision shall be final. Pending final decision, the Contractor shall diligently proceed with the contract.

10. TERMINATION: The Contracting Service may at any time terminate this contract in whole or in part by a notice in writing from Contracting Officer to the Contractor that this contract is terminated under this clause. Such termination shall be effected in the manner and upon the date specified in said notice. If Contractor is engaged in operations under this contract on date of expiration of contract, the Contracting Service reserves the right to require operations to continue under the provisions of this contract until such operations are completed.

Declassified E.O. 12065 Section 3-402/NNDC NO. 185021

LSC/515 carry 810

HEADQUARTERS ALLIED CO[illegible] ISSION
APO 394
COMMERCE SUB-COMMISSION
Special Materials Section

LVRW/FZ

Ref.AC/5134/Commerce
Tel. 478.192

29 January 1945

SUBJECT : Clothing for Workers in Leghorn

TO : Labor Sub-Commission
(attn.Mr.W.H.Braine)

1. Reference your LSC/515 & 810 of 24 January 1945.

2. This Sub-Commission is now allocating clothing under terms of a distribution schedule set up by the A.C. Priorities Board. This schedule calls for the allocation of 60% of all availability to the heavy outdoor workers of ten Allied agencies which include P.B.S. and the Royal Navy. Each agency receives a share of the availability in the proportion that the number of its workers bears to the total number of workers employed by all the agencies.

3. The first release of clothing was made on 25 January and the following allocation was made to Lt.Col.Babcock for his disposition:

647	Prs. of Boots
139	Battledress Blouses
274	Prs. of Trousers
271	Wool Shirts
16	Overcoats
153	Field Jackets
1,034	Wool Undershirts
848	Cotton "
639	Wool Drawers
466	Cotton "

8243

79

4. The matter of future allocations must remain uncertain in regards quantity. However, P.B.S. will continue to get its pro-

Declassified E.O. 12065 Section 3-402/NNDC NO. 785021

liability to the heavy outdoor workers of ten Allied agencies include P.B.S. and the Royal Navy. Each agency receives a share of the availability in the proportion that the number of its workers bears to the total number of workers employed by all the agencies.

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271 Wool Shirts
16 Overcoats
153 Field Jackets
1,034 Wool Undershirts
848 Cotton "
639 Wool Drawers
466 Cotton "

8243

- 79 -

4. The matter of future allocations must remain uncertain in regards quantity. However, P.B.S. will continue to get its proportional share of all repaired clothing and shoes as these items become available and they will be directly consigned to Lt.Col.Babcock for distribution as he sees fit. Further, negotiations are now underway with A.F.H.Q. to have a sizeable quantity of clothing released directly from the American and British Salvage Depots to A.C. for repair and dyeing; it would not pass through M.M.I.A. This quantity of clothing will be allocated 100% to the heavy workers employed by the ten Allied Agencies referred to in para.2.

For the Chief Commissioner

for W.P. EVANS
Colonel-Director
Commerce Sub-Commission

Maj. mm.

Declassified E.O. 12065 Section 3-402/NNDC NO. 195021

Declassified E.O. 12065 Section 3-402/NNDG NO. 785021

Uniform Clothing

AN - 2900 Feb

PBS - 21000 Jan 15th 45

AC - 1000

BR Units - 3000

½ for Heavy Cloth & Shirts

Send Bal to PBA - PBS

Declassified E.O. 12065 Section 3-402/NNDG NO. 785021

FILE COPY

HEADQUARTERS ALLIED COMMISSION
APO 204
LABOR SUB-COMMISSION

JFe/rmw

TEL : Ext. 204 28 January 1945

REF : LSC/515 (LSC/709)

SUBJECT: Operation of Port of Piombino

TO : Navy Sub-Commission

1. Reference is made to attached copies of previous correspondence regarding the proposed operation of the Port of Piombino. This Sub-Commission has been asked to comment specifically on Paragraph 7 of your original letter NSC/1325 of 14 December 1944.

2. From the standpoint of labor, operation of the port of Piombino is highly desirable. There are approximately 5,000 persons unemployed in Piombino, many of whom are skilled in unloading ships, back-piling and warehousing. It might be necessary to furnish skilled supervision, but common and dock labor is plentiful.

3. If plans permit, it is much more desirable to use the Port of Piombino for A.C. warehousing of foodstuffs than to use the Port of Leghorn for similar purposes. Leghorn is already crowded and warehousing facilities there are being used to the maximum. Furthermore, labor in Leghorn is in very short supply and urgently needed for essential military operations. Under the circumstances, therefore, full operation of the Port of Piombino is urged.

W. H. Brainer

W. H. BRAINE
Director
Labor Sub-Commission

Encl.

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Declassified E.O. 12065 Section 3-402/NNDG NO. 795021

FILE COPY

HEADQUARTERS ALLIED COMMISSION
APO 394
LABOR SUB-COMMISSION

TEL : Ext. 104

REF : LSC/515 + 810

SUBJECT: Threatened Strike in Navy Yard, Livorno.

TO : Colonel W. F. Evans
Director, Commerce Sub-Commission

24 January 1945

1. Please see the following report. I should be glad if you could see your way to taking action as recommended for the immediate supply of 200 sets of working clothing to the categories concerned in Navy Yard Livorno. I understand that an estimate of requirements, in compliance with your official request, has been prepared and is being forwarded through PAO and A.M., and no doubt any advances that you can make will count against such estimate. In connection with this, you will no doubt note Colonel Babcock's recommendation that 2,000 sets be sent to Livorno.

2. I appreciate that these demands must be considered by you against the general background of your resources and demands from other quarters.

- - -

Telephone Report from Lt. Colonel Babcock
9:20 a.m.

Lt. Colonel Babcock, Labor Officer, Livorno reported by telephone, 0920 hrs, 24 January 1945, the threat of strike action in the Navy Yard, Livorno.

Workers Concerned: Coal heavers and drydock workers.

Reason for this Dispute: Request for working clothing and shoes.

Colonel Babcock's Observations: These two categories of workers operate in difficult conditions, in and out over coal heaps, and in winter weather they undoubtedly suffer because their own clothing is in worst possible condition.

S:AA

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Colonel Babcock's Recommendation: Immediate - That 500 sets of shoes, trousers, jackets, and shirts be provided. If difficulty experienced, that at least shoes and trousers be provided.

Later - That 2,000 sets of clothing, as above, be sent to Livorno as a reserve to counter similar requests from other workers.

W. N. BRAINE

W. N. BRAINE
Director
Labor Sub-Commission

Declassified E.O. 12065 Section 3-402/NNDC NO. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
LABOR SUB-COMMISSION

WHB/rmw

23 January 1945

LSC/515

MEMORANDUM FOR FILES

Port Labor Organization

Major Scicluna saw representatives of the Mercantile Marine organization (Port Section), and discussed the revival and operation of the Port Companies. The Italian representatives said that in the earlier formation of these Port Companies regard had been paid to the British method of organization and that the Italians largely followed the British model. This explains many points of resemblance between the current schemes, namely, the British National Dock Labor Corporation and the Port Companies. Major Scicluna told the Italian representatives that the desire of this Sub-Commission was to insure that the system should work democratically and efficiently and that he proposed to visit Naples to inquire into its operation, following which suggestions would be put forward with particular intent to insure that the military needs of the Allied Armed Forces in Naples and other ports were adequately met.

Major Scicluna had a cordial reception from the Italian representatives, who were very helpful and who welcomed the offer of guidance and advice from this Sub-Commission.

W. H. BRAINE
Director
Labor Sub-Commission

cc: Major Scicluna

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HEADQUARTERS ALLIED COMMISSION
APO 394
LABOR SUB-COMMISSION

EJS/fg

Tel. 478809

22 January 1945

REF : LSC/515

SUBJECT: Port Companies

TO : Mr. W.H. Braine, Director Labour Sub-Commission

FROM : Maj. E. Scicluna, Labour Relation Office,
Labour Sub-Commission.

1. Reference is made to your memorandum on Port Labour in Italian Administered Territory dated 20 Jan. 45 and more specifically to your instructions to submit an interim report on the initial discussion with a competent representative of the Italian Ministry of Mercantile Marine.

2. Undersigned accompanied by Mr. Di Feda were to day received by Commendatore Gambioli, head of the Ministerial Port-Section, and from the ensuing discussion the following points of interest became relevant. viz

a. Ministerial Circular of 18 December 1944 No. 6566 has not been traced in the Ministerial Files;

b. No Ministerial Circulars in the nature of "General Directives" on Port Labour, or Port Companies in particular, have ever been issued by the Ministry of Mercantile Marine. The only instructions of this kind were issued singly to the "Capitaneria del Porto" at Palermo, Catania, Messina, Siracusa, Torre del Greco, Torre Annunziata and Castellamare respectively;

c. The above instructions were issued in the shape of a letter and in the case of ports adjoining Naples the respective references were as follows:

Castellamare	letter	d/d	25	Nov.	44	N°	1230
Torre del Greco	"	"	"	"	"	N°	"
Torre Annunziata	"	"	19	Jan.	45	N°	222/P;

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d. The letter addressed to Capitaneria del Porto at Castellamare recognised the former status of the Port-Companies at the same time authorising the Capitaneria to exercise its discretion in the elimination of undesirable elements in the said Companies and in exercising discipline over them. No specific definition of the disciplinary measures to be used was attempted in this letter so that existing legislation would presumably still be regarded as the only guiding factor in this matter.

e. The Port Companies as outlined in the R.D.L. 24 Jan. 1929 Nº 166 and the Ministerial Decree of 19 April 1929 would "prima facie" appear to have much in common with the organisation in U.K. of the National Port Labour Corporation but a more careful comparative study will be required before a clear cut "common denominator" can be outlined, with a view to submitting to the Italian Ministry suggestions for the amendment of the existing legislation.

f. The Ministry of Mercantile Marine forwarded to the Labour Sub-Commission on 2 Oct. 44 (LSC/4692) a report on the Port Companies. This report more or less represents the present views of the Ministry on this matter.

3. Arrangements have been made with Commendatore Gambioli (a) to put at their disposal information regarding the National Port Labour Corporation of U.K.

(b) to discuss the question of "democratising" the present legislation on Port Companies, for which purpose Commendatore Gambioli is drafting some relevant points.

E J Sciciluna Maj.
EDWARD J. SCICLUNA
Major
Labour Relation Officer

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HEADQUARTERS ALLIED COMMISSION
APO 394
LABOUR SUB-COMMISSION

WHB/rmw

21 January 1945

LSC/515

MEMORANDUM

To: Captain D. L. Botham
Labour Officer
Southern Region

You will be interested in the attached copy of memorandum regarding Italian Port Labour and Port Companies. Major Scicluna is shortly visiting Naples and will collaborate with you in obtaining further details as requested.

W. H. BRAINE
Director
Labour Sub-Commission

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Declassified E.O. 12065 Section 3-402/NNDG NO. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
LABOUR SUB-COMMISSION

WHB/rmw

21 January 1945

MEMORANDUM

To: Major Scicluna

Attached is copy of the memorandum I dictated yesterday regarding Italian Port Labour and Port Companies, and I shall be glad to have an interim report from you on the result of your initial discussion with Minister of Mercantile Marine, together with a copy of the circular of 18 December 1944. At a later date you will, no doubt, report the result of your investigation at Naples.

May I remind you that we agreed that you should take no action when in Naples on the circumstances within the SETI telephone company.

W. H. BRAINE
Director
Labour Sub-Commission

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Declassified E.O. 12065 Section 3-402/NNDG NO. 785021

P Y

COPY

HEADQUARTERS ALLIED COMMISSION
APO 394
LABOUR SUB COMMISSION

WHB/ac

20 January 1945

PORT LABOUR IN ITALIAN ADMINISTERED TERRITORY

It appears that a circular of the Italian Ministry of Mercantile Marine (6566, 18 December 1944) has reaffirmed the existence of Port Companies (Compagnie Portuali), which were apparently organized under the old Regime to coordinate all activities of Port Labour, plants and other facilities in ports, instead of permitting uncontrolled private enterprise by numerous individual employers.

In the state of affairs which developed immediately after the liberation of various ports, the Port Companies appear to have ceased activities, and the handling of goods in the ports on behalf of the Allies and others was undertaken by private contractors who engaged their own labour. The re-establishment of the Port Companies by the Italian Ministry of Marine has naturally disturbed private contractors who are alleging that the Port Companies retain a marked political background, that the workers engaged by them belong to a particular political Party, and that they draw a commission or benefit from the contracts undertaken by smaller contractors. The private contractors protest against the re-establishment of Companies of "Fascist character".

For many years, the casual nature of the employment of port transport workers has been the subject of acute criticism by social workers, Trade Unions, and by persons themselves interested in the efficient operation of ports, and the efforts to de-casualize this labour and put it on a sound and efficient basis have, in the United Kingdom, culminated in the establishment of a National Port Labour Corporation which operates in the principal ports of the United Kingdom. The essential feature of its operations are that all port transport workers must be registered and that no unregistered workers may be engaged unless it is clearly proved that no registered workers are, or can be made, available. Registered workers are paid varying sums

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according to the nature of the cargo they handle and the hours of work when they are in fact employed: and if, after duly presenting themselves for work, it is found that they cannot be employed, they are paid a "stand-by" wage. In view of the nature of the work which implies working in different ships in different conditions, under different employers during the week, the payment and record of work is centrally maintained in each port. There is also a disciplinary Committee, and there are various benefits, such as annual holiday with pay, etc. Men who misbehave or are unsuitable may have their registration cancelled and be forbidden to work, or to register as port transport workers. Men are liable to work in another port if there is not sufficient work in their own locality.

All this envolves a tight control of both employers and workers - a control which critics may call Fascist - but in time of war it operates to the benefit of the Nation and both in war and peace, contributes to the betterment of the workers themselves and to the efficient working of the port.

These considerations are set out so that Labour Sub-Commission may approach with caution the allegations made by obviously interested parties, viz.: an independent private contractor, and may bear in mind the acute criticism which may be received from representatives of both organized labour and employers in the United States and Great Britain if hasty action is taken to interfere with the operation of the Port Companies. At the same time, it must be realized that the needs of the fighting forces are of paramount priority, and the approach should be to arrange for the Port Companies to operate on the most efficient basis to satisfy those needs. Immediate action would be to obtain the copy of Circular of 18 December 1944 of the Italian Ministry of Mercantile Marine, and to advise ourselves of the underlying principles and the extent to which they will be put into effect and possibly be improved. A discussion with a competent representative of the Italian Mercantile Marine and of the Italian Ministry of Labour would be useful. In these conversations, it would be useful to enquire as to the extent to which there has been consultation with CGIL or other representatives of port transport Unions (if any); but for the moment no approach should be made to CGIL or Unions. An investigation on the spot would provide further data.

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/s/ W.H. BRAINE

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HEADQUARTERS, ALLIED FORCE HIGH
Navy Sub-Commission APO 394

CONFIDENTIAL

[redacted]

NSC/1413
30 December 1944.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Transportation Sub-Commission, Hq. A.C.

Subject: Port Labor.

References: (a) Navy Sub-Con. ltr NSC/1100 of 2 November 1944 to Ministry of Marine. Subject: Italian Ports - Organization of.

Enclosure: (A) Copy Ministry of Marine ltr [redacted]/27628 of 30 Nov. 1944.
(B) Copy Land Forces Sub-Com. A.C. (MGIA) ltr [redacted]/19 of 24 Dec. 1944.
(C) Navy Sub-Con. ltr NSC/1412 of 30 Dec. 1944. (Copy)

1. In reference (a), the Ministry of Marine was asked to provide for the expeditious discharge of cargoes in ports which have been returned to Italian Navy control.

2. Enclosure (A) contains a request from the Ministry of Marine that an Italian Army Port Labor Party be transferred to CIVITAVECCHIA, due to the great difficulty of obtaining adequate civilian labor.

3. Enclosure (B), which is based on the statement of the Land Forces Sub-Commission in enclosure (C), informs the Ministry of Marine that it is not possible for the Italian War Ministry to supply labor troops for the Italian operated ports.

4. It will be noted in enclosure (B) that Italian Army labor troops have been placed in either British or U.S. categories, both of which are under Allied command. Such troops are available for only such duty as is assigned by the government concerned.

5. In the event that the need for Italian Army labor in Italian controlled ports is deemed to be sufficiently great, the Navy Sub-Commission will be glad to present the matter to Allied Force Headquarters if supplied with specific requirements and sufficient facts to justify transferring such labor troops from Allied operated ports.

8232

Copy to: [redacted]
[redacted], U.S. Navy,

Declassified E.O. 12065 Section 3-402/NNDG NO. 785021

Reference: (A) Navy Sub-Con. ltr [illegible] of 2 November 1944 to Ministry of Marine. Subject: Italian Ports - Organization of.

Enclosure: (A) Copy Ministry of Marine ltr [illegible] of 30 Nov. 1944.
(B) Copy Land Forces Sub-Con. A.C. (44)3 ltr [illegible] of 24 Dec. 1944.
(C) Navy Sub-Con. ltr [illegible] of 30 Dec. 1944. (Copy)

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8232

[illegible]
Commodore, U.S. Navy,
for Chief, Navy Sub-Commission, AC.

Copy to:
CINC-AFHQ.
POWAR
ACSAIL-WARSHIPS
CHIEF OF STAFF, AC.
LIAISON OFF. AF.
SHIPPING OFF.AC.

68

Declassified E.O. 12065 Section 3-402/NNDC NO. 785021

From: I.M.S. Staff Office.
To : F.C. .I. - Rome.
Date: 28.11.44.
Ref.: SM/27628

COPY

Subject: Proposal to Transfer an Italian Port Labor Party to CIVITAVECCHIA.

1. The proximate arrival at Civitavecchia of several Allied M/Vs carrying supplies for the Italian civil population is foreseen. The number of civil stevedores there is less than will be required to unload the M/Vs. in question, nor is it possible to increase it by employing labour from the surrounding district, as workers do not want to go to Civitavecchia where they could not find food and lodging.

2. To increase the ports' unloading capacity, it would be very useful to transfer to Civitavecchia a Company of It. Auxiliary troops engaged under "Land Forces Sub-Commission, A.C."

3. I request therefore that you kindly obtain above Sub-commission's approval to the transfer to Civitavecchia of a Company of the Auxiliary Troops already mentioned. Italian Army Authorities concerned have been informed of this request and are favourable to its acceptance.

for CHIEF OF STAFF.

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(ENCLOSURE (A)).

Declassified E.O. 12065 Section 3-402/NNDC NO. 785021

to CIVITAVECCHIA.

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for CHIEF OF STAFF.

8231

(ENCLOSURE (A)).

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Declassified E.O. 12065 Section 3-402/NNDC NO. 78502

COPY

Subject: Port Labor Party.

Land Forces
Sub Commission, AC (MMIA)
Rome
SO/19
24 December 1944

To: : Navy Sub Commission ALCOM

Copy to: AFHQ for G-3 (Org)

Reference your NSC/1308 of 10 December 1944.

1. The Italian War Ministry has been allowed a small number of troops for administration, services, hospitals, etc., No labor units are available in this category. Therefore it is not possible for the War Ministry to assist in the operation of ports with troops at its disposal.

2. All Italian Army labor units are in either the British or US categories, both of which are under Allied command, fully employed, and are a national commitment of the Government concerned. Therefore these units are available for only such duty as is designed by the Government concerned. Both the British and US Armies are employing such units in the operation of British and US ports. The British Army is also employing some Italian Naval personnel in port operations; these are included in the Italian Army (British) ceiling; and the Italian Navy is maintained wholly by the British Government.

3. It is believed that it will be necessary for the Italian Government to utilize civilian labor for operation of ports under Italian control.

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CLAYTON P. KERR, Colonel
for Major General
Land Forces
Sub Commission, AC (MMIA).

Declassified E.O. 12065 Section 3-402/NNDC NO. 785021

Copy to: AFHQ for G-3 (Org)

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CLAYTON P. KERR, Colonel
for Major General
Land Forces
Sub Commission, AC (AMIA).

(ENCLOSURE (B)).

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Declassified E.O. 12065 Section 3-402/NNDC NO. 759021

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1412
30 December 1944.

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

Subject: Transfer of Italian Port Party to CIVITAVECCHIA.

1. Reference is made to Ministry of Marine letter SM/27628 of 30 November 1944.

2. The Navy Sub-Commission has investigated thoroughly the possibility of obtaining the transfer of an Italian Army Port Party to CIVITAVECCHIA, but has been informed by the Land Forces Sub-Commission, A.C. (MMIA), that it is not presently possible for the Italian War Ministry to assist in the operation of ports with troops at its disposal. It appears, therefore, that it will be necessary to utilize civilian labor for the operation of ports under Italian control until the commitments of Italian Army units are reduced.

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

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(ENCLOSURE (C)).

Declassified E.O. 12065 Section 3-402/NNDC NO. 785021

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

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(ENCLOSURE (C)).

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Declassified E.O. 12065 Section 3-402/NNDC NO. 78502


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